DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: February 26, 2026
Time: after 8:30 a.m.
Place: Van Nuys City Hall
Council Chambers, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

This meeting may be available virtually, in a hybrid format. The meeting's telephone number and access code 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 cpc@lacity.org

Public Hearing: January 9, 2026

Appeal Status: Appealable to City Council
Expiration Date: February 26, 2026
Multiple Approval: Yes

Case No.:	CPC-2024-325-CU-MCUP-CUX-SPP-DRB-SPR-WDI
CEQA No.:	ENV-2024-326-MND
Incidental Cases:	N/A
Related Cases:	N/A
Council No.:	8 – Harris-Dawson
Plan Area:	West Adams – Baldwin Hills – Leimert
Plan Overlay:	Crenshaw Corridor Specific Plan; South Los Angeles Alcohol Specific Plan
Certified NC:	Empowerment Congress West
GPLU:	Community Commercial; Neighborhood Commercial
Zone:	C2-1-SP; C2-1
Applicant:	3731-41 Stocker Opportunity LLC & 3751-3761 Stocker Traditional LLC
Representative:	Nichole Smith, Horizon Development + Entitlement

PROJECT LOCATION: **3701 – 3761 Stocker Street**
(legally described as Lot PT LT 41, Arb 78-82, Block None, Tract Rancho Cienega O'Paso de La Tijera)

PROPOSED PROJECT: Construction of a campus for studio and sound stage production, totaling approximately 256,758 square feet with a 1.15:1 FAR, within 6 new buildings ranging in height from one story (14 feet) up to a height of seven stories (110 feet). The project includes approximately 111,814 square feet of studio production and associated ancillary facilities; approximately 18,033 square feet of restaurant/retail space; 126,911 square feet of office space and a parking garage with 344 parking stalls, and a 2,684 square foot community room. The project also includes the removal of 29 non-protected on-site trees; no trees within the public right-of-way are proposed to be removed. A Haul Route is proposed for the export of approximately 21,800 cubic yards of soil.

REQUESTED ACTIONS: The City Planning Commission, will consider:

1. Pursuant to CEQA Guidelines Section 15074(b), consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2024-326-MND ("Mitigated Negative Declaration") SCH No. 2025110100, all comments received, the imposition of mitigation measures and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.

2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24.U.15, a Conditional Use to allow a Motion picture studio with incidental uses, including outdoor sets in the C2 Zone.

3. Pursuant to LAMC Section 12.24.W.1, a Main Conditional Use Permit (CUB) to allow the sale and dispensing of a full line of alcohol for on-site consumption for up to four (4) establishments including two restaurants, an outdoor plaza and campus events from 7am to 2am daily.

4. Pursuant to LAMC Section 12.24.W.18, a Main Conditional Use Permit (CUX) to allow dancing and live entertainment at four on-site locations including two restaurants, an outdoor plaza and campus events from 7am to 2am daily:

5. Pursuant to LAMC Section 11.5.7, a Project Permit Compliance Review and Design Review for a project within the boundaries of the Crenshaw Corridor Specific Plan.

6. Pursuant to LAMC Section 16.05, Site Plan Review for a development project in excess of 50,000 square feet in net new non-residential or non-warehouse use in the C2 Zone.

7. Pursuant to LAMC Section 12.27, a Waiver of Dedication and Improvements to waive the 3-foot dedication requirement along Don Felipe Drive and 15-foot dedication requirement along Stocker Street, and to provide a 3-foot sidewalk widening along Don Felipe and a 3-foot sidewalk widening along Stocker in lieu of the 12-feet along Stocker Street as otherwise required.

RECOMMENDED ACTIONS:

1. **Find,** pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2024-326-MND ("Mitigated Negative Declaration") SCH No. 2025110100, 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; FIND the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; FIND the mitigation measures have been made enforceable conditions on the project; and ADOPT the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.

2. **Approve,** pursuant to LAMC Section 12.24.U.15, a Conditional Use to allow a Motion picture studio with incidental uses, including outdoor sets in the C2 Zone.

3. **Approve,** pursuant to LAMC Section 12.24.W.1, a Main Conditional Use Permit (CUB) to allow the sale and dispensing of a full line of alcohol for on-site consumption for up to four (4) establishments including two restaurants, an outdoor plaza and campus events from 7am to 2am daily.

4. **Approve,** pursuant to LAMC Section 12.24.W.18, a Main Conditional Use Permit (CUX) to allow dancing and live entertainment at four on-site locations including two restaurants, an outdoor plaza and campus events :

5. **Approve,** pursuant to LAMC Section 11.5.7, a Project Permit Compliance Review and Design Review for a project within the boundaries of the Crenshaw Corridor Specific Plan.

6. **Approve,** pursuant to LAMC Section 16.05, Site Plan Review for a development project in excess of 50,000 square feet in net new non-residential or non-warehouse use in the C2-Zone.

7. **Approve,** pursuant to LAMC Section 12.27, a Waiver of Dedication and Improvements to waive the 3-foot dedication requirement along Don Felipe Drive and 15-foot dedication requirement along Stocker Street, and

to provide a 3-foot sidewalk widening along Don Felipe and a 3-foot sidewalk widening along Stocker in lieu of the 12-feet along Stocker Street as otherwise required.

8. **Adopt** the attached Conditions and Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Theodore L. Irving
Theodore L. Irving, Principal City Planner

Kyle Winston
Kyle Winston, City Planner

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 273, 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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Exhibit A – Project Plans

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Exhibit C – Agency Correspondence

Exhibit D – Mitigated Negative Declaration with comments and responses, Mitigation Monitoring Program, and Notice Of Intent;

(Environmental Clearance: ENV-2024-326-MND, SCH No. 2025110100)

Exhibit E – Public Correspondence

PROJECT ANALYSIS

PROJECT SUMMARY

Construction of a campus for studio and sound stage production, totaling approximately 256,758 square feet with a 1.15:1 FAR, within 6 new buildings ranging in height from one story (14 feet) up to a height of seven stories (110 feet). The project includes approximately 111,814 square feet of studio production and associated ancillary facilities; approximately 18,033 square feet of restaurant/retail space; 126,911 square feet of office space and a parking garage with 344 parking stalls, and a 2,684 square foot community room. The project also includes the removal of 29 non-protected on-site trees; no trees within the public right-of-way are proposed to be removed. A Haul Route is proposed for the export of approximately 21,800 cubic yards of soil.

BACKGROUND

Subject Property

The site is an amorphous-shaped lot with frontages along Stocker Street, Santa Rosalia Drive, and Don Felipe Drive; adjacent to Metro Line 102 bus stop located along Stocker Street, the project is also just 1 block west of Metro bus lines 40, 105, and 210 at the intersection of Stocker Street and Crenshaw Boulevards, and the Metro K (Crenshaw) Line Martin Luther King Jr. Station within ¼ mile.

The project site is located in the West Adams – Baldwin Hills – Leimert Community Plan. The property is a relatively flat comprised of five (5) lots totaling approximately 222,156 square feet of lot area, with approximately 338 feet of frontage along the west side of Santa Rosalia, 657 feet of frontage along the north side of Stocker Street, and 345 feet of frontage along the east side of Don Felipe Drive. The site is currently improved with four (4) two-story office buildings and one (1) 4-story office building, all of which will be demolished. The project site is located approximately one mile from the Newport – Inglewood Fault Zone and is located within a 500-year flood zone, and a Bureau Of Engineering Special Grading Area (BOE Basic Grid Map A-13372). This site, however, is not located within the Alquist-Priolo Fault Zone, Liquefaction Zone, Landslide Area, Methane Zone, or Very High Fire Severity Zone.

Zoning and Land Use Designation

The project is located in the West Adams – Baldwin Hills – Leimert Community Plan area and the Crenshaw Corridor Specific Plan (CCSP). The site is zoned C2-1SP and C2-1 with a General Plan Land Use Designation of Community Commercial and Neighborhood Commercial with corresponding zones CR, C1, C1.5, C2, C4, R3, R4, RAS3, and RAS4. The Crenshaw Corridor Specific Plan allows a base height of 45 feet, and a base FAR of 1.5:1. The C2-1 Zone allows unlimited height and an FAR of 1.5:1.

Surrounding Uses

The subject site is in an urbanized area surrounded primarily by single-family residential and commercial uses, and some multi-family buildings. Properties to the South across Stocker Street are outside of the City of Los Angeles' jurisdiction. The property to the west across Don Felipe Drive is a vacant lot, in a RD2-1 Zone. The properties adjacent to the north are comprised of two condominium buildings and an office building in the [Q]RD1.5-1XL, [Q]C2-1 and C2-1-SP Zones.

The property to the east across Santa Rosalia Drive is developed with the Baldwin Hills Crenshaw Plaza, located in the [T][Q]C2-2D Zone.

Streets and Circulation

Stocker Street, abutting the property to the south, is designated by the Mobility Plan as a Boulevard II, with a designated right-of-way width of 110 feet and roadway width of 80 feet, and is currently improved with a curb, gutter, and sidewalk.

Santa Rosalia Drive, abutting the property to the east, is designated by the Mobility Plan as a Collector Street, with a designated right-of-way width of 66 feet and roadway width of 40 feet, and is currently improved with a curb, gutter, and sidewalk.

Don Felipe Drive, abutting the property to the west, is designated by the Mobility Plan as a Collector Street, with a designated right-of-way width of 66 feet and roadway width of 40 feet, and is currently improved with a curb, gutter, and sidewalk.

Public Transit

The site is an amorphous-shaped lot with frontages along Stocker Street, Santa Rosalia Drive, and Don Felipe Drive; adjacent to Metro Line 102 bus stop located along Stocker Street, the project is also just 1 block west of Metro Bus Lines 40, 105, and 210, at the intersection of Stocker Street and Crenshaw Boulevards, and the Metro K (Crenshaw) Line Martin Luther King Jr. Station within ¼ mile.

Relevant Cases and Building Permits

Subject Site:

There are no cases identified on the subject site. The building permit numbers associated with this proposal are: 24030-10000-03055; 25019-10000-00576; 25019-10000-02813. Permits are all pending approval of requested entitlements.

Surrounding Sites:

Case No. DIR-2024-6250-PR-HCA - Located at 3901-3939, and 3945 S. Crenshaw Boulevard, and 3691 W Martin Luther King Jr Boulevard. The approval of a Project Review for a development project which results in 50 or more residential dwelling units.

Case No. CPC-2015-4398-GPA-ZC-HD-ZAD-CU – Located at 3650 and 3691 West Martin Luther King Jr. Boulevard; 3901-4145 South Crenshaw Boulevard; 4020 – 4090 South Marlton Avenue; 3701 – 3791 West Santa Rosalia Drive; 3649 West Stocker Street. The redevelopment of the existing Baldwin Hills Crenshaw Plaza, resulting in a mixed-use retail, commercial, office, hotel, and residential project totaling approximately 3,072,956 square feet of floor area.

REQUESTED ACTIONS

Conditional Use

Pursuant to LAMC Section 12.24.U.15, a Conditional Use to allow a Motion picture studio with incidental uses, including outdoor sets in the C2 Zone.

Pursuant to LAMC Section 12.24.W.1, a Main Conditional Use Permit (CUB) to allow the sale and dispensing of a full line of alcohol for on-site consumption for up to four (4) establishments including two restaurants, an outdoor plaza and campus events.

Pursuant to LAMC Section 12.24.W.18, a Main Conditional Use Permit (CUX) to allow dancing and live entertainment at four on-site locations including two restaurants, an outdoor plaza, and campus events.

Project Permit Compliance and Design Review

Pursuant to LAMC Sections 11.5.7.C and 16.50, a Project Permit Compliance and Design Review for the construction of a campus for studio and sound stage production totaling approximately 256,758 square feet with a 1.15:1 FAR within 6 new buildings ranging in height from one story (14 feet height) up to a height of seven stories (110 feet high). The project includes approximately 111,814 square feet of studio production and associated ancillary facilities; approximately 18,033 square feet of restaurant/ retail space; 126,911 square feet of office space and a parking garage with 344 parking stalls, and a 2,684 square foot community room. The project also includes the removal of 29 non-protected on-site trees; no trees within the public right-of-way are proposed to be removed. A Haul Route is proposed for the export of approximately 21,800 cubic yards of soil.

Site Plan Review

Pursuant to LAMC Section 16.05, Site Plan Review for a development project in excess of 50,000 square feet in net new non-residential or non-warehouse use in the C2 Zone. The project includes the construction of a campus for studio and sound stage production totaling approximately 256,758 square feet with a 1.15:1 FAR within 6 new buildings ranging in height from one story (14 feet height) up to a height of seven stories (110 feet high).

Waiver of Dedication and Improvement

Pursuant to LAMC Section 12.31.I, a Waiver of Dedication and Improvement to waive the 3-foot dedication requirement along Don Felipe Drive and 15-foot dedication requirement along Stocker Street, and to provide a 3-foot sidewalk widening along Don Felipe and a 3-foot sidewalk widening along Stocker in lieu of the 12-feet along Stocker Street as otherwise required.

California Environmental Quality Act Compliance

A Mitigated Negative Declaration (ENV-2024-326-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. Pursuant to Assembly Bill 52, the City completed the tribal consultation process in compliance with the California Environmental Quality Act. The records upon which this decision is based are with the Project Planning Division of the Planning Department in Room 721, 200 North Spring Street.

ISSUES

Public Hearing

The public hearing was held on January 9, 2026 at approximately 9:00 a.m. Due to concerns over COVID-19, the Public Hearing was conducted in a virtual format. The public hearing was attended by the applicant's representatives (Nichole Smith, Aaron Green, Brandon Ayala, Shane Parker, Steve Albert) and approximately 60 other members from the community. There were 21 speakers who provided comments at the hearing.

There were five (5) comments in support of the project, sixteen (16) comments in opposition to the project. Objections raised included concerns about construction impacts, questions about local hire, and parking. The applicant responded noting that the project is designed to be in compliance with the Crenshaw Corridor Specific Plan, and allowances granted by the State of California for parking. The project is eligible for zero parking under the state's AB 2097. The project is proposed with 344 parking spaces. The applicant further noted that they would be using local hire and that it is a goal through their LEED Certification to source locally. There was equal support for the project with members of the community citing how the job creation, design, and local hiring will all benefit the community at large.

CONCLUSION

Based on the information submitted to the record, and the surrounding uses and zones, staff recommends that the City Planning Commission approve the project, as recommended, subject to the Conditions of Approval. The project will redevelop an underutilized site with a new motion picture production studio with new office and restaurant space.

CONDITIONS OF APPROVAL

1. **Site Development.** The project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/South/Coastal Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code or project conditions.

2. **Automobile Parking.** Pursuant to California Government Code Section 65585 and Assembly Bill 2097 (2021), the project shall be allowed to provide a minimum of zero parking spaces. The project is voluntarily providing 344 parking spaces, as shown in Exhibit "A".

3. **Floor Area Ratio (FAR)**. The project total Floor Area shall be limited to a maximum of 1.5:1 per Section 9A of the Crenshaw Corridor Specific Plan (CCSP).

4. **Use.** The project shall not include any use prohibited by Section 6A of the Crenshaw Corridor Specific Plan (CCSP). Uses limited by the Specific Plan shall be in conformance with Section 6B of the CCSP and must be reviewed by the Department of City Planning, West/South/Coastal Project Planning Division, and obtain written approval by the Director of Planning.

5. **Studio Land Use**. The uses permitted within the boundaries of the subject property shall be consistent with the following Studio Land Uses: Sound Stage, Production Support, Production Office, Set Production, General Office, and Restaurant/Retail, including ancillary uses pursuant to Los Angeles Municipal Code (LAMC) Section 12.24.U.15.

6. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21 A.16.

7. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

8. **Parking Structure Design.** Parking structures or that portion of a building or structure that is used for parking at grade or above grade shall be designed to minimize vehicle headlight and parking structure interior lighting impacts ("spillover") on adjacent streets and properties.

9. **Landscape Plan.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines "O".

10. **Soil Depths.** Shrubs, perennials, and groundcover shall require a minimum soil depth as follows:
    a. A minimum depth with a height ranging from 15 to 40 feet shall be 42 inches.
    b. A minimum depth with a height ranging from 1 to 15 feet shall be 24 to 36 inches.
    c. A minimum depth with a height of less than 1 foot shall be 18 inches.
    d. A minimum depth of an extensive green roof shall be 3 inches.

Trees shall require a 42-inch minimum soil depth. Further, the minimum amount of soil volume for tree wells on the rooftop or any above grade open spaces shall be based on the size of the tree at maturity:

e. 220 cubic feet for trees with a canopy diameter ranging from 15 to 19 feet.
f. 400 cubic feet for trees with a canopy diameter ranging from 20 to 24 feet.
g. 620 cubic feet for trees with a canopy diameter ranging from 25 to 29 feet.
h. 900 cubic feet for trees with a canopy diameter ranging from 30 to 34 feet.

11. **Street Trees.**

    a. New street trees shall be planted within the public right-of-way, where feasible, at a ratio of at least one (1) tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services, Urban Forestry Division, Department of Public Works.

    b. The project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.

    c. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.

12. **Stormwater/Irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) Guidelines.

13. **Lighting.** All pedestrian walkways and vehicle access points will be well-lit. All outdoor lighting will be shielded to prevent excessive illumination and mitigate light impacts on adjacent residential properties and the public right-of-way. Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage.

14. **Lighting Design**. Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.

15. **Heat Island Effect**. To reduce the heat island effect, a minimum of 50% of the area of pathways, patios, driveways or other paved areas shall use materials with a minimum initial Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing Materials) standards.

16. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

    Or: Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators shall be used during construction.

17. **Solar-ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

18. **Rooftop Equipment.** All rooftop equipment shall be screened to the top of the equipment. The mechanical systems shall be located at a minimum of 10 feet from the property line, ensuring it is not visible from adjacent properties.

19. **Underground Utilities.** To the extent physically feasible, all new utility lines that directly service a Project shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service, as determined appropriate by the Department of Water and Power per Section 13 of the Crenshaw Corridor Specific Plan (CCSP).

20. **Streetscape Requirements.** When right-of-way improvements are required of any Project I the Specific Plan area, pursuant to LAMC Section 12.37, LAMC Chapter 1, Articles 2 or 7, or other City ordinance, for a right-of-way with a streetscape plan, the improvements shall be consistent with the streetscape plan unless the LADOT General Manger or the City Engineer finds either of the following:

    a. Consistency with the streetscape plan is not feasible or practical;

    b. The cost of making the improvement consistent with the streetscape plan is generally in excess of the cost to other property owners who are required to make improvements consistent with the streetscape plan in the streetscape plan area.

21. **Design Review Board.** The project shall comply with the following conditions of the Crenshaw Corridor Design Review Board.

    i. There shall be no electronic signs on the property, except the proposed electronic signs located on the south façade of Building F, oriented towards the internal plaza.
    ii. All DWP transformers shall be screened.
    iii. The blue columns/bollards along Santa Rosalia Drive and Stocker Street shall be redesigned in a softer shape.
    iv. The pedestrian gate on Santa Rosalia Drive which provides public access on the property shall remain open during business hours.
    v. Make the corner wall condition on Stocker and Don Felipe more cohesive, wrap it, and add a 3D art element.
    vi. The parking sign located on the corner of Santa Rosalia Drive and Stocker shall include less white background space and shall not exceed the height of the railing located behind it

22. **Campus Signage**. Projects with a floor area of 50,000 square feet or more shall comply with LAMC Chapter 1, Article 4.4.

23. **Security Devices.** Exterior roll-down doors shall be no less than 75 percent transparent.

Conditions for On-Site Alcohol Consumption, Live Entertainment and Dancing

24. **Authorization.** Approved herein is the sale and dispensing of a full line of alcoholic beverages for on-site consumption, live entertainment and public dancing in conjunction with a maximum of four establishments shall be allowed for the sale and service of a full line of alcoholic beverages for onsite consumption, including, but not limited to, restaurant, bar, or other space upon the following:

    a. The number of seats shall not exceed the maximum allowable occupant load as determined by the Department of Building and Safety.

    b. The hours of operation are limited to 7 a.m. to 2 a.m. daily.

25. A maximum of four establishments shall be allowed for the sale and service of a full line of alcoholic beverages for onsite consumption, including, but not limited to, restaurant, bar, or other space.

26. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

27. 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 Department of City Planning (City Planning) and the Department of Building and Safety (LADBS) for purposes of having a building permit issued at any time during the term of this grant.

28. 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.

29. Prior to the effectuation of this grant, a Covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office.

30. The Covenant and Agreement (CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in the case file.

31. All regulations of the State of California prohibiting the sale of alcoholic beverages to minors shall be strictly enforced.

32. Electronic age verification device(s) may be used to determine the age of any individual attempting to purchase alcoholic beverages. If utilized, these devices shall be installed or utilized as handheld devices on the premises, maintained in an operational condition, and all establishment employees shall be instructed in their use.

33. Each employee of said establishment/permittee who sells or serves alcoholic beverages shall enroll in, attend and complete a certified, State Department of Alcoholic Beverage Control (ABC)-recognized, training program for the responsible sale and service of alcohol. This training shall be scheduled for new employees within 30 days of the opening of the establishment, or within 30 days after the start of employment, whichever applies. A record of the completion of this training program shall be maintained on the premises and shall be presented upon request of the Director.

34. A copy of these conditions shall be retained on the premises at all times and be immediately produced upon the request of any peace officer, employee of the ABC, the LADBS, or City Planning. The on-site manager and employees shall be knowledgeable of the conditions herein.

35. MViP – Monitoring Verification and Inspection Program. Prior to the effectuation of this grant, fees required per Section 19.01 E.3 of the Code - Monitoring of Conditional Use Permits, Inspection, and Field Compliance for Review of Operations and Section 19.04 of the Code - Miscellaneous ZA Sign Offs shall be paid to the City.

36. Within 24 months from the beginning of operations or issuance of a Certificate of Occupancy, a City inspector will conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and included in the administrative file.

    a. The owner and operator shall be notified of any deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by LADBS which are not addressed within the time prescribed, may result in additional corrective conditions imposed by the decision-maker.

    b. Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination including the conditions required herewith has been provided to the prospective owner/operator shall be submitted to City Planning in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to City Planning within 30 days of the beginning day of his/her new operation of the establishment along with any proposed modifications to the existing floor plan, seating arrangement or number of seats of the new operation.

37. At any time during the period of validity of this grant, should documented evidence be submitted showing continued violation of any condition of this grant and/or the ABC license of the location, resulting in an unreasonable level of disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator (upon his/her initiative, or upon written request by the Los Angeles Police Department [LAPD] or ABC) reserves the right to call for a public hearing requiring the applicant to file for a plan approval application together with associated fees pursuant to Code Section 19.01 E of the Code, the purpose of which will be to review the applicant's compliance with and the effectiveness of these conditions.

38. The applicant shall prepare a radius map and cause notification to be mailed to all owners and occupants of properties within a 300-foot radius of the property, the Council Office and LAPD's corresponding division. The applicant shall also submit a summary and any supporting documentation of how compliance with each condition of this grant has been attained. Upon this review, the Zoning Administrator may modify, add or delete conditions, and reserves the right to conduct this public hearing for nuisance abatement/revocation purposes.

39. Complaint Log. A telephone number and email address shall be provided for complaints or concerns from the community regarding the operation. The phone number and email address shall be posted at the following locations:

    a. Entry, visible to pedestrians.

    b. Customer service desk, front desk or near the reception area. Complaints shall be responded to within 24 hours. The applicant shall maintain a log of all calls and emails, detailing: (1) date complaint received; (2) nature of complaint; and (3) the manner in which the complaint was resolved.

40. STAR/LEAD/RBS Training. Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or ABC "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request LAPD or ABC to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.

41. At least one on-duty manager with authority over the activities within the facility shall be on the premises during business hours. The on-duty manager's responsibilities shall include the monitoring of the premises to ensure compliance with all applicable State laws, Municipal Code requirements and the conditions imposed by ABC and the conditional use herein. Every effort shall be undertaken in managing the subject premises and the facility to discourage illegal and criminal activities and any exterior area over which the building owner exercises control, in effort to ensure that no activities associated with such problems as narcotics sales, use or possession, gambling, prostitution, loitering, theft, vandalism and truancy occur.

42. The applicant shall be responsible for maintaining the premises over which they have control, including the adjoining sidewalk and any public or temporarily closed alleys abutting the site, free of debris or litter.

43. After hour use shall be prohibited, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.

Restaurant Conditions

44. Restaurants with sales and service of alcohol shall be maintained as a bona fide eating place (restaurant) with an operational kitchen and shall provide a full menu containing an assortment of foods normally offered in such restaurants. The establishment shall provide seating and dispense food and refreshments primarily for consumption on the premises and not solely for the purpose of food takeout or delivery.

45. A restaurant, café, or food hall shall be considered a single permit and shall be permitted to sell a full line of alcoholic beverages from one or more bars, lounges, or restaurants/stalls within a single restaurant, cafe or food hall establishment.

46. Amplified Sound. Outdoor amplified sound shall comply with the City of Los Angeles Noise Ordinance as codified in Chapter XI of the Code.

Bar/Lounge Conditions

47. Designated Driver Program. Prior to the utilization of this grant, establishments that do not serve food with alcohol sales shall establish a "Designated Driver Program" which shall include, but not be limited to, signs/cards, notation on websites/social media, notifying patrons of the program. The signs/cards/website/social media shall be visible to the customer and posted or printed in prominent locations or areas. These may include signs/cards on each table, at the entrance, at the host station, in the waiting area, at the bars, or on the bathrooms, or a statement in the menus, a website, or on social media.

48. A camera surveillance system shall be installed and operating at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days and are intended for use by LAPD.

49. Only the front door shall be used for patron access to bar/lounge uses. All other doors shall be equipped on the inside with an automatic locking device and shall be kept closed at all times, other than to permit access for deliveries, trash removal, and emergency access.

50. All exterior portions of the site shall be adequately illuminated in the evening so as to make discernible the faces and clothing of persons utilizing the space. Lighting shall be directed onto the site without being disruptive to persons on adjacent properties.

51. The exterior windows and glass doors of the establishments shall be maintained substantially free of signs and other materials from the ground to at least 6 feet in height above the ground so as to permit surveillance into the store by Police and/or private security.

52. The applicant shall utilize social media, webpages, or other media to provide travel information to the establishment. Such information shall promote the use of alternate travel means to automotive transportation (walk, bike, public transit, rideshare/service, or carpool).

Environmental Conditions

53. The proposed project shall comply with the adopted Mitigation Monitoring Program in compliance with Appendix J of the State CEQA Guidelines.

54. GS-1 Qualified Professional Paleontologist. Prior to excavation, the project applicant shall retain a Qualified Professional Paleontologist, as defined by the Society of Vertebrates Paleontology's Standard Practices (SVPS) (2010). The Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources.

    Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Qualified Professional Paleontologist or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel to comply with Policy CR9 of the West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District.

    Paleontological Monitoring. Initial part-time monitoring (i.e., spot-checking) shall be conducted for all ground-disturbing activities that reach 6 feet or more below the surface to check for the presence of geologic units of high sensitivity (i.e., Quaternary older alluvium). If such sediments are observed at depth, then full-time monitoring shall be conducted. Paleontological monitoring shall be conducted by a paleontological monitor with experience with collection and salvage of paleontological resources and who meets the minimum standards of the SVPS (2010) for a Paleontological Resources Monitor. The Qualified

Professional Paleontologist may recommend that monitoring be reduced in frequency or ceased entirely based on geologic observations. Such decisions shall be subject to review and approval by the City of Los Angeles. In the event of a fossil discovery by the paleontological monitor or construction personnel, all construction activity within 50 feet of the find shall cease, and the Qualified Professional Paleontologist shall evaluate the find. If the fossil(s) is (are) not scientifically significant, then construction activity may resume. If it is determined that the fossil(s) is (are) scientifically significant, the following shall be completed:

Fossil Salvage. The paleontological monitor shall salvage (i.e., excavate and recover) the fossil to protect it from damage/destruction. Typically, fossils can be safely salvaged quickly by a single paleontological monitor with minimal disruption to construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically sensitive deposits. After the fossil(s) is (are) salvaged, construction activity may resume.

Fossil Preparation and Curation. Fossils shall be identified to the lowest (i.e., most-specific) possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Professional Paleontologist.

Final Paleontological Mitigation Report. Upon completion of ground-disturbing activities (or laboratory preparation and curation of fossils, if necessary), the Qualified Professional Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts. The report shall include a summary of the field and laboratory methods employed; an overview of project geology; and, if fossils were discovered, an analysis of the fossils, including physical description, taxonomic identification, and scientific significance. The report shall be submitted to the City of Los Angeles and, if fossil curation occurred, the designated scientific institution.

55. N-1 Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

56. N-2 A temporary construction noise barrier, or equivalent noise reduction strategy, shall be installed on the northern property line that is capable of reducing noise by 10 dBA or greater as needed at affected residences.

57. N-3 Noise and vibration construction activities whose specific location on the Project site may be flexible (e.g., operation of compressors and generators) shall be conducted as far away as possible from the nearest sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses. The construction contractor shall locate construction staging areas away from noise-sensitive uses.

58. N-4 Amplified sound shall not be permitted after 10:00 pm and special events with no amplified sound equipment shall not be permitted after 12:00 am without further study. The applicant shall prepare an acoustical study to predict operational noise levels of outdoor gathering spaces once the acoustical equipment layout and anticipated event hours and occupancy have been identified. The acoustical study shall predict noise levels based on amplified sound equipment locations, equipment maximum noise level, number of pieces of equipment, and occupancy of each of the outdoor gathering spaces. The acoustical study

shall identify any additional mitigation measures to ensure ambient noise levels at sensitive receptors would not result in an incremental increase in community noise equivalent level of 5 dBA or more at surrounding sensitive receptors. Noise reduction methods that may be implemented include, but are not limited to:

a. Time restrictions on operation of amplified sound and events.

b. Design features, such as solid barriers to reduce noise at off-site sensitive receptors.

c. Restrictions on decibel levels of amplified sound equipment.

59. N-5Prior to commencement of construction activity, a qualified structural engineer licensed in California shall survey the existing foundation and other structural aspects of Sanchez Ranch Adobe. The survey shall provide a shoring design to protect the identified land uses from potential damage. The qualified structural engineer shall submit a pre-construction survey letter establishing baseline conditions at the historic buildings. These baseline conditions shall be forwarded to the lead agency and to the mitigation monitor prior to issuance of any foundation only or building permit. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to the historic buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs to shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24) prior to issuance of any temporary or permanent certificate of occupancy for the new building.

60. T-1 The Project shall implement the following intersection improvements at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street.

a. Install a protected-only left-turn phase for the northbound Santa Rosalia Drive/Angeles Vista Boulevard at Stocker Street, which includes restriping the approach from a shared left-through and right-turn lane to a dedicated left-turn lane, a through lane, and a right-turn lane. Restriping of the approach may require the removal of existing on-street parking on both sides of the street.

b. Implement a protected-permissive left-turn phasing for the eastbound and westbound approaches of Stocker Street.

c. Install a dedicated right-turn lane for the southbound approach of Santa Rosalia Drive/Angeles Vista Boulevard.

61. T-2 The Project shall install stop signs or electronic warning devices at site access points; install stop-signs and pavement markings internal to the site; and install devices to augment driver/pedestrian sight lines.

62. T-3 Intersection improvement at Santa Rosalia Drive/ Angeles Vista Boulevard and Stocker Street.

a. Install a protected-only left-turn phase for the northbound Santa Rosalia Drive/ Angeles Vista Boulevard at Stocker Street, which includes restriping the approach from a shared left-through and right-turn lane to a dedicated left-turn lane, a through lane, and a right-turn lane. Restriping of the approach may require the removal of existing on-street parking on both sides of the street.

b. Implement a protected-permissive left-turn phasing for the eastbound and westbound approaches of Stocker Street.

c. Install a dedicated right-turn lane for the southbound approach of Santa Rosalia Drive/ Angeles Vista Boulevard.

d. Installation of stop signs or electronic warning devices at site access points

e. Installation of stop signs and pavement markings internal to the site.

f. Installation of devices to augment driver/pedestrian sight lines.

63. TCR-1: Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain qualified tribal monitors/consultants from the Gabrieleno Band of Mission Indians Kizh-Nation and a qualified archaeologist/archaeological monitor. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil, pavement removal, grubbing, tree removals, boring or a similar activity at the project site. Any tribal monitor/consultant shall be approved by the Gabrieleno Band of Mission Indians-Kizh Nation Tribal Government. A qualified archaeologist/archaeological monitor shall be identified as principal personnel who must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California. The archaeologist shall ensure that all other personnel associated with and hired for the archaeological monitoring are appropriately trained and qualified.

a. While any ground disturbance activities are taking place, the archaeological and tribal monitors/consultants shall observe all ground disturbance activities on the project site at all times. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archaeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the City has determined that the Project site has a low potential for impacting tribal cultural resources after consultation with the tribal monitor/consultant and archaeologist.

b. Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor/consultant, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that includes information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project site, for City inspection, documentation establishing the WEAP training was completed for all members of the construction crew involved in ground disturbance activities.

c. In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the archaeologist, in consultation with the tribal monitor/consultant approved by the Gabrieleno Band of Mission Indians-Kizh

Nation, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

i. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities in the immediate vicinity of the find until the find can be assessed by the archaeologist and tribal monitor/consultant.

ii. If the archaeologist and tribal monitor/consultant determine the resources are Native American in origin, the Gabrieleno Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes.

iii. The Applicant, or its successor, shall implement the tribe's recommendations if the archaeologist, in consultation with the tribal monitor/consultant, reasonably conclude that the tribe's recommendations are reasonable and feasible.

iv. In addition to any recommendations from the Gabrieleno Band of Mission Indians-Kizh Nation, the archaeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation. Any discrepancies between the implementation of the recommendations shall be resolved through the City as the Lead Agency, in consultation with the archaeologist and tribal monitor/consultant.

v. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the archaeologist and tribal monitor/consultant and determined to be reasonable and appropriate.

vi. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs ii through iv above.

vii. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

viii. Notwithstanding paragraph 7 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, Section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

ix. Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken.

Department of Transportation Conditions

64. A minimum of 60-foot reservoir space be provided between any security gate(s) and the property line or as shall be determined to the satisfaction of the Department of Transportation.

65. The driveway from Stocker Street will be limited to ingress only or to right-turn restrictions if it is to be used for both ingress and egress or as shall be determined to the satisfaction of the Department of Transportation.

66. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk (not applicable when driveways serve not more than two dwelling units and where the driveway access is to a street other than a major or secondary highway), LAMC 12.21 A.

67. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Room 550. For an appointment, contact LADOT's One Stop email at: ladot.onestop@lacity.org.

68. That a fee in the amount of $205 be paid for the Department of Transportation as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

Administrative Conditions

69. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.

70. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval, herein attached, as a cover sheet and shall include any modifications or notations required herein.

71. **Approval, Verification, and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

72. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

73. **Department of Building and Safety**. The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

74. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

75. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.

76. **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 includes 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.

FINDINGS

CONDITIONAL USE (MOTION PICTURE) FINDINGS

1. **Los Angeles Municipal Code (LAMC) Section 12.24 U.15 states that the Commission may approve Motion picture and television studios and related incidental uses that are located on a motion picture or television studio site, in the A, R, or C Zones, when not permitted by right if the Commission finds that:**

   a. That 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.

   The proposed development, Stocker Street Creative, is a motion picture production studio that includes four production sound stages, production support office space, a mill shop for set production, commercial office space, a ground level casual dining restaurant, a landscaped outdoor plaza, a luxury rooftop restaurant, a manned security center, a parking structure with 375 cars, and 4 surface parking spaces.

   The project will provide a beneficial function to the community by establishing a production studio that will serve as an economic engine by providing a venue with the full infrastructure to produce film and television programs. The economic impact of a production studio will directly create new jobs and contribute to the overall development and economic growth of South Los Angeles.

   The development will create a creative cultural campus that will enhance the built environment by providing a restaurant venue with expansive views of Los Angeles. Ground level casual dining with outdoor patio seating, and a community room will provide local programming and meeting spaces for community groups.

   The development utilizes modern architecture that incorporates details that reference the art modern and deco architecture styles prevalent in the community in addition to providing public art to contribute to the beautification efforts of the Destination Crenshaw outdoor museum along the Crenshaw Corridor.

   b. That 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 project is located in the West Adams – Baldwin Hills – Leimert Community Plan area and the Crenshaw Corridor Specific Plan. The property is zoned C2-1SP and C2-1 with a General Plan Land Use Designation of Community Commercial and Neighborhood Commercial with corresponding zones CR, C1, C1.5, C2, C4, R3, R4, RAS3 and RAS4. The property to the South (across Stocker Street) is located outside of the City of Los Angeles jurisdiction. The property to the west (across Don Felipe Drive) is a vacant lot, in the RD2-1 Zone. The property adjacent to the north is developed with two Condominium Buildings and an office building in the [Q]RD1.5-1XL, [Q]C2-1 and C2-1-SP Zones. The property located to the east (across Santa Rosalia Drive) is developed with the Baldwin Hills Crenshaw Plaza, in the [T][Q]C2-2D Zone.

   With 257,155 sf of combined floor area, the proposed development is below the 1.5:1 FAR allowed in the Crenshaw Specific Plan, and the 2.0:1 FAR allowed at the remainder

of the site. The site is designed with building massing that allows substantial open space and provides a minimum of 40 ft. between an onsite building and the nearest residential use. This allows light and air to flow throughout the property without overwhelming adjacent uses.

The height of the development is consistent with the height of the 6-story multi-family condominium development north of the site, the 3-story condominium development to the south across Stocker Street, and the proposed multi-story mixed-use redevelopment approved for the Baldwin Hills Crenshaw Mall site. While the site sits on a slope, the project is designed to minimize height impacts on adjacent uses. And while the 5-story parking garage is adjacent to the 6-story condominium building, it is to be separated by a 24 ft. fire lane and side yard easement. Further, the parking garage is designed to be built into the hillside so that only the top 3 stories are above grade with 1.5 levels of rooftop parking. Wall openings in the parking building that are needed for ventilation will have a sufficient height to screen car headlights and will feature planter boxes that will soften the facade of the building.

The campus' studio operational uses on the site are consistent with uses allowed in the commercial zone. The sound stages and the parking building serve as buffers between the new campus and adjacent uses to minimize light and noise impacts. The community space will provide a venue for community gatherings. The restaurant and retail uses will contribute to the variety of restaurants and retail establishments that are anticipated to be developed with the Baldwin Hills Crenshaw redevelopment effort. The security building will ensure that operations are conducted safely.

The development and use of the site will not degrade the adjacent properties but rather create a regional landmark feature that will enhance the surrounding neighborhoods and the South Los Angeles community. The campus studio project has been designed to observe a substantial 40-foot distance from the northerly adjacent residential use, due to the proposed northerly side yard and the existing fire lane, and this 40-foot distance will allow nearby uses to continue to have expansive views and ground areas that will be landscaped, resulting in improvements that will be far superior to the large flat paved parking lot that is being replaced. The 5-story parking structure will be screened with climbing vines and parapet walls at each story. Overhead light fixtures will be shielded so that no direct light will shine on nearby residential uses. Hence, the project will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety

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

The project is located in the West Adams – Baldwin Hills – Leimert Community Plan area and the Crenshaw Corridor Specific Plan. The property is zoned C2-1SP and C2-1 with a General Plan Land Use Designation of Community Commercial and Neighborhood Commercial with corresponding zones CR, C1, C1.5, C2, C4, R3, R4, RAS3 and RAS4. The project is consistent with the General Plan, Community Plan, Specific Plan and specifically conforms to the following policies, goals, and objectives:

Community Plan:

LU14-3 Architectural Excellence. Promote projects that are developed to achieve excellence in architectural and environmental design, as well as adhere to a high level

of quality in construction and material methods toward reinforcing and enhancing the distinctive character of the established commercial areas.

Existing commercial land uses in the Community Plan Area (CPA) account for approximately 613 acres or 10 percent of the CPA's total acreage. Commercial land uses are predominately dispersed within the Neighborhood and Community Commercial corridors located throughout the Community Plan Area and primarily include a variety of low-rise retail, office, government agency and institutional buildings. Neighborhood Commercial corridors comprise a smaller portion of the commercial land uses and are generally located south of Martin Luther King Jr. Boulevard. The Community Commercial corridors and Neighborhood Commercial corridors are experiencing a transformation as many of the one and two buildings constructed in the 1940s and 1950s are being replaced with multi-story commercial and residential buildings.

Adjacent to the Baldwin Hills Crenshaw Shopping Center, the proposed development will be built to LEED Gold standards and provides architectural excellence through the balance of function, in that four full size production studios, a set mill studio, and associated office space is provided onsite. This balance of function is enhanced with office space available to the public and restaurants for the community, thereby integrating the local community into the new development. The studio function is also balanced with open courtyards and passageways to offer a pleasant pedestrian experience and a campus-like atmosphere that is attractive at a pedestrian scale from the sidewalk. The studio project proposes 375 parking spaces in the parking structure and 4 surface parking stalls, for a total 379 onsite parking spaces. Because the project site is within 1/4-mile radius of the metro station on Crenshaw Boulevard, zero parking spaces are required to be provided. Where form follows function, the project features art deco architecture with references to its classic elegance with clean lines that allow for the excitement found around projects that are in development. Each building has a unique character so that the project looks like a small community instead of multiple identical buildings.

Given the proximity of the proposed project to the existing Baldwin Hills Crenshaw Shopping Center, the former Santa Barbara Plaza along Marlton Avenue, the Crenshaw Boulevard commercial corridor, the historic Leimert Park Village, and given its broader centralization in relation to the Apple and Discovery channel developments to the West, and Playa Vista and Inglewood studios to the south, and USC cinema to the east, the proposed campus studio project aligns with the distinctive commercial character of the community that is in the midst of a transformation.

d. That the use is conducted so that its products or services are intended to be utilized by the motion picture, television, video or radio industry or other entertainment industries.

The Stocker Street Creative project is designed to meet the current and anticipate the future needs of the motion picture, television, podcast, gaming, and other entertainment industries. The campus is designed to facilitate synergies within the uses onsite and maximize the use of the site as a single point of service for a full production. From set design and production in the millwork studio, to office space for writers to producers and everyone in between, with hair and makeup areas onsite, and designated areas for talent trailer vehicles, and restaurants that can provide craft services catering. These ancillary uses allow maximum effectiveness of the four (4) sound stages that allow multiple projects to be produced onsite simultaneously.

While parking is not required for the development, due to its proximity to the Metro K line, 379 parking spaces are provided to serve visitors and employees of the site, while recognizing that there are overlap in uses, such as those who use the hair and makeup area will also use the sound stage for filming and those occupancies do not need to be double parked. It is anticipated that the parking provided, coupled with the proximity to the Metro, will provide a development that is convenient for access for site personnel and visitors.

Downtown Studios is located in downtown Los Angeles and the University of Southern California School of Cinema; both are located east of the project site. A new Apple campus and Discovery campus are located just west of the project site in Culver City, and a number of independent studios are situated southwest with the Playa Vista community. Legacy studios such as Paramount and 20th Century Fox are located just a few miles north. The City of Inglewood is home to television productions found near and around So-Fi Stadium. So, it can be said that the campus studio products or services are intended to be utilized by the motion picture, television, video or radio industry or other industries.

CONDITIONAL USE (MCUB and MCUX) FINDINGS

Following is a delineation of the findings related to the request a Main Conditional Use Permit (CUB) to allow the sale and dispensing of a full line of alcohol for on-site consumption for up to four (4) establishments; and a Main Conditional Use Permit (CUX) to allow dancing and live entertainment at four on-site locations.

2. **Los Angeles Municipal Code (LAMC) Section 12.24 W.1 states that sale or dispensing for consideration of alcoholic beverages, including beer and wine, shall be permitted for consumption on the premises or off-site of the premises in the CR, C1, C1.5, C2, C4, C5, CM, MR1, MR2, M1, M2 and M3 Zones, or as an incidental business in or accessory to the operation of clubs, lodges, hotels or apartment hotels, or as an incidental business in or accessory to a conditional use approved pursuant to the provisions of this section, provided that:**

   a. **That 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.**

   A Main Conditional Use Permit is requested to allow a full line of alcohol for onsite consumption, live entertainment and dancing at four locations onsite along with instructional tasting. The first location is a rooftop restaurant with indoor and outdoor seating that will provide a full line of alcohol for onsite consumption with a full-service menu. The second will allow a full line of alcohol at campuswide events, such as events associated with The Olympics. The third location is the outdoor plaza that will have refreshments available for the public and will also serve as a space for scheduled special events and filming activities. The fourth location will be the ground level casual dining area and outdoor seating patio on the ground level at the intersection of Stocker St. and Santa Rosalia, across the street from the Baldwin Hills Crenshaw Plaza.

   The West Adams – Baldwin Hills – Leimert community plan area is evolving. The sale of alcohol was once considered a nuisance because of the overconcentration of liquor stores within the community. With new infrastructure being added such as the Metro K-Line and the Crenshaw Connected free Wi-Fi program, as well as other new developments including Destination Crenshaw, the proposed redevelopment of the

Baldwin Hills Crenshaw Mall and numerous commercial and mixed-use projects coming online throughout the community; the proposed studio project and the proposed restaurants are aligned with the transformation reshaping this thriving community.

Alcohol sales will complement the food and beverage offerings at each location and meet the preferences of patrons. Alcohol sales contribute to the profitability of the restaurant and will help each venue to thrive. Restaurants with alcohol sales provide a beneficial function by enhancing dining options in the area.

Live entertainment and dancing will allow the site to serve the community as a vibrant destination. Private dining rooms will be provided to accommodate reserved small private events, such as birthday dinners.

b. **That 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 Stocker Street Creative production studio has been designed to be compatible with adjacent properties, the surrounding neighborhood, and public health, welfare, and safety. The operation of the restaurants will enhance the adjacent properties, the surrounding neighborhood, and public welfare with the introduction of a community center with the production studio and new dining options within proximity to the Crenshaw mall, and Kaiser campus. The restaurants will serve the local community and be available to patrons and employees of local businesses. The restaurants will be designed to be inviting with a selection of food styles and atmospheres that reflect the diversity of Los Angeles. There are few sit down restaurants in the area, and the addition of four restaurants will serve the community by providing quality culinary options. Dancing and live entertainment will allow private events to have the flexibility to serve the needs of each event. At the rooftop restaurant, live entertainment and dancing will enhance the ambiance of the restaurant.

Onsite security, requiring best practices for enforcing age restrictions, and operating hours that end at midnight will provide responsible establishments that will not adversely affect the nearby or surrounding communities. Mitigation measures for the operation will further safeguard public health, welfare, and safety.

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

The project substantially conforms with the purpose, intent, and provisions of the General Plan, the West Adams Leimert Community Plan, and the Crenshaw Corridor Specific plan by providing a variety of restaurants within a 5-acre campus zoned for commercial use.

The West Adams Baldwin Hill Community Plan specifically encourages restaurants as follows:

> Goal LU18: A community where a diversity of uses which contribute to safe, pedestrian – friendly commercial environments are encouraged, and which enhance the health and welfare of the community by limiting certain uses and expanding opportunities for others."

Goal LU18-2 Attract Quality Sit-down Restaurants, Hotels and Entertainment Venues. Encourage the attraction of sit-down restaurants, high “star” rated lodging and legitimate and responsible entertainment venues. The proposed restaurants are consistent with this Goal.

Goal LU18-4 Fast -Food Restaurant Limitations. Strive to limit further proliferation of new fast-food restaurants and in particular free-standing restaurants, within commercial areas. Free standing fast-food restaurants are not proposed

ADDITIONAL MANDATORY FINDINGS

d. **That the proposed use will not adversely affect the welfare of the pertinent community.**

Granting the proposed master conditional use permit for alcohol sales will not adversely affect the welfare of the pertinent community because alcohol will be served for on-site consumption at a full restaurant and will be incidental to food sales. On-site security will limit the interaction between the on-site residents and the pertinent community. Beverages will not be allowed beyond the property, unless they are sealed and part of a take-out order. Further, alcohol sales will end prior to the time that the restaurants close. Finally, the master conditional use permit will require that each operator within the approved space be screened to determine the actual mode and character of the operation to assure compatibility with the neighborhood. As such, the proposed studio will contribute to the transformation of the Baldwin Hills-Crenshaw community.

e. **That 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 and 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 granting of the request for alcohol sales for on-site consumption will not result in an undue concentration of premises in the City of Los Angeles. The site is in census tract 2361.02. Per the Alcohol Beverage Control Department, this census tract is recommended to have 3 on-site sale locations and 1 off-site sale locations. While there are currently 3 on-site licenses, 2 are set to expire on January 31,2024 and the third is for a restaurant that is no longer in operation and will expire on 4/30/2024. The concentration recommendations do not consider the proposed production studio and how it will expand the commercial entertainment footprint of the area. The proposed 4 on-site alcohol permit locations will enable the restaurant on the ground level to serve alcohol, allow alcohol sales at the outdoor patio, allow alcohol at campus-wide events, and allow alcohol sales at the rooftop restaurant. Alcohol sales onsite will help each restaurant thrive as a full service restaurant.

Over a 4 week period that included the busy shopping weekend after Thanksgiving, only 10 crimes were committed in a 1,500 ft. radius of the site. Of these crimes, none included public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct. The proposed security on site will reduce

the likelihood of alcohol use, public drunkenness, or disorderly conduct related to operation on-site.

f. **That 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 proposed use will not detrimentally affect nearby residentially zoned communities within the City of Los Angeles. Residentially zoned land adjacent to the north is used as a private club for real estate agents. Residentially zoned land in the city to the west is separated from the site by Don Felipe Dr. and is located uphill from the site, making it an inconvenient direction for would-be loiterers. Property to the south is not in the City of Los Angeles and is located across Stocker St., an 80 ft. wide street.

The nearest church is 75 ft away and sits uphill from the site where it is nestled into a residential community. The proposed restaurants within the site will be over 350 ft. away. An existing convalescent hospital on Don Felipe is over 250 ft away from the site and over 500 ft away from the location of the restaurants onsite. Schools and public playgrounds are over 1,000 ft. away. The existing sensitive uses are located within the residential community and uphill from the site. Entrances to the site are located on Santa Rosalia, the street furthest away from Don Felipe. As alcohol will only be sold for on-site consumption the operation of the restaurants will not detrimentally affect residentially zoned land or sensitive uses.

PROJECT PERMIT COMPLIANCE FINDINGS

3. **That the project substantially complies with the applicable regulations, findings, standards and provisions of the specific plan.**

The Stocker Street Creative project substantially conforms to the Crenshaw Corridor Specific Plan in regards to use, height, setbacks, building facade articulation, and other regulations of the Plan. The project has specifically incorporated design elements to comply with the following guidelines of the Specific Plan:

a. Section 6: Land Uses. The Crenshaw Corridor Specific Plan Map No. 3 designates the subject property as located in Subarea C. The Crenshaw Corridor Specific Plan provides for area-specific development standards along Crenshaw Boulevard and adjacent properties and provides design guidelines and design review for certain areas within the Specific Plan.
    i. Prohibited Uses. Section 6.A. 1 of the Crenshaw Corridor Specific Plan prohibits the following uses in the Specific Plan Area: (a) gun and/or pawn shops; (b) swap meets; (c) public self-storage; (d) motels; (e) bars not attached to dining, dancing and/or entertainment related uses; (f) recycling collection or buyback centers and mobile recycling centers, except as permitted by State Law. The proposed project is a production studio campus with 4 restaurants which will not contain any of the aforementioned prohibited uses. Therefore, the project is in compliance with the land use section of the Specific Plan.
    ii. Limited Uses. Section 6.8 of the Crenshaw Corridor Specific Plan limits the following uses in all areas of the Specific Plan Area: (a) Off-Site Alcohol

Sales; (b) Automobile-Related Use; (c) Free-Standing Fast-Food Establishments. The proposed project is a production studio campus with four restaurants which will not contain any of the limited uses. Therefore, the project is in compliance with the limited uses section of the Specific Plan.

b. Section 9: Floor Area Ratios and Height. The Crenshaw Corridor Specific Plan allows a maximum FAR of 1.5:1. The proposed FAR of the project is 1.15:1 and does not exceed the maximum allowed by the Specific Plan. The Crenshaw Corridor Specific Plan Map No. 7 designates the eastern portion of the subject property with a 45-foot height limit. The remainder of the C2-1 Zoned property has an unlimited height allowance. The proposed project includes two buildings, Buildings A and F, zoned C2-1-SP within the boundaries of the Crenshaw Corridor Specific. Both will be built to a maximum height of 45 feet with Architectural Features up to 54 feet as allowed by Section 9.F of the Crenshaw Corridor Specific Plan. The proposed project qualifies for a Transit Oriented Community (TOC) incentive for an additional height of up to 33 additional feet, allowing the project a maximum height of 93 feet. Building B, located on the C2-1 zoned portion of the site will build to a maximum height of 110-feet and is the tallest proposed building on the campus.

c. Section 11: Signs. Campus Signage. Projects with a floor area of 50,000 square feet or more shall comply with LAMC Chapter 1, Article 4.4 and all of the following: 1. A sign program fully delineating the size, number, location, color, material finish for all exterior signage (including identity, retail, parking, etc.) shall be submitted and reviewed by the Design Review Board to make a recommendation prior to the Director of Planning issuing an approval. A signage plan in conformance with Section 11.J. of the Crenshaw Corridor Specific Plan has been submitted and is included as part of Exhibit A of this report.

GUIDELINE 1. Projects should be designed with articulation, which provides variation and visual interest. New developments should enhance the street frontage by providing continuity while providing views into businesses located along the pedestrian and arterial streets. The mass, portion, and scale of all new buildings and remodels should be at a pedestrian scale.

The project has been designed to highlight the corner facade at the intersection of Stocker and Santa Rosalia. The building features a casual dining restaurant with outdoor patio seating that feature glass facades arranged to acknowledge the art deco designs that are prominent in the community. Articulation spans the facade of the building while highlighting the ground level pedestrian uses.

The parking building along Santa Rosalia has been enhanced with a community room along the street frontage that features a glass facade to allow a view into the interior design of the reception area. This is intended to allow the site to remain a vibrant addition to the community over time and accommodate various types of community activities. Articulation is provided on the ground level. At the second level and extending upward, a large expanse will be used for movie and TV program signage that will provide visual breaks, visual interest, and commercial art that will vary as new projects are released.

GUIDELINE 3. Promote a feeling of safety while encouraging and enhancing pedestrian orientation.

The project intentionally minimizes the use of perimeter fencing, choosing instead to utilize building walls as the perimeter boundaries, so that the production studio is as safe for high profile celebrity occupants as it is inviting and welcoming to the community. At the casual

dining on the ground level, natural grade level changes allow outdoor dining that is adjacent to the sidewalk and slightly elevated so that there is limited unintended interaction between patrons and pedestrians. At the corner of Stocker and Santa Rosalia, there is direct access to the restaurants to encourage pedestrians to enter and enjoy the public onsite amenities.

GUIDELINE 4 Incorporate architectural, ancillary, and open space features into the overall design of the project.

An approximately 31,000 sf open courtyard has been incorporated into the site that will serve as passive open space with landscaping and outdoor furniture. This space will double as an assembly space for scheduled events, such as movie and TV premieres and events associated with the annual film festival in Leimert Park. The courtyard will be open to the public during designated hours and closed intermittently for filming and scheduled events. The plaza provides a break in the massing of buildings and allows natural light to filter through the site while air circulates.

GUIDELINE 7. Minimize glare upon adjacent properties.

All lighting shall be shielded from adjacent residential uses. At the parking garage, a parapet wall at each level shall serve to shield car headlights. Planter boxes at each level shall also serve to block light from the parking structure. Light fixtures within the parking structure shall be shielded from residential uses.

4. **That the project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

The project as designed and conditioned by this determination incorporates measures to mitigate the impact of the project. The project is proposed to be certified as Leadership in Energy and Environmental Design (LEED) Gold with environmental enhancements designed into the development. Enhancements include security night lighting, use of glass facades in the office building to promote passive surveillance of the facility, use of security cameras and guards to maintain safety onsite. Landscaping from all pedestrian street frontages to beautify the development and contribute to beautification efforts along Stocker, Santa Rosalia, and Don Felipe. The project will not displace existing residential uses and will create new jobs in an underserved portion of the City of Los Angeles.

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

The Stocker Street Creative motion picture studio development is in substantial conformance with the purpose, intent, and provisions of the Specific Plan, especially the following elements of the General Plan:

General Plan Chapter7 Economic Development:

The Framework Element's fundamental economic development goals are twofold: to provide the physical locations and competitive financial environment necessary to attract various types of economic development to Los Angeles, and to encourage the geographic distribution of job growth in a manner supportive of the City's overall planning objectives…. the City needs to offer meaningful development incentives. This is particularly true in those areas that have historically received a less than proportional share of Citywide employment and development opportunities.

The project proposes an economic development opportunity with the creation of a variety of high income producing jobs in a historically underserved and economically divested community. The development is privately funded and offers a tremendous opportunity to leverage development incentives. The developer anticipates that this project will generate 2,100 construction jobs and 1,600 operational jobs for a total 3,700 jobs.

Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

The project site is zoned C2-1-SP and C2-1 with a Land Use designation of Community Commercial and Neighborhood Commercial which both allow for commercial use. The proposed development does not displace any existing or former dwelling units. The site is also within close proximity to the transit station at the intersection of Dr. Martin Luther King Jr. Boulevard and Crenshaw Boulevard and is adjacent to the Metro 10 Bus Line at the corner of Stocker Street and Don Felipe Drive.

Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.

The site is within one half mile of the K. Line Metro station at Crenshaw Boulevard and Dr. Martin Luther King Jr. Boulevard.

Policy 7.8.1: Place the highest priority on attracting new development projects to Los Angeles which have the potential to generate a net fiscal surplus for the City.

This development contributes to generating a net financial surplus through the creation of high wage jobs that generate tax revenue and by generating property taxes for a development that provides movie studios and a net increase of over 100,000 square feet of office space.

Objective 7.10: Program resources in a manner that encourages appropriate development, housing opportunities, transit service and employment generation in all areas of the City, with particular emphasis on those portions of the City which historically have not received a proportional share of such opportunities, consistent with the City's overall economic policies.

The proposed development will provide new jobs and investment in an area that historically has not received a proportional share of such resources. The location of the project, directly across the street from the Baldwin Hills Crenshaw Plaza and within walking distance of the Kaiser Permanente Hospital, provides an influx of jobs and contributes to a balanced community where nearby residents can work close to home.

West Adams-Baldwin Hills-Leimert Community Plan

LU14-2 Activate First Floor Frontages. Encourage the first-floor street frontage of buildings, including parking structures, to incorporate commercial or other active public uses.

The first floor of the 5-story parking structure features 3,183 sf of community space that faces Santa Rosalia and is located across from the Baldwin Hills Crenshaw Plaza. To maintain an active community feature to the greatest extent possible, the community room will serve as a screening room and will be available at designated times for public access and use.

LU14-3 Architectural Excellence. Promote projects that are developed to achieve excellence in architectural and environmental design, as well as adhere to a high level of quality in construction and material methods toward reinforcing and enhancing the distinctive character of the established commercial areas.

The project will be developed to LEED Gold standards and utilize a variety of building styles and building massing to create a production studio campus with visual interest. A highlight of the project are the blade and frame elements on Building B that will provide a distinct architectural identity for the campus. This feature is at the Stocker entrance where it will have high visibility.

LU16-1 Protect Commercial Land. Protect commercially planned and zoned land from excessive encroachment by low intensity residential only development.

Residential use is not proposed. The 5-acre commercially zoned project site provides an increase of over 100,000 sf of non-residential floor area. The project will be in close proximity to the Metro K Line that runs along Crenshaw Boulevard and connects to the LAX airport.

LU17-1 Contextual New Development. Promote commercial infill projects that achieve harmony with the best of existing pedestrian oriented environments by enhancing desirable neighborhood character and supporting established connectivity.

The project is located directly across the street from the Baldwin Hills Crenshaw Plaza supports connectivity between the sites and is located within one half mile of the Metro K line on Crenshaw Boulevard. The proposed restaurants at the corner of Stocker and Santa Rosalia and community center along Santa Rosalia are designed to be pedestrian friendly and enhance the neighborhood character.

LU18-2 Attract Quality Sit-down Restaurants, Hotels and Entertainment Venues. Encourage the attraction of sit-down restaurants, high "star" rated lodging and legitimate and responsible entertainment venues. (P217)

The rooftop restaurant is a highlight of this development as it reflects the character of the neighborhood while inviting the neighborhood residents to enjoy the amenities of the facility. The developer is working with a restaurant developer to create a generously appointed high star sit-down restaurant with rooftop landscaping and expansive rooftop views that extend to Downtown Los Angeles and the Santa Monica Mountains.

LU19-1 Graffiti Abatement. Pursue urban design strategies that effectively address graffiti abatement. (P26, P144)

The project includes graffiti resistant paint at the lower 15 ft. of building facades. Where graffiti cannot be simply washed away, the exterior will be painted to match the color of the subject wall.

LU23a-1Match Jobs to Resident Skills. Promote efforts to prioritize commercial/economic development strategies that match jobs to existing and desired resident skills. (P4, P97)

Media content creators do not have workspaces in the community. The site will provide pathways to careers in the film and entertainment industries and will serve as a single location with all of the pre- and post- production support for TV and film makers. Jobs from maintenance and reception through executive producers will be provided with this development.

LU28-2 Jobs/Housing Balance. Balance commercial and residential development (jobs and housing) within community commercial nodes, centers and transit-oriented development areas to reduce the number of people who must commute long distances to work. (P50)

The proximity of the site to transit, coupled with the added leasable commercial office space will allow entrepreneurs in the entertainment industry who live in the community to potentially relocate their businesses closer to home. New, high income jobs will be created as a result of the development for people of color and will provide families with the financial resources to enter the affluent housing market in the area.

LU29-1 Green building incentives. In addition to fulfilling the mandatory requirements of the City's Green Building Program and State CalGreen Code, encourage developers to seek the voluntary Standard of Sustainable Excellence and take advantage of the procedural incentives afforded at the LEED Silver, or higher, USGBC certification rating. (P168)

LU29-2 Green Roofs. Encourage all new building construction to incorporate green roofs and encourage conversions of existing roof space to green roofs in order to maximize opportunities for gardening and reduce heat gain. (P36)

The project will be built to LEED Gold standards and includes a Green Roof for Building B and landscaping along the sides and roof of the Building F parking building.

Crenshaw Corridor Specific Plan:

The Stocker Street Creative project substantially conforms to the Crenshaw Corridor Specific Plan in regards to use, height, setbacks, building facade articulation, and other regulations of the Plan. The project has specifically incorporated design elements to comply with the following guidelines of the Specific Plan:

a. Section 6: Land Uses. The Crenshaw Corridor Specific Plan Map No. 3 designates the subject property as located in Subarea C. The Crenshaw Corridor Specific Plan provides for area-specific development standards along Crenshaw Boulevard and adjacent properties and provides design guidelines and design review for certain areas within the Specific Plan.
    i. Prohibited Uses. Section 6.A. 1 of the Crenshaw Corridor Specific Plan prohibits the following uses in the Specific Plan Area: (a) gun and/or pawn shops; (b) swap meets; (c) public self-storage; (d) motels; (e) bars not attached to dining, dancing and/or entertainment related uses; (f) recycling collection or buyback centers and mobile recycling centers, except as permitted by State Law. The proposed project is a production studio campus with 4 restaurants which will not contain any of the aforementioned prohibited uses. Therefore, the project is in compliance with the land use section of the Specific Plan.
    ii. Limited Uses. Section 6.8 of the Crenshaw Corridor Specific Plan limits the following uses in all areas of the Specific Plan Area: (a) Off-Site Alcohol Sales; (b) Automobile-Related Use; (c) Free-Standing Fast-Food Establishments. The proposed project is a production studio campus with four restaurants which will not contain any of the limited uses. Therefore, the project is in compliance with the limited uses section of the Specific Plan.

b. Section 9: Floor Area Ratios and Height. The Crenshaw Corridor Specific Plan allows a maximum FAR of 1.5:1. The proposed FAR of the project is 1.15:1 and does not exceed the maximum allowed by the Specific Plan. The Crenshaw

Corridor Specific Plan Map No. 7 designates the eastern portion of the subject property with a 45-foot height limit. The remainder of the C2-1 Zoned property has an unlimited height allowance. The proposed project includes two buildings, Buildings A and F, zoned C2-1-SP within the boundaries of the Crenshaw Corridor Specific. Both will be built to a maximum height of 45 feet with Architectural Features up to 54 feet as allowed by Section 9.F of the Crenshaw Corridor Specific Plan. The proposed project qualifies for a Transit Oriented Community (TOC) incentive for an additional height of up to 33 additional feet, allowing the project a maximum height of 93 feet. Building B, located on the C2-1 zoned portion of the site will build to a maximum height of 110-feet and is the tallest proposed building on the campus.

c. Section 11: Signs. Campus Signage. Projects with a floor area of 50,000 square feet or more shall comply with LAMC Chapter 1, Article 4.4 and all of the following: 1. A sign program fully delineating the size, number, location, color, material finish for all exterior signage (including identity, retail, parking, etc.) shall be submitted and reviewed by the Design Review Board to make a recommendation prior to the Director of Planning issuing an approval. A signage plan in conformance with Section 11.J. of the Crenshaw Corridor Specific Plan has been submitted and is included as part of Exhibit A of this report.

GUIDELINE 1. Projects should be designed with articulation, which provides variation and visual interest. New developments should enhance the street frontage by providing continuity while providing views into businesses located along the pedestrian and arterial streets. The mass, portion, and scale of all new buildings and remodels should be at a pedestrian scale.

The project has been designed to highlight the corner facade at the intersection of Stocker and Santa Rosalia. The building features a casual dining restaurant with outdoor patio seating that feature glass facades arranged to acknowledge the art deco designs that are prominent in the community. Articulation spans the facade of the building while highlighting the ground level pedestrian uses.

The parking building along Santa Rosalia has been enhanced with a community room along the street frontage that features a glass facade to allow a view into the interior design of the reception area. This is intended to allow the site to remain a vibrant addition to the community over time and accommodate various types of community activities. Articulation is provided on the ground level. At the second level and extending upward, a large expanse will be used for movie and TV program signage that will provide visual breaks, visual interest, and commercial art that will vary as new projects are released.

GUIDELINE 3. Promote a feeling of safety while encouraging and enhancing pedestrian orientation.

The project intentionally minimizes the use of perimeter fencing, choosing instead to utilize building walls as the perimeter boundaries, so that the production studio is as safe for high profile celebrity occupants as it is inviting and welcoming to the community. At the casual dining on the ground level, natural grade level changes allow outdoor dining that is adjacent to the sidewalk and slightly elevated so that there is limited unintended interaction between patrons and pedestrians. At the corner of Stocker and Santa Rosalia, there is direct access to the restaurants to encourage pedestrians to enter and enjoy the public onsite amenities.

GUIDELINE 4 Incorporate architectural, ancillary, and open space features into the overall design of the project.

An approximately 31,000 sf open courtyard has been incorporated into the site that will serve as passive open space with landscaping and outdoor furniture. This space will double as an assembly space for scheduled events, such as movie and TV premieres and events associated with the annual film festival in Leimert Park. The courtyard will be open to the public during designated hours and closed intermittently for filming and scheduled events. The plaza provides a break in the massing of buildings and allows natural light to filter through the site while air circulates.

GUIDELINE 7. Minimize glare upon adjacent properties.

All lighting shall be shielded from adjacent residential uses. At the parking garage, a parapet wall at each level shall serve to shield car headlights. Planter boxes at each level shall also serve to block light from the parking structure. Light fixtures within the parking structure shall be shielded from residential uses.

6. **That 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 on adjacent properties and neighboring properties.**

The project is located in the West Adams – Baldwin Hills – Leimert Community Plan area and the Crenshaw Corridor Specific Plan. The property is zoned C2-1SP and C2-1 with a General Plan Land Use Designation of Community Commercial and Neighborhood Commercial with corresponding zones CR, C1, C1.5, C2, C4, R3, R4, RAS3 and RAS4. The property to the South (across Stocker Street) is located outside of the City of Los Angeles jurisdiction. The property to the west (across Don Felipe Drive) is a vacant lot, in the RD2-1 Zone. The property adjacent to the north is developed with two Condominium Buildings and an office building in the [Q]RD1.5-1XL, [Q]C2-1 and C2-1-SP Zones. The property located to the east (across Santa Rosalia Drive) is developed with the Baldwin Hills Crenshaw Plaza, in the [T][Q]C2-2D Zone.

With 257,155 sf of combined floor area, the proposed development is below the 1.5:1 FAR allowed in the Crenshaw Specific Plan, and the 2.0:1 FAR allowed at the remainder of the site. The site is designed with building massing that allows substantial open space and provides a minimum of 40 ft. between an onsite building and the nearest residential use. This allows light and air to flow throughout the property without overwhelming adjacent uses.

The height of the development is consistent with the height of the 6-story multi-family condominium development north of the site, the 3-story condominium development to the south across stocker, and the proposed multi-story mixed-use redevelopment approved for the Baldwin Hills Crenshaw Mall site. The site sits on a slope and is designed to minimize height impacts on adjacent uses. While the 5-story parking garage is adjacent to the 6-story condominium building, it is separated by a 24 ft. fire lane and side yard easement. Further, it is built into the hillside so that only the top 3 stories are above grade with 1.5 levels of rooftop parking. Wall openings in the parking building that are needed for ventilation will be sufficient height to screen car headlights and will feature maintained planter boxes that will soften the facade of the building.

The operations of the site are consistent with uses allowed in the commercial zone. The sound stages and the parking building serve as buffers between the new campus and adjacent uses to minimize light and noise impacts. The beautiful space for dining and celebrating life's

special moments. The community space will provide a venue for community gatherings. The security building will ensure that operations are conducted safely.

The development and use of the site will not degrade the adjacent properties because it will create a desirable landmark that many will want to have associated with their community. The project has been designed with substantial 40 ft. setback from the adjacent residential use, due to the side yard and fire lane, and this space will allow nearby uses to continue to have expansive views that will be landscaped and will be superior to the large flat paved parking lot that the project is replacing. The parking structure will be screened with climbing vines and parapet walls at each story. Overhead light fixtures will be shielded so that no direct light will shine on nearby residential uses

7. **That any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The proposed development is for the construction use and maintenance of a Construction of a campus for studio and sound stage production totaling approximately 256,758 square feet with a 1.15:1 FAR within 6 new buildings ranging in height from one story (14 feet height) up to a height of seven stories (110 feet high). The project includes approximately 111,814 square feet of studio production and associated ancillary facilities; approximately 18,033 square feet of restaurant/ retail space; 126,911 square feet of office spaces and a parking garage with 344 parking stalls, and a 2,684 square foot community room. The project also includes the removal of 29 non-protected on-site trees; no trees within the public right-of-way are proposed to be removed. A Haul Route is proposed for the export of approximately 21,800 cubic yards of soil.

WAIVER OF DEDICATION AND IMPROVEMENT FINDINGS

In order to approve an application, the decision maker must decide if the facts presented in the record are such to establish the following findings (i.e. criteria for approval). On a separate page copy one (1) of the findings below and follow it with a detailed justification/explanation of how the proposed project complies with the required finding. The Director of Planning may waive, reduce or modify the required dedication or improvement as appropriate after making any of the following findings below, set forth in Section 12.37.I.2(b), in writing:

i. The dedication or improvement requirement does not bear a reasonable relationship to any project impact.

ii. The dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on guidelines the Streets Standards Committee has established.

iii. The dedication or improvement requirement is physically impractical.

8. **The dedication or improvement requirement does not bear a reasonable relationship to any project impact.**

The proposed development of a production studio with restaurants, outdoor open space, office space, and a parking structure has been carefully designed to mitigate environmental impacts, including impacts of traffic and pedestrian access. A CEQA Initial Study for a Mitigated Negative Declaration has been prepared and the measures identified to mitigate potential project impacts do not include a recommendation for street or sidewalk widening. A waiver of

street widening improvements allows the existing street trees on Stocker, Santa Rosalia, and Don Felipe to remain. Maintaining the existing trees minimizes the impact of the development on the mature trees that currently enhance the street facade.

The traffic study proposes mitigation measures that do not require street or sidewalk widening. The proposed improvements do not increase the size of the sidewalk for pedestrians; it only relocates the sidewalk. Similarly, the site has been designed to direct vehicular traffic to Santa Rosalia, where a long entry driveway allows space for cars to queue as they enter the parking structure. Only delivery trucks will access the site using Stocker St. A mitigated negative declaration and traffic study show that the project will not have a significant impact on traffic or Vehicle Miles Traveled (VMT). The dedication and improvement requirements do not bear a reasonable relationship to any project impact because all the project's environmental impacts are being mitigated through design and other methods. The Stocker Street Creative project is being designed to LEED Gold standards with certification.

Upon consultation with the Bureau of Engineering and The Planning Department, the project proposes to widen the existing sidewalks along Stocker St. and Don Felipe by 3 ft, for the length of the sidewalk that abuts the property. Street widening is not proposed in order to maintain the existing street trees along Stocker Street, Don Felipe, and Santa Rosalia.

CEQA FINDINGS

9. **Mitigated Negative Declaration**. A Mitigated Negative Declaration (ENV-2024-326-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. Pursuant to Assembly Bill 52, the City completed the tribal consultation process in compliance with the California Environmental Quality Act. The records upon which this decision is based are with the Project Planning Division of the Planning Department in Room 721, 200 North Spring Street.

10. **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 of 500-year flood.

PUBLIC HEARING AND COMMUNICATIONS

PUBLIC HEARING

The public hearing was held on January 9, 2026 at approximately 9:00 a.m. Due to concerns over COVID-19, the Public Hearing was conducted in a virtual format. The public hearing was attended by the applicant's representatives (Nichole Smith, Aaron Green, Brandon Ayala, Shane Parker, Steve Albert) and approximately 60 other members from the community. There were 21 speakers who provided comments at the hearing, which can be summarized as follows:

Parking / Construction Noise /Local Hire

Staff received several comment letters and public comments at the hearing expressing concerns regarding the potential street parking, construction noise and pollution, and Local Hire.

- State law under Assembly Bill 2097 ("AB" 2097) and Government Code Section 65863.2(a) prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of a major transit stop[1]. Therefore, AB 2097 prohibits the city from imposing parking requirements. The project will provide 344 parking spaces in a five story parking structure, with one driveway entrance accessed from Santa Rosalia Drive. The project will also provide 50 long-term and 32 short-term bicycle parking spaces, meeting LAMC Section 12.21 A.16 bicycle parking requirements.

A health risk assessment (HRA) was prepared to address detailed project-specific construction information and the updated schedule. The Air Quality and Energy Calculations are provided as part of Exhibit D. The air quality modeling for the Project was refined based on comprehensive project-specific information provided by the Applicant, as the initial analysis was prepared using unrealistically conservative generic assumptions regarding the magnitude of on-site equipment activity that would be required during construction. The schedule was adjusted given that the construction start date in the IS/MND's air quality assessment has already passed. As discussed in the Project Description on page 23 of the IS/MND, the Project is committed to achieving Leadership in Energy and Environmental Design (LEED) Gold Standard certification. In addition to energy conservation, water conservation, waste reduction, and transportation demand management features that the Project includes to reduce associated Greenhouse gas emissions and help minimize the impact on natural resources, Project construction activities will also be required to achieve LEED Gold certification. Consistent with LEED Gold, the Project all construction equipment above 50 horsepower (hp) would meet Tier 4 emissions standards. Tier 4 construction equipment complies with the United States Environmental Protection Agency (U.S. EPA) emission standards, significantly reducing nitrogen oxides (NOx) and particulate matter (PM) from diesel engines. These machines, including excavators and loaders, use advanced technologies like Selective Catalytic Reduction (SCR) and Diesel Particulate Filters (DPF) to meet regulations, often improving fuel efficiency despite higher initial costs.

The IS/MND includes a comprehensive operational noise analysis which considers mechanical equipment, the outdoor gathering spaces with amplified sound, the service plaza, trash pick-up, studio trailers loading and unloading, on-site vehicle movements, composite noise levels of all on-

[1] Pursuant to Assembly Bill (AB) 2097, the City of Los Angeles is prohibited from imposing or enforcing minimum parking requirements on any residential, commercial or other development project (excluding event centers, hotels and similar transient lodging) that are within a one-half mile radius of a Major Transit Stop. The Department of City Planning issued a memorandum on December 31, 2022 which serves as guidance for project applicants and staff on the implementation of AB 2097.

site noise sources predicted at nearby sensitive receptors, and analysis of off-site noise sources such as vehicle trips. The operational noise analysis is included on pages 107 through 114 of the IS/MND. Additionally, a Noise and Vibration Impact Study is included as Appendix G. The operational noise analysis in the Noise and Vibration Impact Study is discussed on pages 32 through 45.

Applicant Presentation:
The applicant's representatives described the site location, project description, requested entitlements, and community outreach, which had been completed.

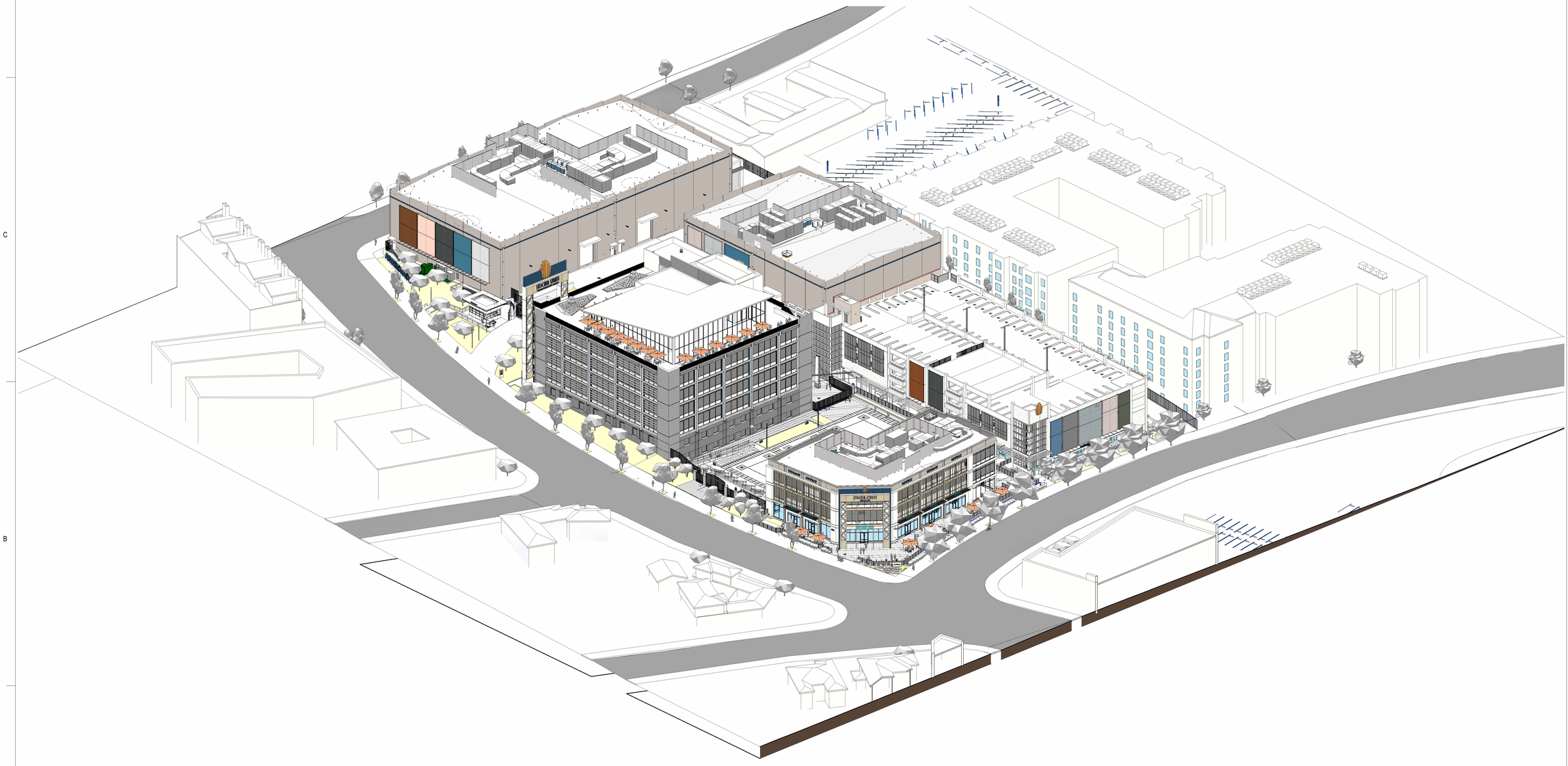
There were five (5) comments in support of the project, sixteen (16) comments in objection to the project. Objections raised included concerns about construction impacts, questions about local hire, and parking. The applicant responded noting that the project is designed to be in compliance with The Crenshaw Corridor Specific Plan, and allowances that are granted by the state for parking. The applicant further noted they would be using local hire and that it is a goal through their LEED Certification to source locally. There was equal support for the project with members of the community citing how the job creation, design, and local hiring will all benefit the community at large.

WRITTEN CORRESPONDENCE

Staff received over 100 letters of support and a petition with nearly 100 signatures in support of the proposed project, citing the creation of jobs, local employment, new dining options, and quality design as benefits to the community. All the letters have been attached to the case file (Exhibit E).

STOCKER STREET CREATIVE

3701-3761 STOCKER STREET, LOS ANGELES, CA 90008



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JGM

6033 WEST CENTURY BLVD.
SUITE 601
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TEL: (310) 645-0561
FAX: (310) 670-8721
www.jgminc.com

CONSULTANTS:

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-3741 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

PHASE:
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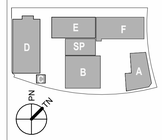

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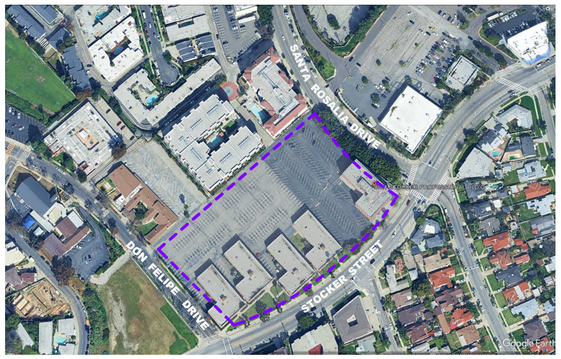

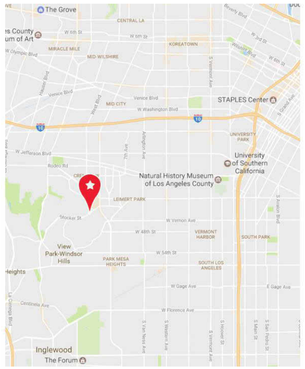

VICINITY MAP

THE 5 EXISTING OFFICE BUILDINGS, TOTALING 127,862 SF, WILL BE DEMOLISHED & THE FOLLOWING NEW BUILDINGS WILL BE CONSTRUCTED WITH SITE IMPROVEMENTS, INCLUDING OPEN SPACE & LANSCAPED AREAS DESIGNED TO HOST COMMUNITY GATHERINGS & EVENTS.

PROJECT DIRECTORY

OWNER:
3731-41 STOCKER OPPORTUNITY LLC
3751-3761 STOCKER TRADITIONAL LLC
1849 GREEN BAY ROAD SUITE 280
HIGHLAND PARK, ILLINOIS 60035
TEL: (310) 645-0561

DEVELOPER/PROJECT EXECUTIVE:
PANTHEON BUSINESS CONSULTING, INC.
9461 CHARLEVILLE BLVD., SUITE 462
BEVERLY HILLS, CA 90212
TEL: (310) 276-2404

CONSTRUCTION MANAGER:
STEWART MANHATTAN, INC.
2233 HONOLULU AVE., SUITE 313
MONTROSE, CA 91020
TEL: (310) 292-9410

ARCHITECT:
JENKINS/GALES & MARTINEZ, INC
6033 WEST CENTURY BLVD.,
SUITE 601
LOS ANGELES, CA 90045
TEL: (310) 645-0561

STUDIO ARCHITECT:
BASTIEN AND ASSOCIATES, INC.
2 CORPORATE PARK, SUITE 110
IRVINE, CA 92606
TEL: (714) 617-8600

GEOTECHNICAL ENGINEER:
GEOTECHNOLOGIES, INC.
439 WESTERN AVE.
GLENEDALE, CA 91201-2837
TEL: (818) 240-9600

SURVEYOR:
BOLTON ENGINEERING CORP.
1915 W. ORANGEWOOD AVE., SUITE 101
ORANGE, CA 92868
TEL: (714) 935-0265

CIVIL ENGINEER:
TRUXAW ASSOCIATES
1915 W. ORANGEWOOD AVE., SUITE 101
ORANGE, CA 92868
TEL: (714) 935-0265

LANDSCAPE ARCHITECT:
LYNN CAPOUYA INC.
17992 MITCHELL SOUTH, SUITE 110
IRVINE, CA 92614
TEL: (949) 756-0150

STRUCT ENGINEER:
JOHN A. MARTIN & ASSOCIATES
950 S. GRAND AVE.,
LOS ANGEES, CA 90015
TEL: (213) 483-6490

MECHT. ENGINEER:
GLUMAC
17885 VON KARMAN AVE., SUITE 500
IRVINE, CA 92612
TEL: (949) 833-8190

PLUMBING ENGINEER:
GLUMAC
17885 VON KARMAN AVE., SUITE 500
IRVINE, CA 92612
TEL: (949) 833-8190

ELEC. ENGINEER:
GLUMAC
17885 VON KARMAN AVE., SUITE 500
IRVINE, CA 92612
TEL: (949) 833-8190

LIGHTING DESIGNER:
HLB LIGHTING
8580 WASHINGTON BLVD.,
CULVER CITY, CA 90232
TEL: (213) 483-6490

SIGNAGE & WAYFINDING:
SKA DESIGN
472 E. COLORADO BLVD.,
PASADENA, CA 91101
TEL: (626) 403-5870

SECURITY/IT:
TRANSTECH/TECHNOLOGY PLUS
77 LAKEVIEW
IRVINE, CA 92604-3617
TEL: (949) 262-0400

ACOUSTICAL ENGINEER:
VENEKLASEN & ASSOCIATES
1711 16TH STREET,
SANTA MONICA, CA 90404
TEL: (310) 450-1733

ELEVATORS:
LERCH BATES
2335-115 E. COLORADO BLVD., SUITE 885
PASADENA, CA 91107
TEL: (614) 649-4982

COMMISSIONING CONSULTANT:
SHARETTE, INC.
4405 KENTFIELD DRIVE,
BAKERSFIELD, CA 93309
TEL: (661) 706-7789

SPECIFICATIONS *(Architectural)*:
GARY BARBETT SPECIFICATIONS
24710 AMELIA LANE,
SANTA CLARITA, CA 91321
TEL: (661) 284-6882

GENERAL CONTRACTOR:
CURTOM-MATT
9814 NORWALK BLVD., SUITE 100
SANTA FE SPRINGS, CA 90670
TEL: (562) 903-2277

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CONSULTANTS:

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
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&
3751-3761 STOCKER TRADITIONAL LLC

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SHEET TITLE:
PROJECT INFORMATION

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G002

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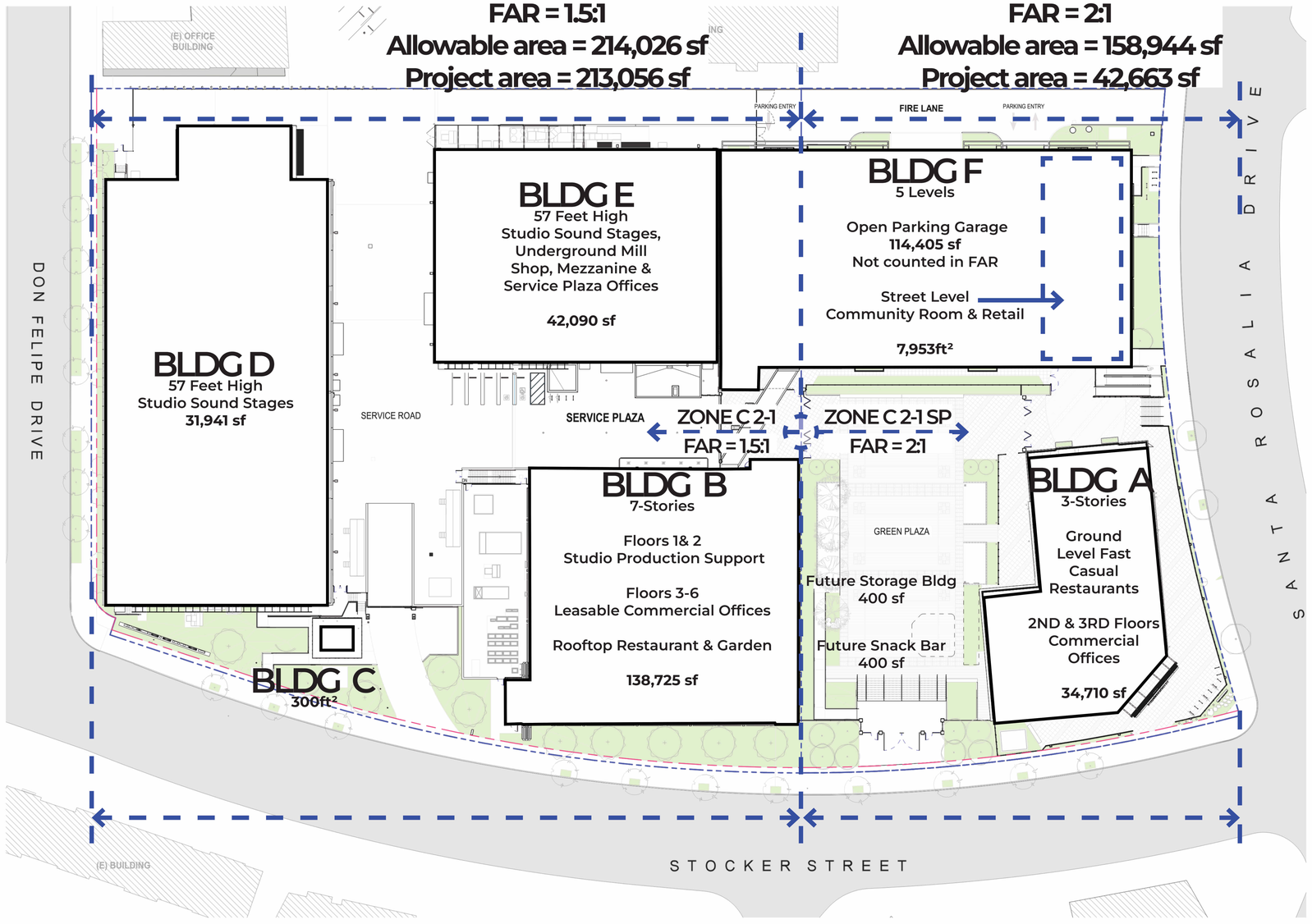
LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 670-8721
www.jgminc.com

CONSULTANTS:

CRENSHAW CORRIDOR SPECIFIC PLAN

ZONE C 2-1
Lot area = 142,684 sf
FAR = 1.5:1
Allowable area = 214,026 sf
Project area = 213,056 sf

ZONE C 2-1 SP
Lot area = 79,473 sf
FAR = 2:1
Allowable area = 158,944 sf
Project area = 42,663 sf



1 G010 **ZONING CODE SUMMARY & FAR CALCULATIONS**
N.T.S.

0 10' 20' 40'
SCALE: 1" = 20'-0"

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

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REV NO.	DATE	DESCRIPTION

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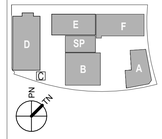

SHEET TITLE:
SITE ZONING CODE SUMMARY & FAR CALCULATIONS

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SHEET NO.:
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REVISED 09/19/2025

STOCKER STREET CREATIVE BUILDING ANALYSIS	BLDG A - 3 STORIES OFFICES	BLDG F PARKING GARAGE & COMMUNITY ROOM / RETAIL	BLDG B - 7 STORIES PRODUCTION SUPPORT, OFFICES, RESTAURANT, GREEN ROOF	BLDG C SECURITY OFFICE	BLDG D SOUND STAGES, BOH	BLDG E SOUND STAGES, MILL SHOP & SERVICE PLAZA OFFICES, BOH	SURFACE PARKING LEVEL 185
Zoning		C 2-1	C 2-1	C 2-1	C 2-1	C 2-1	
	C 2-1 SP	C 2-1 SP					
Allowable height per Zoning code	45' Crenshaw Corridor Subarea C 54' for Architectural features	45' Crenshaw Corridor Subarea C 54' for Architectural features	Not restricted	Not restricted	Not restricted	Not restricted	
Building height above grade plane per Zoning code	45' & 54'	45' & 54'	110'	14'	63'	82'	
Total Project Lot Area			222,156				
Lot area per Zone	79,472		142,684				
Zone C2-1 SP - FAR: 2:1 Allowable area	158,944						
Zone C 2-1 SP - Project Floor Area (excluding Garage)	42,663						
Zone C 2-1 - FAR: 1.5:1 Allowable area			214026				
Zone C 2-1 - Project Floor Area (excluding Garage)			213,056				
Project areas (exluding parking garage, driveway, floor openings) per Zoning Code	34,710	7,953	138,725	300	31,941	42,090	
Total Project Floor Area per Zoning Code			**255,719**				
Building footprint	11,790	28,500	21,645	300	31,941	23,230	
Floor areas per Building Code	35,229	122,358	138,982	300	32,461	42,090	
Construction type	II-B	I-B	I-B	V-B	V-B	III-B	
Structural frame	0	2 hr	2 hr	0	0	0	
Exterior bearing walls	0	2 hr	2 hr	0	0	2	
Interior bearing walls	0	2 hr	2 hr	0	0	0	
Floor construction	0	2 hr	2 hr	0	0	0	
Roof Construction	0	1 hr	1 hr	0	0	0	
Automatic sprinkler system throughout per Building Code Section 903.3.1.1 & NFPA 13	Yes	Yes	Yes	Yes			
Automatic sprinkler system in compliance with Extra Hazard, Group 2 requirements per Los Angeles Fire Code 4805.2, Building Code Section 903.3.1.1 & NFPA 13					Yes	Yes	
Automatic Fire Alarm system in compplliance with LAFC 907.2.1 - 907.2.23	Yes	Yes	Yes	Yes	Yes	Yes	
Corridor	Non rated in A & B occupancies	None	Non rated in A & B occupancies	None	None	Non rated in B occupancy	
Shaft requirement	1 hr	2 hr	2 hr	0	0	1 hr	
Area increase							
Bldg D Frontage increase = (480/730 - 0.25) 30/30=0.40					*Allowable area +40%*		
Bldg E Frontage increase = (280/560 - 0.25) 30/30=0.25						*Allowable area +25%*	
Occupancy B	B Offices / BOH	B - BOH & Restrooms	B Offices / BOH	B Office	B - Trash & Storage	B Offices / BOH	
Allowable area	*69,000*	*Unlimited*	*Unlimited*	*36,000*	*36,000*	*57,000*	
Allowable area with Frontage increase					*50,400*	*71,250*	
Building area - Offices	19,296		114,493	300		2,550	
Building area - BOH & Restrooms	7,481	5,270	15,214		1,941	7,656	
Allowable height above grade plane per Building code	*75'*		*180'*				
Building height above grade plane per Building code	45'		110'				
Allowable stories above grade plane per Building code	*4 stories*		*12 stories*				
Stories above grade plane per Building code	3 stories		7 stories				
Occupancy A2	A2 Restaurant		A2 Restaurant Shell				
Allowable area	*28,500*		*Unlimited*				
Building area	8,452		9,018				
Allowable height above grade plane per Building code	*75'*		*180'*				
Building height above grade plane per Building code	45'		110'				
Allowable stories above grade plane per Building code	*4 stories*		*12 stories*				
Stories above grade plane per Building code	3 stories		7 stories				
Occupancy A3		A3 Assembly					
Allowable area		*Unlimited*					
Building area		2,683					
Occupancy F1					F1 Studio	F1 Studio/Shop	
Allowable area					*34,000*	*36,000*	
Allowable area with Frontage increase					*47,600*	*45,000*	
Building area					30,520	31,884	
Allowable height above grade plane per Building code					*60'*	*75'*	
Building height above grade plane per Building code					*50'*	*75'*	
Allowable stories above grade plane per Building code					*2 stories*	*3 stories*	
Stories above grade plane per Building code					1 story	3 stories	
Occupancy S2		S2 Garage					
Allowable area		*237,000*					
Building area		114,405					
Allowable height above grade plane per Building code		*180'*					
Building height above grade plane per Building code		45'					
Allowable stories above grade plane per Building code		*12 stories*					
Stories above grade plane per Building code		5 stories					
Area ratio by building <1	19,296+7,481 / 69,000 + 8,451 / 28,500 = 0.68	114,405 / 237,000 = 0.48	Unlimited	300 / 36,000 = 0.01	1,941 / 50,400 + 30,520 / 47,600 = 0.68	2,550+8,369 / 71,250 + 31,884 / 45,000 = 0.86	
Parking Requirement							
Ratio: Offices	1/500 sf		1/500 sf	1/500 sf		1/500 sf	
Ratio: Restaurant	1/100 sf						
Ratio: Kitchen	1/500 sf						
Ratio: Retail	1/250 sf						
Ratio: Studio & Mill/Shop	1/500 sf				1/500 sf	1/500 sf	
Ratio: Community Room	1/100 sf	1/100 sf					
Parking required for Offices	*39*		*229*	*1*		*5*	
Parking required for Restaurant	*51*		*54*				
Parking required for Roof top Restaurant exterior seating			*20*				
Parking required for Kitchen	*7*		*7*				
Parking required for Sound stages & Mill Shop					*61*	*64*	
Parking required for Community Room		*27*					
Total Parking required			*564*				
Total Parking required after AB2097 = No minimum			*0*				
Parking provided		344					5
Total			**349**				
Tenant parking	244						
Visitor parking	105						
EV Parking count	VAN ACCESSIBLE	ACCESSIBLE	VAN EVCS	ACCESSIBLE EVCS	AMBULATORY EVCS	EVCS	EV CAPABLE
	3	6	1	3	3	79	38
						>20% of total	>10% of total

Bicycle Parking per LA City Ordinances 182386 & 185430	Building A	Building F	Building B	Building C	Building D	Building E	*Total*	*Short Term*	*Long Term*
Offices	19,296		114,493	300		2,550	*136,639*		
Office - Short term = 1 per 10,000 sf								*14*	
Office - Long term = 1 per 5,000 sf									*27*
Studios/Mill shop					30,520	31,884	*62,404*		
Studio - Short term = 1 per 10,000 sf								*6*	
Studio - Long term = 1 per 10,000 sf									*6*
Restaurants	8,452		9,018				*17,470*		
Restaurant - Short term = 1 per 2,000 sf								*9*	
Restaurant - Long term = 1 per 2,000 sf									*9*
Assembly	0	2,683					2,683		
Assembly - Short term = 1 per 10,000 sf								*2*	
Assembly - Long term = 1 per 10,000 sf									*2*
Bicycle Parking required								*31*	*44*
Bicycle Parking provided								**32**	***50***
							Long Term Bicycle/Total Vehicular parking ratio		***14%***

School fee floor areas	
Offices	136,639
Studios	62,404
Restaurants	17,470
Assembly	2,683
Parking garage	114,405
Restrooms + BOH	37,562

Signage area	Building A	Building F	Building B	Building C	Building D	Building E	
Santa Rosalia Drive	565	200					765
Stocker Street	302		1,000	100			1,402
							2,167
Art project area							
Sculpture at corner of Stocker Street and Don Felipe Drive					500		
Murals at Don Felipe Drive					6,800		
Murals at Easement					1850	2,500	
Rotating Cultural Vernacular Arts at Santa Rosalia		2,450					
Rotating Cultural Vernacular Arts facing Stocker		950			3,000	1,650	

PROJECT DESCRIPTION

STOCKER STREET CREATIVE

PROJECT NARRATIVE
THE PROJECT SCOPE IS TO DEVELOP A 5-ACRE LOT BOUNDED BY SANTA ROSALIA DRIVE, STOCKER STREET & DON FELIPE DRIVE INTO A MOVIE STUDIO & COMMERCIAL OFFICE CAMPUS.

THE PROPOSED USES OF MOTION PICTURES & TELEVISION FILMING (WITHOUT SPECTATORS), OFFICES & RESTAURANTS ARE ALLOWED UNDER THE CURRENT LOS ANGELES CITY ZONING CODE. THE EASTERN THIRD PORTION OF THE LOT IS WITHIN THE CRENSHAW CORRIDOR SPECIFIC PLAN WITH A 45 FEET HEIGHT LIMIT & THE PROPOSED BUILDINGS INSIDE THAT AREA ARE IN COMPLIANCE WITH THE HEIGHT RESTRICTION.

GIVEN THE STEEP SLOPE OF THE SITE, THIS CAMPUS IS DESIGNED INTO A LOWER LEVEL AT 160 ' WITH ACCESS FROM SANTA ROSALIA DRIVE & STOCKER STREET; & AN UPPER LEVEL AT 185 ' WITH ACCESS FROM STOCKER STREET & DON FELIPE DRIVE.

THE 5 EXISTING OFFICE BUILDINGS, TOTALING 123,354 SF. WILL BE DEMOLISHED & THE FOLLOWING NEW BUILDINGS WILL BE CONSTRUCTED WITH SITE IMPROVEMENTS, INCLUDING OPEN SPACE & LANSCAPED AREAS DESIGNED TO HOST COMMUNITY GATHERINGS & EVENTS.

BUILDING A IS A 45 FEET HIGH, 3-STORY, 35,229 SF BUILDING WITH PUBLIC FOOD COURT (8,452 SF) AT 1 ST FLOOR & COMMERCIAL OFFICES AT 2ND & 3RD FLOORS (23,580 SF). THIS BUILDING IS A CONCRETE STRUCTURE WITH EXTERIOR PLASTER WALLS & GLASS STOREFRONTS.

BUILDING B IS A 6-STORY OVER BASEMENT, 138,982 SF CONC. STRUCTURE WITH EXTERIOR PLASTER WALLS & GLASS STOREFRONTS. THE BOTTOM 2 FLOORS CONTAIN FACILITIES FOR STUDIO PRODUCTION SUPPORT (42,697 SF); THE UPPER 4 FLOORS ARE COMMERCIAL OFFICES (84,548 SF); & THE ROOF HOSTS A FUTURE 9,018 SF RESTAURANT & GREEN ROOF WITH RESTROOMS.
BUILDING HEIGHT:
- ZONING: 110 FEET FROM BASEMENT TO TOP OF ROOF
- FIRE DEPARTMENT: 68 FT. FROM STREET ACCESS TO HIGHEST OCCUPIED FLOOR

BUILDING C IS A 14 FEET HIGH, 1- STORY, 300 SF SECURITY OFFICE.

BUILDING D IS A 63 FEET HIGH, 1-STORY, 31,941 SF CONC. BUILDING FOR 30,000 SF STUDIO SOUND STAGES & 1,941 SF BACK-OF-HOUSE FACILITY.

BUILDING E IS A 57 FEET HIGH, 1-STORY OVER BASEMENT & MEZZANINE, 31,884 SF CONC. BUILDING FOR 19,200 SF STUDIO SOUND STAGES, & 12,684 SF MILL/SHOP BELOW.
A PART OF BUILDING E IS THE ADJACENT **SERVICE PLAZA,** A 3-LEVEL STRUCTURE WITH PARTIAL BUILD OUT FOR 2,550 SF OFFICES FOR CAMPUS MANAGEMENT & 7,656 SF BACK-OF-HOUSE FACILITY.

BUILDING F IS A 45 FEET HIGH, 5-LEVEL, 122,358 SF OPEN PARKING GARAGE WITH 114,405 SF OF PARKING AREA WITH 375 PARKING STALLS & 50 LONG TERM BICYCLE PARKING ; & A 2,683 SF COMMUNITY ROOM AT STREET LEVEL & 5,270 SF BACK-OF-HOUSE FACILITY. THIS IS A CONC. STRUCTURE WITH OPENINGS IN FACADES DECORATED WITH METAL TRELLIS & PANELS.

GREEN PLAZA IS THE OPEN COURTYARD BETWEEN BUILDINGS A, B & F, A 31,000 SF AREA WITH HARDSCAPE & LANDSCAPE DESIGNED FOR COMMUNITY GATHERINGS & SPECIAL EVENTS.
FUTURE DEVELOPMENT IN GREEN PLAZA: 400 SF SNACK BAR AND 400 SF STORAGE SHED.
OFF-SITE IMPROVEMENTS INCLUDE NEW SIDEWALKS.

THE STUDIO PORTION (SOUND STAGES & PRODUCTION SUPPORT) WILL OPERATE 24 HOURS / 7 DAYS DEPENDING ON THE MOVIE SHOOTING SCHEDULE. COMMERCIAL OFFICES ARE ON TYPICAL OFFICE HOURS. PUBLIC FOOD COURT IS OPEN 14 HOURS PER DAY. ROOFTOP RESTAURANT WILL SERVE CLIENTS DURING DAYTIME & AT DINNER.

DEVELOPMENT PROGRAM

	EXISTING FLOOR AREA SF	PROPOSED DEMOLITION SF	PROPOSED NEW CONSTRUCTION SF	NET NEW FLOOR AREA SF
SOUND STAGES/MILL/SHOP	0	0	62,404	62,404
OFFICES	117,187	117,187	136,639	19,452
RESTAURANTS	0	0	17,470	17,470
COMMUNITY ROOM	0	0	2,683	2,683
BOH & RESTROOMS	6,167	6,167	37,562	31,395
TOTAL	123,354	123,354	256,758	133,404
FUTURE SNACK BAR	0	0	400	400
FUTURE STORAGE	0	0	400	400
			257,558	134,204

ZONING

C 2-1
C 2-1 SP CRENSHAW CORRIDOR SPECIFIC PLAN

ZONING INFORMATION:
ZI-2512 HOUSING ELEMENT INVENTORY OF SITES
ZI-2498 LOCAL EMERGENCY TEMPORARY REGULATIONS - TIME LIMITS AND PARKING RELIEF - LAMC 16.02.1
ZI-2488 REDEVELOPMENT PROJECT AREA: Crenshaw (Amended)
ZI-2374 STATE ENTERPRISE ZONE: LOS ANGELES ZI-2452
TRANSIT PRIORITY AREA IN THE CITY OF LOS ANGELES
ZI-2332 SPECIFIC PLAN: CRENSHAW CORRIDOR
ZI-1231 SPECIFIC PLAN: SOUTH LOS ANGELES ALCOHOL SALES GENERAL PLAN LAND USE COMMUNITY.

REQUIRED SETBACKS:
0'-0" AT STOCKER STREET
0'-0" AT DON FELIPE
15'-0" EASEMENT AT SANTA ROSALIA
20'-0" EASEMENT AT NORTH PROPERTY LINE

APPLICABLE CODES

CITY OF LOS ANGELES MUNICIPAL CODE
CITY OF LOS ANGELES PLANNING & ZONING CODE
2023 CITY OF LOS ANGELES BUILDING CODE
2023 CITY OF LOS ANGELES GREEN BUILDING CODE
2023 CITY OF LOS ANGELES MECHT. CODE
2023 CITY OF LOS ANGELES PLUMBING CODE
2023 CITY OF LOS ANGELES ELEC. CODE
2022 CALIFORNIA FIRE CODE (WITH LOCAL AMENDMENTS)
2022 CALIFORNIA ENERGY CODE

SEPARATE APPROVALS FROM FIRE DEPARMENT

1. FIRE ALARM SYSTEM & MONITORING: BUILDINGS A, B, C, D, E, F & SERVICE PLAZA
2. EMERGENCY RESPONDER RADIO COVERAGE: BUILDINGS A, B, D, E, F & SERVICE PLAZA
3. ACTIVE METHANE ALARM SYSTEM
4. SOLAR PHOTOVOLTAIC SYSTEM: BUILDINGS D, E, F
5. HIGH PILES COMBUSTIBLE STORAGE: BUILDING D, F

DEFERRED APPROVALS

BUILDING A
ELEVATORS STEEL STAIRS
TRELLISES, AWNINGS FALL PROTECTION SYSTEM

BUILDING B
ELEVATORS STEEL STAIRS
AWNINGS FALL PROTECTION SYSTEM

BUILDING D
AWNINGS FALL PROTECTION SYSTEM

BUILDING E
AWNINGS STEEL STAIR
FALL PROTECTION SYSTEM

BUILDING F
ELEVATORS STEEL STAIRS
TRELLISES FALL PROTECTION SYSTEM
AWNINGS

SERVICE PLAZA
ELEVATOR STEEL STAIRS

SEPARATE PERMITS

1. DEMOLITION
2. RETAINING WALLS
3. SIGNS
4. AUTOMATIC FIRE SPRINKLER SYSTEM
5. AUTOMATIC FIRE ALARM SYSTEM
6. ELECTRICAL, MECHANICAL AND PLUMBING WORK
7. SHORING
8. SOUND ABATEMENT WALL ON SHEET A015

RESERVED FOR LADBS APPROVAL STAMP

JGM
6033 WEST CENTURY BLVD.
SUITE 601
LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 670-8721
www.jgminc.com

CONSULTANTS:

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-3741 STOCKER OPPORTUNITY LLC & 3751-3761 STOCKER TRADITIONAL LLC

CONSTRUCTION DOCUMENTS

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09/26/2025
PLANNING SUBMITTAL

REV NO.	DATE	DESCRIPTION

SHEET TITLE:
PROJECT INFORMATION & CODE ANALYSIS

DATE 06/27/2022
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
G011

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_ARI_Site.rvt
DISCIPLINE GENERAL
SIZ0_0 VOL_1
PLOT DATE: 9/26/2025 1:07:33 PM

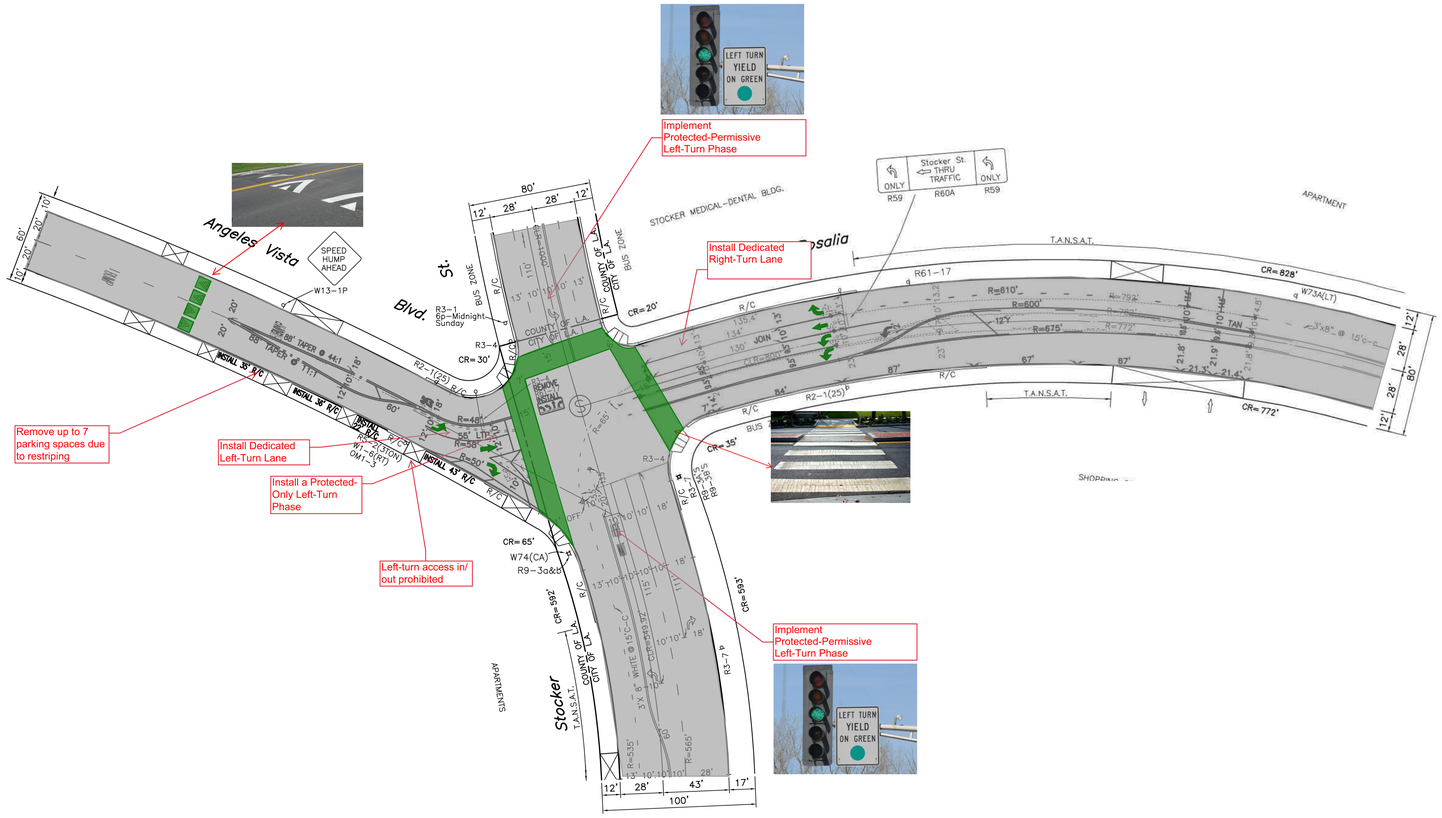
RESERVED FOR LADBS APPROVAL STAMP

CONCEPTUAL STRIPING PLAN

Dedicated Turn Lane – Separate lane that allows vehicles turning left/right to slow down prior to their turn. Also, provides vehicle storage for the turning vehicles without impeding on the vehicles traveling through the intersection.

Protected Left-Turn Phasing – Provides left-turning vehicles a separate phase to make a left-turn movement only when the green left arrow is indicated. This phasing reduces conflicts with pedestrians and other vehicular traffic.

Protected-Permissive Left-Turn Phasing – Provides left-turning vehicles a separate phase to make a left-turn movement when the green left arrow is indicated. Additionally, left turning vehicles can make left turns during the green phase for that approach through movement when there are gaps in traffic.



Pursuant to the California Business and Professions Code, this plan is prepared by and under the responsible charge of work of, the named consulting firm and California Registered Engineers shown below.

Plan Prepared By:

Date

KOA
A LOCHNER COMPANY
1100 Corporate Center Drive, Suite 201
Monterey Park, California 91754
Tel: (323) 260-4703 Fax: (323) 260-4705

REGISTERED PROFESSIONAL ENGINEER GIUSEPPE S. CANZONIERI No. C79006 Exp. 03/31/24 CIVIL STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER DOUG K. YEH No. TR1900 Exp. 06/30/23 TRAFFIC STATE OF CALIFORNIA

KOA CORPORATION BUSINESS TAX REGISTRATION NO: 0000371566-0001-7

(LADOT Revised 4/19)
(Drafting Std. 11/04)

1"=20' ORIGINAL MAP SCALE 1"=40'

20 10 0 20 40 60 80 100 FEET
40 20 0 40 80 120 160 200 FEET

SCALE: 1"=40'

REVIEWED _____ 20 ____
Transportation Engineer

ACCEPTED _____ 20 ____
Senior Transportation Engineer

INSTALLATION DATES
MARKOUT BEGAN:
MARKOUT COMPLETED:
STRIPING COMPLETED:
District
References:

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
LAURA RUBIO-CORNEJO, GENERAL MANAGER

STOCKER ST.
AT SANTA ROSALIA DR./ANGELES VISTA BLVD.

IF THIS PLAN HAS NOT BEEN IMPLEMENTED WITHIN TWO (2) YEARS OF THE ACCEPTANCE DATE, IT MUST BE RESUBMITTED TO LADOT PERMIT PLAN REVIEW SECTION FOR REVIEW AND MAY REQUIRE A SUBSEQUENT ACCEPTANCE.

PROJECT NO. | DRAWING NO. 1/1

SCALES | HORIZ. 1"= | VERT. 1"=

SHEET | INDEX NUMBER

NO.	REVISION DESCRIPTION	BY	DATE	REVIEWED
				T.E.A.
				T.E.
				S.T.E.

DISTRICT | BIKEWAYS | PVT. ENGR. | T.E. | DATE

1 G027 **STREET STRIPPING**
N.T.S.

JGM
6033 WEST CENTURY BLVD.
SUITE 601
LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 670-8721
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3701-3761 STOCKER STREET
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09/26/2025
PLANNING SUBMITTAL

REV NO.	DATE	DESCRIPTION

SHEET TITLE:
SITE LADOT - STREET STRIPPING

DATE 06/27/2022
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
G027

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: GENERAL SO: 0 VOL: 1
PLOT DATE: 9/26/2025 3:29:20 PM

SITE IMPROVEMENT PLANS

STOCKER CAMPUS PLAZA

3701-3761 STOCKER STREET , CITY OF LOS ANGELES, CALIFORNIA

GENERAL GRADING NOTES:

1. GC TO OBTAIN NECESSARY ENCROACHMENT "A" PERMIT FOR ANY/ALL WORK IN THE PUBLIC RIGHT-OF-WAY.
2. ALL RECOMMENDATIONS AND CONDITIONS OF THE APPROVED SOILS AND/OR GEOLOGICAL REPORT AND THE DEPARTMENT'S APPROVAL LETTERS SHALL BE PART OF THE PLANS AND SHALL BE AT THE JOB SITE AT ALL TIMES. THE SITE SPECIFIC SOILS REPORT DATED: FEBRUARY 17, 2022 BY GEODYNE ENGINEERING, INC.; CITY OF LOS ANGELES APPROVAL LETTER DATED
3. A COPY OF THE GRADING PERMIT AND APPROVED GRADING PLANS MUST BE IN THE POSSESSION OF A RESPONSIBLE PERSON AND AVAILABLE AT THE SITE AT ALL TIMES.
4. COMPLY WITH NOTIFICATION OF ADJOINING PROPERTY BY GIVING A 30-DAY WRITTEN NOTICE (BY CERTIFIED MAIL AND RETURN RECEIPT) OF THE ATTACHED LETTER TO ADJACENT PROPERTY OWNERS, OF INTENT TO EXCAVATE WHERE EXCAVATION IS DEEPER THAN THE FOUNDATION OF ADJOINING BUILDING OR LOCATED CLOSER TO PROPERTY LINE THAN THE DEPTH OF EXCAVATION. (3307.1), (P/BC 2014-060)
5. ALL GRADING SLOPES SHALL BE PLANTED AND SPRINKLERED (7012.1).
6. STANDARD 12 INCH HIGH BERM IS REQUIRED AT TOP OF ALL GRADED SLOPES (7013.3)
7. NO FILL TO BE PLACED, UNTIL CITY GRADING INSPECTOR HAS INSPECTED AND APPROVED THE BOTTOM EXCAVATION.
8. MAN-MADE FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% MAX. DRY DENSITY WITH 40 FEET BELOW FINISH GRADE AND 93% OF MAX. DRY DENSITY DEEPER THAN 40 FEET BELOW FINISH GRADE, UNLESS A LOWER RELATIVE COMPACTION (NOT LESS THAN
9. TEMPORARY EROSION CONTROL TO BE INSTALLED BETWEEN OCTOBER 1 AND APRIL 15. OBTAIN GRADING INSPECTOR'S AND DEPARTMENT OF PUBLIC WORKS APPROVAL OF PROPOSED PROCEDURES, [>200 CY] (7007.1).
10. NO GRADING WORK, INCLUDING IMPORT AND EXPORT, SHALL BE DONE BETWEEN THE HOURS OF 6:00 P.M. AND 7:00 A.M. ON ANY DAY AND NO WORK SHALL BE DONE ON SUNDAY AT ANY TIME, EXCEPT IN EMERGENCIES AS PROVIDED IN SECTION 91.7005.4 OF THE BUILDING CODE.
11. CONTRACTOR SHALL KEEP THE CONSTRUCTION AREA SUFFICIENTLY DAMP TO CONTROL DUST CAUSED BY GRADING AND CONSTRUCTION. CONTRACTOR SHALL, AT ALL TIMES, PROVIDE REASONABLE CONTROL OF DUST CAUSED BY WIND.
12. IF THE GRADING JOB EXTENDS OVER A PERIOD OF TIME EXCEEDING SIX MONTHS, THE DEPARTMENT MAY REQUIRE PLANTING OF THOSE PORTIONS OF THE JOB WHERE ALL OTHER GRADING REQUIREMENTS HAVE BEEN MET IN ORDER TO PREVENT DUST AND EROSION.
13. HIGHWAY EQUIPMENT SHALL BE KEPT IN GOOD OPERATING CONDITION AND MUFFLED AS REQUIRED BY LAW.
14. EXCEPT IN EMERGENCY CASES, THE REPAIR OF CONSTRUCTION EQUIPMENT OR THE DELIVERY OF CONSTRUCTION MATERIALS IS NOT PERMITTED BEFORE 8:00 A.M. OR AFTER 6:00 P.M. ON SATURDAY NOR AT ANY TIME ON SUNDAY.
15. THE FILL MATERIALS IN EACH TRUCKLOAD SHALL BE KEPT LOW ENOUGH TO PREVENT SPILLAGE AND SHALL BE SUFFICIENTLY WET DOWN TO PREVENT DUST.
16. NO PERSON SHALL, WHEN EXCAVATING, COMPACTING, HAULING OR MOVING ANY EARTH, SAND, GRAVEL, ROCK, STONE, DEBRIS PAPER OR ANY OTHER SUBSTANCE OVER ANY PUBLIC STREET, ALLEY OR OTHER PUBLIC PLACE, ALLOW SUCH MATERIALS TO BLOW OR SPILL OVER AND UPON THE PUBLIC STREET, ALLEY OR OTHER PUBLIC PLACE OR ADJACENT PRIVATE PROPERTY.
17. PERMISSION SHALL BE SECURED FROM THE DEPARTMENT OF PUBLIC WORKS IF THE TRUCKS ARE LOADED IN THE STREET.
18. THE LOADING OR DUMPING OF EXCESS SOIL SHALL BE APPROVED BY THE GRADING INSPECTOR PRIOR TO STARTING EXCAVATION.
19. BRUSHING AND SCARIFYING OF SLOPES SHALL PROCEED ONLY AS FAR AS PERIODICALLY CLEARED BY THE GRADING INSPECTOR.
20. PRIOR TO PLACING FILL, SLOPES SHALL BE PROPERLY PREPARED BY BRUSHING AND BENCHING.
21. LOOSE MATERIAL SHALL NOT EXCEED 3" IN DEPTH ON A GRADED SLOPE.
22. ALL DEBRIS AND FOREIGN MATERIAL SHALL BE REMOVED FROM THE SITE.
23. ALL LOOSE MATERIALS SHALL BE REMOVED OR COMPACTED PER APPROVED PLAN.
24. IF AT ANY STAGE OF WORK ON AN EXCAVATION OR FILL THE DEPARTMENT DETERMINES THAT FURTHER WORK AS AUTHORIZED BY AN EXISTING PERMIT IS UKELY TO ENDANGER ANY PROPERTY OR PUBLIC WAY, THE DEPARTMENT MAY REQUIRE AS A CONDITION ALLOW THE WORK TO CONTINUE, THAT PLANS FOR SUCH WORK BE AMENDED TO INCLUDE ADEQUATE SAFETY PRECAUTIONS.
25. SANITARY FACILITIES SHALL BE MAINTAINED ON THE SITE FROM THE BEGINNING TO COMPLETION OF GRADING OPERATIONS.
26. THE ENGINEERING GEOLOGIST, SOILS ENGINEER AND CIVIL ENGINEER SHALL COMPLY WITH RGA 5-67 AND SHALL PROVIDE THE DEPARTMENT WITH A GRADING CERTIFICATION UPON COMPLETION OF THE JOB.
27. GRADING WHICH INVOLVES REMOVAL OF LATERAL SUPPORT OF PUBLIC WAYS REQUIRES DEPARTMENT OF PUBLIC WORKS APPROVAL.
28. ALL GRADING AND CONSTRUCTION SHALL CONFORM TO CHAPTERS 70 AND 71 OF THE LOS ANGELES COUNTY BUILDING CODE UNLESS SPECIFICALLY NOTED ON THESE PLANS (7013.1).
29. GRADED SLOPES ARE LIMITED TO A MAXIMUM SLOPE OF 2:1 [HORIZONTAL:VERTICAL], UNLESS IT IS SPECIFICALLY ALLOWED BY THE GRADING DIVISION'S APPROVAL LETTER OF THE SOIL/GEO REPORT (7010.2, 7011.2)
30. TOE OF FILL SLOPES NOT TO BE NEARER TO OTHER PRIVATE PROPERTIES THAN ONE-HALF THE HEIGHT OF THE FILL, WITH A MINIMUM OF 2 FEET AND A MAXIMUM OF 20 FEET. (7011.5)
31. TOP OF CUT SLOPES NOT TO BE MADE NEARER TO PROJECT BOUNDARY THAN ONE-FIFTH THE HEIGHT OF THE SLOPE, WITH A MINIMUM OF 2 FEET AND A MAXIMUM OF 10 FEET. (7010.3)
32. BUILDINGS TO HAVE A LEVEL SETBACK FROM ASCENDING SLOPES EXCEEDING 3:1 [H:V] A MINIMUM OF H/2 BUT NEED NOT EXCEED 15 FT. (1806.5.2)
33. FOOTINGS TO BE SETBACK FROM DESCENDING SLOPES EXCEEDING 3:1 [H:V] A MINIMUM OF H/3 BUT NEED NOT EXCEED 40 FT. (1806.5.3.)
34. FINAL GRADING MUST BE APPROVED BEFORE OCCUPANCY OF BUILDINGS WILL BE ALLOWED.
35. STREETS SHALL BE SWEPT AS FREQUENTLY AS DETERMINED BY THE CITY ENGINEER TO KEEP PAVED AREAS ACCEPTABLY CLEAN DURING GRADING AND HAULING OPERATIONS. A STREET SWEEPER SHALL BE AVAILABLE FOR THIS PURPOSE AT ALL TIMES. THE SWEEPER SHALL BE A DOUBLE-GUTTER BROOM, SELF-LOADING MOTOR SWEEPER WITH SPRAY NOZZLES. ANY SPILLAGE ON HAUL ROUTES SHALL BE REMOVED IMMEDIATELY AND THE AREA CLEANED. THE CONTRACTOR WILL BE PERMITTED TO WASH THE STREET WITH WATER TO THE SATISFACTION OF THE ENGINEER UPON PLACEMENT OF ADEQUATE ADVANCE WARNING SIGNS.
36. DRAINAGE SHALL NOT BE BLOCKED IN THE STREET.
37. THE SUPERVISING GRADING ENGINEER SHALL INSPECT AND CERTIFY THE CONSTRUCTION OF ON-SITE STORM DRAIN AND DRAINAGE FACILITIES, AND SUBMIT A STATEMENT THAT THE COMPLETED WORK IS IN CONFORMANCE WITH THIS APPROVED PLAN PRIOR TO BUILDING OCCUPANCY.
38. ALL CATCH BASINS AND STORM DRAIN INLET FACILITIES SHALL BE STAMPED WITH THE MESSAGE "NO DUMPING, DRAINS TO OCEAN."
39. ON-SITE DRAINAGE SYSTEM TO BE PRIVATELY MAINTAINED.
40. THE GRADING CONTRACTOR SHALL INSTALL AND MAINTAIN COMPACTED AGGREGATE BASE FOR INGRESS AND EGRESS. THE THICKNESS OF AGGREGATE BASE SHALL BE A MINIMUM OF 6".
41. CURB SHALL BE CUT WHERE FUTURE DRIVEWAY(S) ARE TO BE INSTALLED ONLY THE CURB CUT AREA SHALL BE USED FOR INGRESS AND EGRESS. ACCESS TO SITE OVER CURBS IS PROHIBITED.
42. THE GRADING CONTRACTOR SHALL BE REQUIRED TO PROVIDE FLAG PERSONS WITH RED VESTS, HARD HATS, AND SIGNS APPROVED BY THE CITY ENGINEER AT ANY TIME THE ENGINEER DETERMINES THAT FLAG PERSONS ARE NECESSARY FOR TRAFFIC CONTROL, DUE TO CONTRACTOR'S OPERATIONS.

FILL NOTES:

(a) FILL SHALL BE COMPACTED THROUGHOUT THEIR FULL EXTENT TO A MINIMUM OF 90% OF MAXIMUM DRY DENSITY AND 93% OF MAXIMUM DRY DENSITY FOR SOILS PLACED ON THE SLOPE FACE AS DETERMINED BY A.S.T.M. SOIL COMPACTION TEST D1557-92, METHOD "D", WHERE APPLICABLE: WHERE NOT APPLICABLE, A TEST ACCEPTABLE TO THE BUILDING OFFICIAL SHALL BE USED. (SECTION 7016.1 OF THE BUILDING CODE.)

(b) FIELD DENSITY SHALL BE DETERMINED BY A METHOD ACCEPTABLE TO THE BUILDING OFFICIAL. (SECTION 7016.1 OF THE BUILDING CODE.) HOWEVER, NOT LESS THAN 10% OF THE REQUIRED DENSITY TEST, UNIFORMLY DISTRIBUTED, SHALL BE OBTAINED BY THE SAND CONE METHOD.

(c) SUFFICIENT TESTS OF THE FILL SOILS SHALL BE MADE TO DETERMINE THE RELATIVE COMPACTION OF THE FILL IN ACCORDANCE WITH THE FOLLOWING MINIMUM GUIDELINES:
- (1) ONE TEST FOR EACH TWO-FOOT VERTICAL LIFT.
- (2) ONE TEST FOR EACH 1,000 CUBIC YARDS OF MATERIAL PLACED.
- (3) ONE TEST AT THE LOCATION OF THE FINAL FILL SLOPE FOR EACH BUILDING SITE (LOT) IN EACH FOUR-FOOT VERTICAL LIFT OR PORTION THEREOF.
- (4) ONE TEST IN THE VICINITY OF EACH BUILDING PAD FOR EACH FOUR-FOOT VERTICAL LIFT OR PORTION THEREOF.

(d) SUFFICIENT TESTS OF FILL SOILS SHALL BE MADE TO VERIFY THAT THE SOIL PROPERTIES COMPLY WITH THE DESIGN REQUIREMENTS, AS DETERMINED BY THE GEOTECHNICAL ENGINEER INCLUDING SOIL TYPES, SHEAR STRENGTHS PARAMETERS AND CORRESPONDING UNIT WEIGHTS IN ACCORDANCE WITH THE FOLLOWING GUIDELINES:
- (1) PRIOR AND SUBSEQUENT TO PLACEMENT OF THE FILL, SHEAR TESTS SHALL BE TAKEN ON EACH TYPE OF SOIL OR SOIL MIXTURE TO BE USED FOR ALL FILL SLOPES STEEPER THAN THREE (3) HORIZONTAL TO ONE VERTICAL.
- (2) SHEAR TEST RESULTS FOR THE PROPOSED FILL MATERIAL MUST MEET OR EXCEED THE DESIGN VALUES USED IN THE GEOTECHNICAL REPORT TO DETERMINE SLOPE STABILITY REQUIREMENTS. OTHERWISE, THE SLOPE MUST BE REEVALUATED USING THE ACTUAL SHEAR TEST VALUE OF THE FILL MATERIAL THAT IS IN PLACE.
- (3) FILL SOILS SHALL BE FREE OF DELETERIOUS MATERIALS.
- (4) THE RESULTS OF SUCH TESTING SHALL BE INCLUDED IN THE REPORTS REQUIRED BY SECTION 7016.8 OF THE BUILDING CODE.

(e) FILL SHALL NOT BE PLACED UNTIL STRIPPING OF VEGETATION, REMOVAL OF UNSUITABLE SOILS, AND INSTALLATION OF SUBDRAIN (IF ANY) HAVE BEEN INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER. THE BUILDING OFFICIAL MAY REQUIRE A "STANDARD TEST METHOD FOR MOISTURE, ASH, ORGANIC MATTER, PEAT OR OTHER ORGANIC SOILS" ASTM D-2974-87 ON ANY SUSPECT MATERIAL. ALL MATERIALS THAT HAVE A TEST VALUE OF 2% OR GREATER WILL BE REJECTED AS UNSUITABLE FOR SUPPORT OF OR BEING STRUCTURAL FILL.

(f) ROCK OR SIMILAR MATERIAL GREATER THAN 12 INCHES IN DIAMETER SHALL NOT BE PLACED IN THE FILL UNLESS RECOMMENDATIONS FOR SUCH PLACEMENT HAVE BEEN SUBMITTED BY THE GEOTECHNICAL ENGINEER AND APPROVED IN ADVANCE BY THE BUILDING OFFICIAL.

(g) CONTINUOUS INSPECTION BY THE GEOTECHNICAL ENGINEER, OR A RESPONSIBLE REPRESENTATIVE, SHALL BE PROVIDED DURING ALL FILL PLACEMENT AND COMPACTION OPERATIONS WHERE FILLS HAVE A DEPTH GREATER THAN 30 FEET OR SLOPE SURFACE STEEPER THAN 2:1. (7016.7)

(h) CONTINUOUS INSPECTION BY THE GEOTECHNICAL ENGINEER, OR A RESPONSIBLE REPRESENTATIVE, SHALL BE PROVIDED DURING ALL SUBDRAIN INSTALLATIONS. (7016.2)

(i) FILL SLOPES IN EXCESS OF 2:1 STEEPNESS RATIO ARE TO BE CONSTRUCTED BY THE PLACEMENT OF SOIL AT SUFFICIENT DISTANCE BEYOND THE PROPOSED FINISH SLOPE TO ALLOW COMPACTION EQUIPMENT TO BE OPERATED AT THE OUTER LIMITS OF THE FINAL SLOPE SURFACE. THE EXCESS FILL IS TO BE REMOVED PRIOR TO COMPLETION OF ROUGH GRADING. OTHER CONSTRUCTION PROCEDURES MAY BE USED WHEN IT IS DEMONSTRATED TO THE SATISFACTION OF THE BUILDING OFFICIAL THAT THE ANGLE OF SLOPE, CONSTRUCTION METHOD AND OTHER FACTORS WILL HAVE EQUIVALENT EFFECT. (SECTION 7016.1 OF THE BUILDING CODE.)

(j) THE GEOTECHNICAL ENGINEER SHALL PROVIDE SUFFICIENT INSPECTIONS DURING THE PREPARATION OF THE NATURAL GROUND AND THE PLACEMENT AND COMPACTION OF THE FILL TO BE SATISFIED THAT THE WORK IS BEING PERFORMED IN ACCORDANCE WITH THE PLAN AND APPLICABLE CODE REQUIREMENTS.

(k) THE GRADING CONTRACTOR SHALL SUBMIT THE STATEMENT REQUIRED BY SECTION 7021 OF THE BUILDING CODE AT THE COMPLETION OF ROUGH GRADING.

PRIVATE ENGINEER'S NOTICE TO CONTRACTORS:

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND PIPES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF AVAILABLE DATA. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN AND ANY OTHER LINES OR STRUCTURES NOT SHOWN ON THESE PLANS.

THE UNDERSIGNED CIVIL ENGINEER CERTIFIES THAT:

(A) SURFACE WATER WILL NOT BE DIVERTED FROM ONE PROPERTY TO ANOTHER OVER WHICH WATER WOULD NOT NATURALLY FLOW.

(B) STORM WATER WILL NOT BE GATHERED BY ARTIFICIAL MEANS AND BE DISCHARGED ONTO LOWER PROPERTY IN GREATER VOLUME OR CONCENTRATION THAN WATER WOULD NATURALLY BE DISCHARGED UNLESS A NATURAL DRAINAGE COURSE OR STORM DRAIN IS AVAILABLE AS AN OUTLET WITH ADEQUATE CAPACITY.

(C) CONCENTRATION OF SURFACE WATER INTO A SINGLE CHANNEL WILL NOT BE DISCHARGED ONTO LOWER PROPERTY WITHOUT APPROVAL BY THE CITY.

(D) DITCHES OR OTHER ARTIFICIAL STRUCTURES WILL NOT BE CONSTRUCTED TO DRAIN WATER THAT ACCUMULATES IN PONDS OR SUMPS FOR DISCHARGE ONTO LOWER PROPERTY OWNED BY OTHERS.

(E) THERE WILL BE NO OBSTRUCTION TO THE FLOW OF SURFACE WATER FROM HIGHER PROPERTY THAT NATURALLY DRAINS ACROSS OR ONTO LOWER PROPERTY.

THE UNDERSIGNED CIVIL ENGINEER ALSO CERTIFIES THAT:

(1) THE DEVELOPMENT SHALL NOT RESTRICT ANY FLOW FROM UPSTREAM PROPERTY.

(2) THE MAXIMUM FLOW TO BE DISCHARGED INTO LOWER PROPERTY SHALL NOT EXCEED THE TOTAL DISCHARGE AS OCCURRED PRIOR TO THE UPSTREAM DEVELOPMENT.

(3) THE BUILDING PADS ARE AT LEAST ONE FOOT ABOVE TOP OF CURB GRADE OR ONE FOOT ABOVE 25 YEAR HYDRAULIC GRADE LINE, WHICHEVER IS HIGHER.

(4) THERE IS NO CONCENTRATED FLOW OVER CURBS, SIDEWALKS AND DRIVEWAYS.

INSPECTION NOTES:

INSPECTIONS OF EXCAVATION AND FILLS. THE PERMITTEE OR HIS AGENT SHALL NOTIFY THE GRADING INSPECTOR WHEN THE GRADING OPERATION IS READY FOR EACH OF THE FOLLOWING INSPECTIONS:

1. INITIAL MEETING/ INSPECTION: WHEN THE PERMITTEE IS READY TO BEGIN WORK, BUT BEFORE GRADING OR BRUSHING IS STARTED, A MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR AND THE INSPECTOR TO DISCUSS THE APPROVED PLANS, SOILS REPORT, AND THE SEQUENCE OF THE GRADING OPERATION.
2. TOE INSPECTION: AFTER THE NATURAL GROUND IS EXPOSED AND PREPARED TO RECEIVE FILL, BUT BEFORE ANY FILL IS PLACED.
3. EXCAVATION INSPECTION: AFTER THE EXCAVATION IS STARTED, BUT BEFORE THE VERTICAL DEPTH OF THE EXCAVATION EXCEEDS TEN FEET.
4. FILL INSPECTION: AFTER THE FILL EMPLACEMENT IS –STARTED, BUT BEFORE THE VERTICAL HEIGHT OF THE LIFT EXCEEDS TEN FEET.
5. DRAINAGE DEVICE INSPECTION: AFTER FORMS AND PIPE ARE IN PLACE, BUT BEFORE ANY CONCRETE IS PLACED.
6. ROUGH GRADING: WHEN ALL ROUGH GRADING HAS BEEN COMPLETED. THIS INSPECTION MAY BE CALLED FOR AT THE COMPLETION OF THE ROUGH GRADING WITHOUT THE NECESSITY OF THE DEPARTMENT HAVING PREVIOUSLY REVIEWED AND APPROVED THE REPORTS.
7. FINAL: WHEN ALL WORK, INCLUDING INSTALLATION OF ALL DRAINAGE STRUCTURES AND OTHER PROTECTIVE DEVICES, HAS BEEN COMPLETED AND THE AS-GRADED PLAN AND REQUIRED REPORTS HAVE BEEN SUBMITTED.

SPECIAL (CONTINUOUS) INSPECTIONS: CONTINUOUS INSPECTION BY A REGISTERED DEPUTY GRADING INSPECTOR SHALL BE PROVIDED FOR THE FOLLOWING CONDITIONS:

1. A CONTIGUOUS GRADING AREA EXCEEDING 60,000 SQUARE FEET.
2. AN EXCAVATED OR FILLED SLOPE STEEPER THAN TWO HORIZONTAL TO ONE VERTICAL.
3. AN EXCAVATED SLOPE EXCEEDING 40 FEET IN HEIGHT AND THE TOP OF WHICH IS WITHIN 20 FEET OF A PROPERTY LINE COTERMINOUS WITH IMPROVED PRIVATE PROPERTY OR A PUBLIC WAY.
4. FOUNDATION EXCAVATIONS BELOW A ONE HORIZONTAL TO ONE VERTICAL PLANE INWARD AND DOWN FROM THE PROPERTY LINE.
5. SPECIAL CASES WHERE THE WORK, IN THE OPINION OF THE BUILDING OFFICIAL, INVOLVES UNUSUAL HAZARDS OR CONDITIONS. FOR EXAMPLE, ALL SHORING, UNDERPINNING, AND SLOT CUTTING WORK REQUIRES THE PRESENCE OF A DEPUTY GRADING INSPECTOR.
6. CONTINUOUS INSPECTIONS FOR CONCRETE OVER 2500 PSI.
7. CONTINUOUS INSPECTIONS FOR INSTALLATION OF TIE-BACK ANCHORS.
8. CONTINUOUS INSPECTIONS FOR FIELD WELDING OPERATIONS.
9. CONTINUOUS INSPECTIONS FOR EXCAVATION OPERATIONS (BY SOILS ENGINEER).
10. ISSUANCE OF CERTIFICATE. IF, UPON FINAL INSPECTION OF ANY EXCAVATION OR FILL, IT IS FOUND THAT THE WORK AUTHORIZED BY THE GRADING PERMIT HAS BEEN SATISFACTORILY COMPLETED IN ACCORDANCE WITH REQUIREMENTS OF THIS CODE, A GRADING CERTIFICATE COVERING SUCH WORK SHALL BE ISSUED TO THE OWNER BY THE SUPERINTENDENT OF BUILDING. UPON THE OWNER'S REQUEST, A SEPARATE CERTIFICATE WILL BE ISSUED FOR EACH LOT FOR WHICH BUILDING PERMITS HAVE BEEN ISSUED OR APPLIED FOR PRIOR TO THE COMPLETION OF THE GRADING.

NOTICE TO CONTRACTORS:

ALL CONTRACTORS AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT ALL EMPLOYEES ARE PROVIDED A SAFE PLACE TO WORK AND THE PUBLIC IS PROTECTED. THEY MUST OBEY THE OCCUPATIONAL SAFETY AND HEALTH REGULATIONS OF THE U.S. DEPARTMENT OF LABOR AND CALIFORNIA STATE INDUSTRIAL RELATIONS "CONSTRUCTION AND SAFETY ORDERS" AND KEEP THE ENGINEER HARMLESS FROM ANY PROBLEMS.

THE CONTRACTOR FURTHER AGREES THAT HE SHALL ASSUME SOLE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY, THIS CONDITION SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT EXCEPTING FOR LIABILITY ARISING FROM THE NEGLIGENCE OF THE OWNER OR ENGINEER.

*** LEGAL DESCRIPTION**

ADDRESS: 3701-3761 STOCKER STREET, LOS ANGELES.
ASSESSOR'S PARCEL NOs: 5032-022-018, 5032-022-017, 5032-022-003, 5032-022-004, 5032-022-005
LEGAL DESCRIPTION: PORTION OF THE RANCHO CIENEGA O'PASO DE LA TIJERA, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA,AS PER MAP RECORDED IN **BOOK 1, PAGE 259** OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY .

*** BASIS OF BEARINGS**

BEARINGS SHOWN HEREON ARE BASED ON THE BEARING N41° 46' 04"W, BEING THE CENTERLINE OF DON FELIPE DRIVE PER TRACT NO. 14645, BOOK 350, PAGES 1-4, RECORDS OF LOS ANGELES COUNTY.

*** BENCHMARK**

CITY OF L.A. BENCH MARK: 18-15700
ELEVATION: 158.65'
DATUM: NAVD 1988
YEAR OF ADJUSTMENT:2000

DESCRIPTION: WIRE SPK IN S CURB STOCKER ST; 4.4FT W OF BC CURB RET W OF ANGELES VISTA BLVD; E END CB.

*** NOTE:**

FROM A TITLE REPORT PROVIDED FOR 3701 STOCKER STREET BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATED DECEMBER 3, 2020, FILE NO. NCS-1044347-ONT1

FROM A TITLE REPORT PROVIDED FOR 3731-3761 STOCKER STREET BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATED FEBRUARY 10, 2020, FILE NO. NCS-1003051-LA2

*** LAND AREA**

GROSS LAND AREA = 43,269 S.F. OR 0.993 ACRES

*** SOURCE OF TOPOGRAPHIC AND BOUNDARY INFORMATION**

INFORMATION SHOWN ON THESE PLANS WERE TAKEN FROM THE PLAN REFERENCED BELOW.

DATE OF SURVEY: FEBRUARY 8, 2022

TOPOGRAPHIC SURVEY BY: BOLTON ENGINEERING CORP.
25834 NARBONNE AVENUE, SUITE 210
LOMITA, CA 90717
(310) 325-5580
JOB # 21102

STORMWATER POLLUTION PLAN NOTES:

ATTACHMENT A NOTES

a. ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON-SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEETFLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES OR WIND.

b. STOCKPILES OF EARTH AND OTHER CONSTRUCTION RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER.

c. FUELS, OILS, SOLVENTS, AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILL MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.

d. NON-STORM WATER RUNOFF FROM EQUIPMENT AND VEHICLE WASHING AND ANY OTHER ACTIVITY SHALL BE CONTAINED AT THE PRECUT SITE.

e. EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON-SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.

f. TRASH AND CONSTRUCTION RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.

g. SEDIMENTS AND OTHER MATERIALS AMY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEPT UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.

h. ANY SLOPES WITH DISTURBED SOILS OR DENUDED OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.

i. AS THE PROJECT OWNER OR AUTHORIZED AGENT OF THE OWNER, I HAVE READ AND UNDERSTAND THE REQUIREMENTS LISTED ABOVE, NECESSARY TO CONTROL STORM WATER POLLUTION FROM SEDIMENTS, EROSION, AND CONSTRUCTION MATERIALS, AND I CERTIFY THAT I WILL COMPLY WITH THESE REQUIREMENTS.

PRINT NAME_____
(OWNER OR AUTHORIZED AGENT OF THE OWNER)

SIGNATURE_____
(OWNER OR AUTHORIZED AGENT OF THE OWNER)

DATE_____

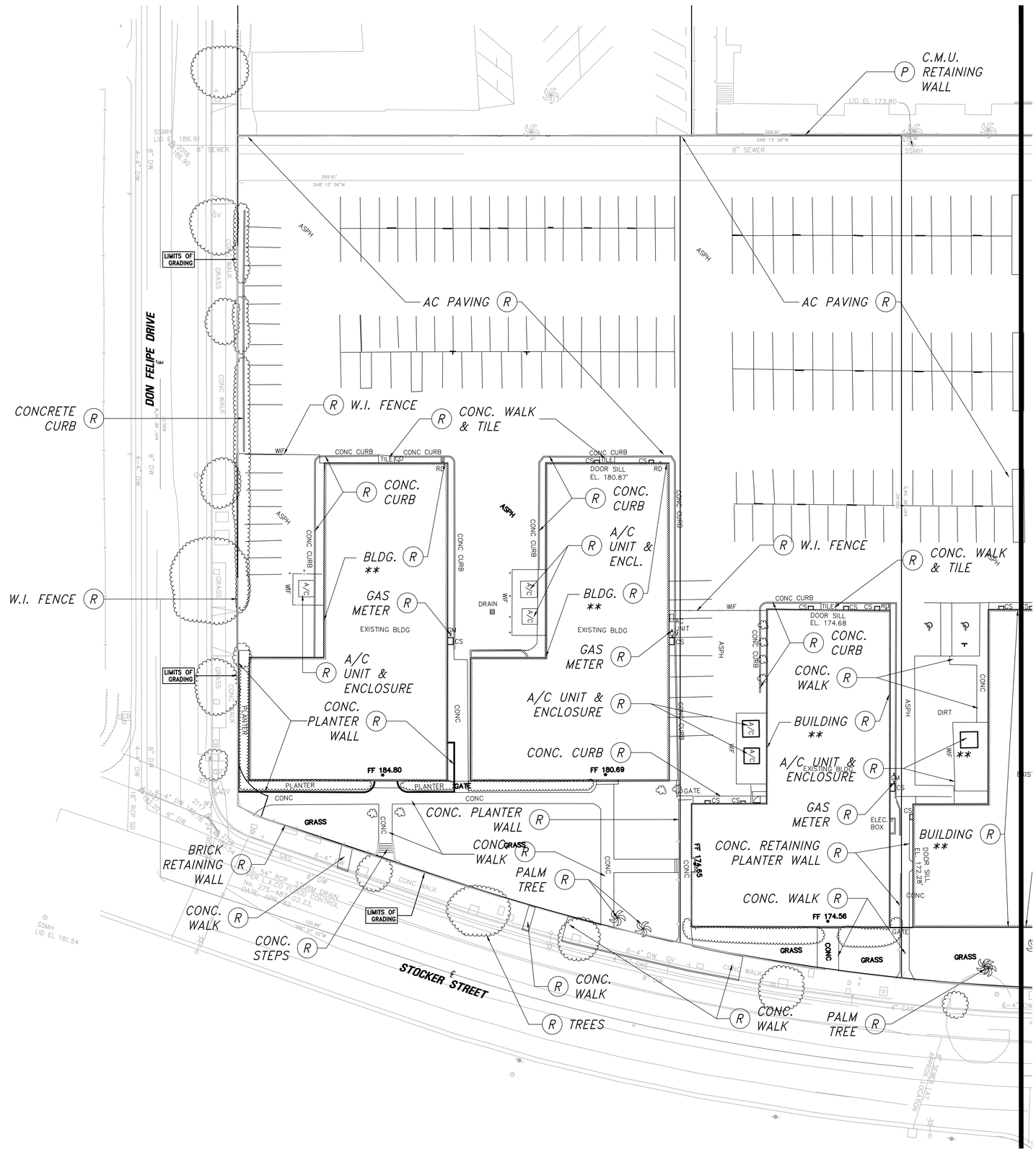
ATTACHMENT B NOTES

THE FOLLOWING BMPS AS OUTLINED IN, BUT NOT LIMITED TO, THE BEST MANAGEMENT PRACTICE HANDBOOK, CALIFORNIA STORMWATER QUALITY TASK FORCE, SACRAMENTO, CALIFORNIA 2009, OR THE LATEST REVISED EDITION, MAY APPLY DURING THE CONSTRUCTION OF THIS PROJECT (ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY COUNTY INSPECTORS):

EC-1 – SCHEDULING	SE-1 – SILT FENCE
EC-2 – PRESERVATION OF EXISTING VEGETATION	SE-3 – SEDIMENT TRAP
EC-4 – HYDROSEEDING	SE-4 – CHECK DAM
EC-6 – STRAW MULCH	SE-6 – GRAVEL BAG BERM
EC-7 – GEOTEXTILES AND MATS	SE-8 – SAND BAG BARRIER
EC-9 – EARTH DIKES AND DRAINAGE SWALES	SE-9 – STRAW BALE BARRIERS
EC-11 – SLOPE DRAINS	SE-10 – STORM DRAIN INLET PROTECTION
NS-2 – DEWATERING OPERATIONS	TC-1 – STABILIZED CONSTRUCTION ENTRANCE/EXIT
NS-3 – PAVING AND GRINDING OPERATIONS	TC-2 – STABILIZED CONSTRUCTION ROADWAY
NS-4 – TEMPORARY STREAM CROSSING	WE-1 – WIND EROSION CONTROL
NS-8 – VEHICLE AND EQUIPMENT CLEANING	WM-1 –MATERIAL DELIVERY AND STORAGE
NS-9 – VEHICLE AND EQUIPMENT FUELING	WM-4 –SPILL PREVENTION AND CONTROL
NS-10 – VEHICLE AND EQUIPMENT MAINTENANCE	WM-5 –SOLID WASTE MANAGEMENT
NS-12 – CONCRETE CURING	WM-6 –HAZARDOUS WASTE MANAGEMENT
NS-13 – CONCRETE FINISHING	WM-8 –CONCRETE WASTE MANAGEMENT

GENERAL NOTES

1. CONTRACTOR SHALL VERIFY ALL EXISTING FIELD CONDITIONS AND NOTIFY DESIGN ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
2. CONTRACTOR TO VERIFY POINTS OF CONNECTION TO PIPES, INLETS, CURBS, GUTTERS, ETC. AND NOTIFY TRUXAW AND ASSOCIATES OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
3. REFER TO ARCHITECTURAL PLANS FOR DIMENSIONS, SETBACKS, CONCRETE COLORS AND FINISHES, STRUCTURAL DETAILS, WALKWAYS, EXPANSION JOINT LOCATIONS, UTILITIES, ETC.
4. ALL WORK SHALL BE DONE IN STRICT CONFORMANCE WITH CURRENT CITY OF LOS ANGELES AND SPPWC STANDARDS. WORK SHALL ALSO CONFORM TO APPLICABLE BUILDING CODES (CALIFORNIA BUILDING CODE, CALIFORNIA PLUMBING CODE, ETC.) AS INTERPRETED BY THE CITY OF LOS ANGELES.
5. ALL CONTRACTORS PERFORMING WORK ON THIS PROJECT SHALL FAMILIARIZE THEMSELVES WITH THE SITE AND SHALL BE SOLELY RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES RESULTING RESULTING DIRECTLY OR INDIRECTLY FROM THEIR OPERATIONS, WHETHER OR NOT SHOWN ON THESE PLANS.
6. EXISTING UNDERGROUND UTILITIES ARE TO BE RELOCATED AS REQUIRED TO AVOID CONFLICT WITH PROPOSED IMPROVEMENTS.
7. EXISTING PUBLIC UTILITY EASEMENTS IN CONFLICT WITH PROPOSED STRUCTURES ARE TO BE QUITCLAIMED WITH THE THE APPROVAL OF THE UTILITY COMPANY. NEW EASEMENTS ARE TO BE GRANTED AT PROPOSED UTILITY LOCATIONS.
8. CALL UNDERGROUND SERVICE ALERT FOR UNDERGROUND LOCATIONS 48 HOURS BEFORE YOU DIG. DIAL 811.
9. THE CONTRACTOR SHALL RENEW OR REPLACE ANY EXISTING TRAFFIC STRIPING AND/OR PAVEMENT MARKINGS, WHICH DURING HIS OPERATIONS HAVE BEEN EITHER REMOVED OR THE EFFECTIVENESS OF WHICH HAS BEEN REDUCED.
10. THE CONTRACTOR SHALL COMPLY WITH THE SOILS REPORT (AND ADDENDA) FOR THIS PROJECT AND ALL RECOMMENDATIONS FROM THE SOILS ENGINEER.
11. ALL TOPOGRAPHIC INFORMATION SHOWN HEREON WAS OBTAINED FROM A TOPO SURVEY DATED 2/8/22 BY BOLTON ENGINEERING CORP.
12. ALL STORM DRAIN AND SEWER PIPE SHALL BE PLACED BEGINNING AT THE DOWNSTREAM POINT OF CONNECTION AND CONTINUING T



DISPOSITION NOTES

- (P) = PROTECT IN PLACE
- (R) = REMOVE AND DISPOSE OF OFFSITE
- (A) = ADJUST TO GRADE
- (RE) = REMOVE AND RELOCATE

NOTE:
COORDINATE REMOVAL/PROTECTION OF EXISTING TREES WITH LANDSCAPE PLAN.

NOTE:
DEMOLITION CONTRACTOR SHALL LOCATE AND MARK ALL EXISTING SEWER, WATER, GAS & ELECTRICAL LATERALS ON A PLAN & IN THE FIELD.

NOTE:
CONTRACTOR TO PROTECT ALL UNDERGROUND AND OVERHEAD UTILITIES IN PLACE UNLESS NOTED OTHERWISE OR AS DIRECTED BY THE DEVELOPER

** **NOTE:** REMOVE ALL PAVEMENT, CONCRETE, FOOTINGS, AND STRUCTURES WITHIN THE LIMITS OF DEMOLITION AS SHOWN. PRIOR TO ANY DEMOLITION, CONTRACTOR SHALL SCHEDULE FIELD REVIEW WITH PROPERTY OWNER, DEVELOPER AND HIMSELF AND FIELD VERIFY ALL ITEMS TO BE DEMOLISHED, RELOCATED, AND PROTECTED. EXISTING UTILITIES ON SITE TO BE REMOVED OR CAPPED PER CITY REQUIREMENTS.

1. DUST CONTROL – CONTRACTOR WILL OBTAIN A WATER METER AND WILL CONTROL DUST BY WATER.
2. BUILDING DEBRIS – WILL BE TRANSPORTED TO LANDFILL.
3. STAGING OF EQUIPMENT – STAGING WILL BE WITHIN GRADING LIMITS.

SCALE: 1"=20'

NOTICE TO CONTRACTOR

THE CONTRACTOR SHALL ASCERTAIN THE TRUE VERTICAL AND HORIZONTAL LOCATION AND SIZE OF ALL UTILITIES, PIPES, AND/OR STRUCTURES AND SHALL BE RESPONSIBLE FOR DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES, SHOWN OR NOT SHOWN HEREON.

IMPORTANT NOTICE
Section 4216 of the Government Code requires a Dig Alert Identification Number be issued before a "Permit to Excavate" will be valid. For your Dig Alert I.D. Number call Underground Service Alert CALL 811 Two working days before you dig.

THIS PLAN IS:
PRELIMINARY
(NOT FOR CONSTRUCTION)

JGM
6033 WEST CENTURY BLVD.
SUITE 601
LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 670-8721
www.jgminc.com

CONSULTANTS:

Prepared by:
Joseph C. Truxaw and Associates, Inc.
Civil Engineers and Land Surveyors
1915 W. Orangewood Ave., Suite 101, Orange, CA 92868 (714) 935-0265 Truxaw.com

REGISTERED PROFESSIONAL ENGINEER
CRAIG S. DI BIASE
No. 75205
CIVIL
STATE OF CALIFORNIA

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-41 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

PHASE:
PLANNING

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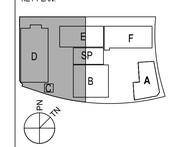
09/26/2025
PLANNING
SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
DEMOLITION PLAN 1

DATE	08/12/25
DRAWN BY	TM
CHECKED BY	CDB

SHEET NO.:
C-2.0

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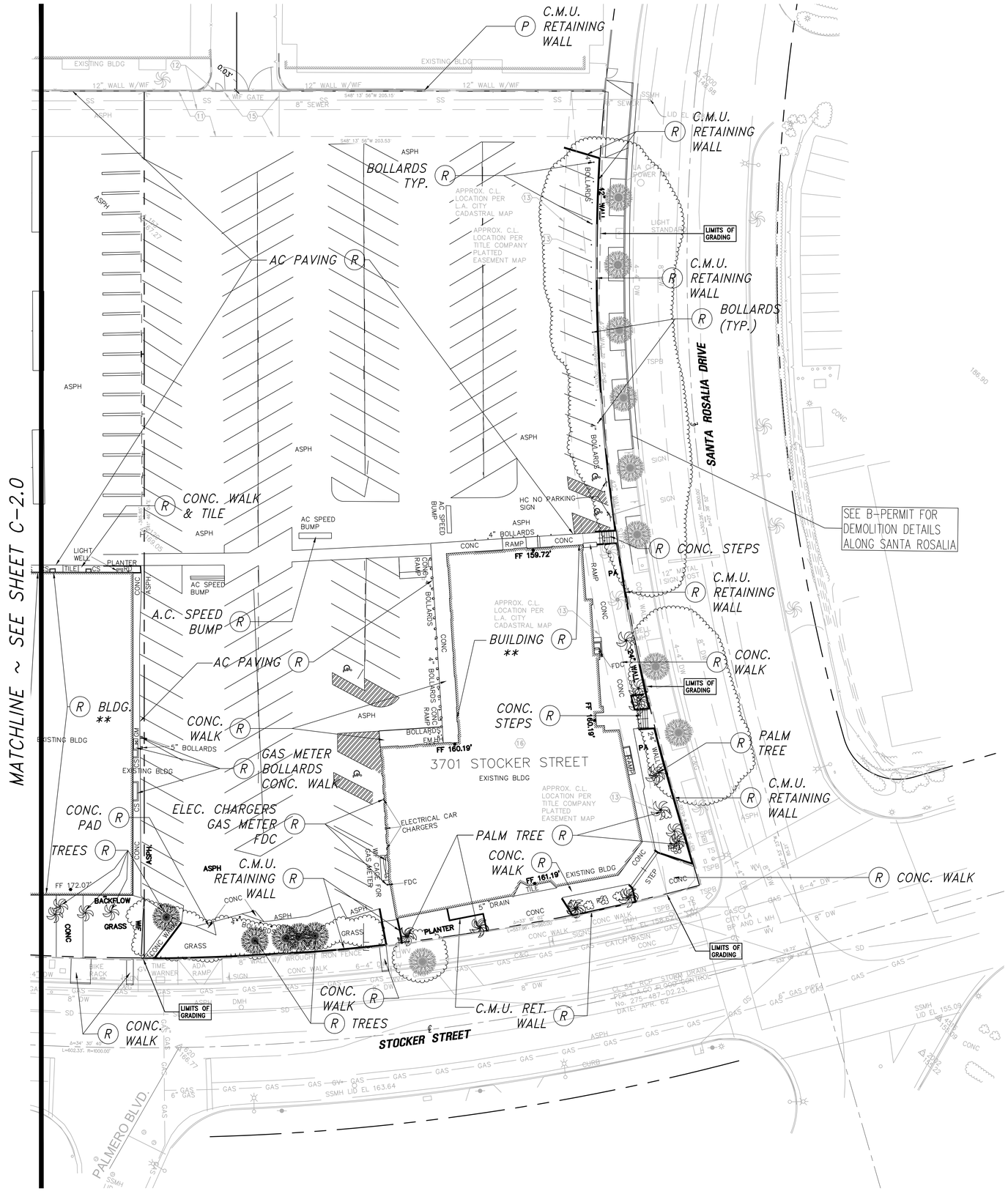
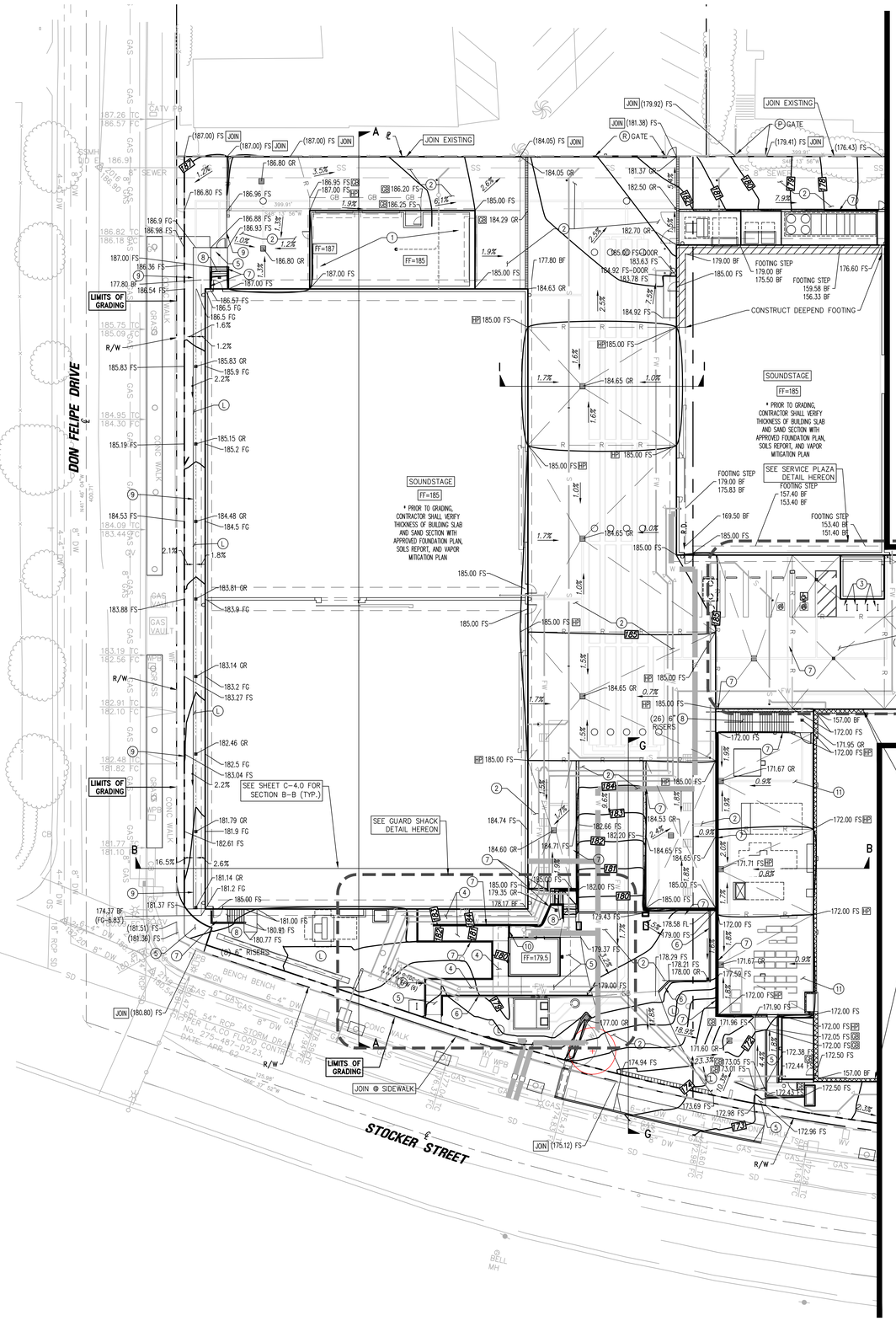
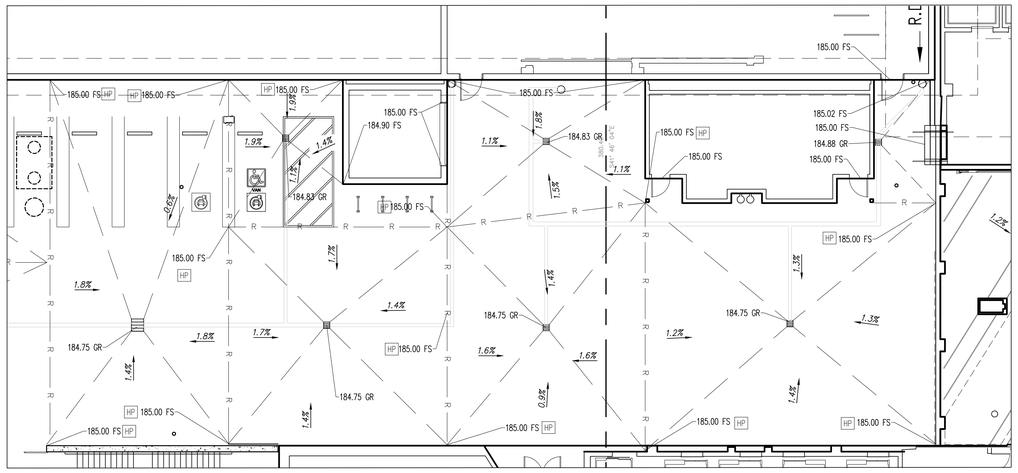
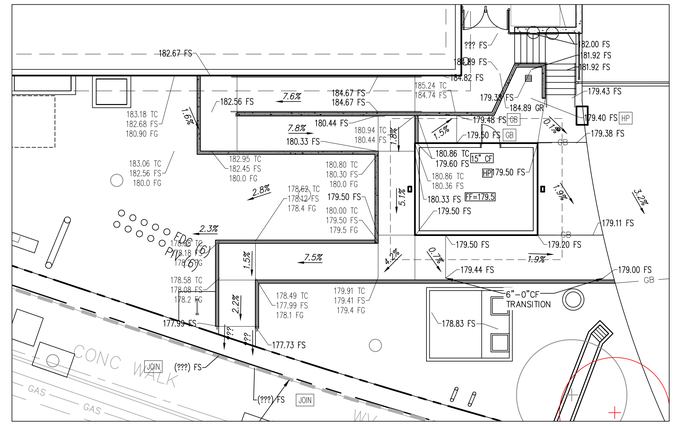

MATCHLINE ~ SEE SHEET C-2.0
C.M.U. RETAINING WALL
EXISTING BLDG
12" WALL W/WIF
WF GATE
8" SEWER
SS
ASPH
BOLLARDS TYP.
APPROX. C.L. LOCATION PER L.A. CITY CADASTRAL MAP
APPROX. C.L. LOCATION PER TITLE COMPANY PLATTED EASEMENT MAP
AC PAVING
LIMITS OF GRADING
C.M.U. RETAINING WALL
BOLLARDS (TYP.)
SANTA ROSALIA DRIVE
SEE B+PERMIT FOR DEMOLITION DETAILS ALONG SANTA ROSALIA
CONC. WALK & TILE
AC SPEED BUMP
HC NO PARKING SIGN
4" BOLLARDS
CONC RAMP
FF 159.72'
CONC. STEPS
LIGHT WELL
PLANTER
A.C. SPEED BUMP
BUILDING **
BLDG. **
CONC. WALK
5" BOLLARDS
GAS METER BOLLARDS CONC. WALK
ELEC. CHARGERS GAS METER FDC
ELECTRICAL CAR CHARGERS
CONC. PAD
TREES
FF 172.07'
BACKFLOW
GRASS
C.M.U. RETAINING WALL
PALM TREE
CONC. WALK
FF 161.19'
EXISTING BLDG
3701 STOCKER STREET
APPROX. C.L. LOCATION PER TITLE COMPANY PLATTED EASEMENT MAP
CONC. STEPS
FF 160.19'
C.M.U. RETAINING WALL
PALM TREE
C.M.U. RETAINING WALL
CONC. WALK
LIMITS OF GRADING
CONC. WALK
CONC. WALK
TREES
C.M.U. RET. WALL
STOCKER STREET
PALMERO BLVD.
SSMH LID EL 163.64
SSMH LID EL 155.09
CONC. WALK
LIMITS OF GRADING
LIMITS OF GRADING
BIKE RACK
TIME WARNER
ADA RAMP
8" WALL W/ WROUGHT IRON FENCE
4" BOLLARDS
5" DRAIN
TILE
STEP
GASCO CITY LA GR AND L MH
8" DW
6" GAS PIPE
CL 54" RCP STORM DRAIN PER L.CO ST. IMPROVEMENT No. 275-487-D2.23, DATE: APR. 62
SD
GAS
CONC
ASPH
CURB
PA
FDC
WM
WV
SSMH
DMH
TSPB
SIGN
LIGHT STANDARD
LA CO POWER MH
12" WALL
24" WALL
8" DW
6"-4" DW
6-4" DW
CONC WALK
CONC WALK SIGN
CATCH BASIN
GAS
GAS C&G
GAS
GAS
GAS





SERVICE PLAZA DETAIL

1"=10'



GUARD SHACK DETAIL

1"=10'

LEGEND

AB = AGGREGATE BASE
AC = ASPHALT CONCRETE
BLK = CONCRETE BLOCK
BS = BACK OF SIDEWALK
CB = CATCH BASIN
CF = CURB FACE
CL = CENTERLINE
CLF = CHAIN LINK FENCE
CO = CLEANOUT
DCV = DETECTOR CHECK VALVE
DS = ROOF DOWNSPOUT
EG = EDGE OF GUTTER
EP = EDGE OF PAVEMENT
FD = FOUND
FDC = FIRE DEPT. CONNECTION
FF = FINISHED FLOOR
FG = FINISHED GRADE
FH = FIRE HYDRANT
FL = FLOW LINE
FS = FINISHED SURFACE
GB = GRADE BREAK
GM = GAS METER
GR = TOP OF GRATE
GV = GAS VALVE
HP = HIGH POINT
HT = HEIGHT
ICV = IRRIGATION CONTROL VALVE
IP = IRON PIPE
LS = LIGHT STANDARD
L&T = LEAD & TAG
MH = MANHOLE
NG = NATURAL GROUND
N&T = NAIL & TAG
OHW = OVERHEAD WIRE
PB = PULL BOX
PCC = CONCRETE
PIV = POST INDICATOR VALVE
PL = PROPERTY LINE
RD = ROOF DRAIN
RWH = REDWOOD HEADER
SCB = SIGNAL CONTROL BOX
SMH = SEWER MANHOLE
SPK = SPIKE
SW = SIDEWALK
TC = TOP OF CURB
TE = TRASH ENCLOSURE
TP = TELEPHONE POLE
TRAN = TRANSITION
TRANS= TRANSFORMER
TRW = TOP OF RETAINING WALL
TW = TOP OF WALL
UG = UNDERGROUND
UP = UTILITY POLE
VAR = VARIABLE
W = WASHER
WDF = WOOD FENCE
WM = WATER METER
WV = WATER VALVE

N. = NORTH
S. = SOUTH
E. = EAST
W. = WEST
N'LY = NORTHERLY
S'LY = SOUTHERLY
E'LY = EASTERLY
W'LY = WESTERLY
N/O = NORTH OF
S/O = SOUTH OF
E/O = EAST OF
W/O = WEST OF
℄ = PROPERTY LINE
℄ = CENTERLINE
R/W = RIGHT OF WAY
△ OR D = DELTA
R = RADIUS
L = LENGTH
T = TANGENT
M = MEASURED DATA
C = CALCULATED DATA
(RAD)= RADIAL BEARING
PRO =PROPORTIONATE MEASUREMENT
(210.00' R) = RECORD DATA
210.00' M. = MEASURED DATA
210.00' PRO. = PRORATED DATA
210.00' C. = CALCULATED DATA
(427.00) TC = EXISTING ELEVATION
427.00 TC = DESIGN ELEVATION

CATV = CABLE TV LINE
E = ELECTRICAL LINE
G = GAS LINE
GB—GB = GRADE BREAK LINE
R—R = RIDGE LINE
S = SEWER LINE
SD = STORM DRAIN LINE
T = TELEPHONE LINE
OHW = OVERHEAD WIRES
W = WATER LINE

SYMBOLS

FIRE HYDRANT
STREET LIGHT
TRAFFIC SIGNAL
TRAFFIC SIGNAL ARM & POLE
LIGHT STANDARD
UTILITY POLE
GUY WIRE & ANCHOR
WATER METER
GAS METER
WATER VALVE
GAS VALVE
PULL BOX
GRATE INLET
SIGN
VENT
SEWER MANHOLE
STORM DRAIN MANHOLE
TELEPHONE MANHOLE
MANHOLE
SEWER CLEANOUT
MONITORING WELL
HANDICAP PARKING STALL
LANDSCAPED AREA
PROTECT IN PLACE
REMOVE AND DISPOSE OFFSITE
RELOCATE
PLOTABLE EASEMENT ITEM No. PER TITLE REPORT
(427.0) EXIST. CONTOUR
427.0 DESIGN CONTOUR
TREE
PALM TREE

CONSTRUCTION NOTES (ON-SITE)

1. CONSTRUCT 6-INCH THICK CONCRETE PAD OVER 4-INCH BASE.
2. PAVE WITH 6.5-INCH CONCRETE OVER 6-INCH BASE OVER COMPACTED SUBGRADE. PER RECOMMENDATIONS OF SOILS ENGINEER
3. INSTALL BIKE RACK.
4. CONSTRUCT RAMP PER C.B.C. REQUIREMENTS.
5. CONSTRUCT SIDEWALK PER ARCHITECTURAL PLANS (4-INCH SLAB OVER 4-INCH BASE).
6. CONSTRUCT 6-INCH CONCRETE CURB PER DETAIL ON SHEET C-3.2.
7. CONSTRUCT RETAINING WALL PER STRUCTURAL PLANS UNDER SEPARATE PLAN CHECK AND PERMIT.
8. CONSTRUCT STAIRS PER ARCHITECTURAL PLANS.
9. CONSTRUCT WROUGHT IRON FENCE PER ARCHITECTURAL PLANS.
10. CONSTRUCT RETAINING CURB, HEIGHT PER PLAN, PER DETAIL ON SHEET C-3.2.
11. PLACE PEA GRAVEL PER LANDSCAPE PLANS
12. PLACE CONCRETE PAVERS PER LANDSCAPE PLANS
13. PLACE DECOMPOSED GRANITE PER LANDSCAPE PLANS

SEE SHEET C-3.2 & C-4.0 FOR SECTION VIEWS

20 10 0 20 40 60
SCALE: 1"=20'

NOTICE TO CONTRACTOR

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6033 WEST CENTURY BLVD.
SUITE 601
LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 670-8721
www.jgminc.com

CONSULTANTS:

Prepared by:
Joseph C. Truxaw and Associates, Inc.
Civil Engineers and Land Surveyors
1915 W. Orangewood Ave., Suite 101, Orange, CA 92868 (714) 935-0265 Truxaw.com

REGISTERED PROFESSIONAL ENGINEER CRAIG S. DI BIASE No. 75205 CIVIL STATE OF CALIFORNIA

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-41 STOCKER OPPORTUNITY LLC & 3751-3761 STOCKER TRADITIONAL LLC

PHASE:
PLANNING

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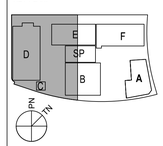
PLANNING SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:

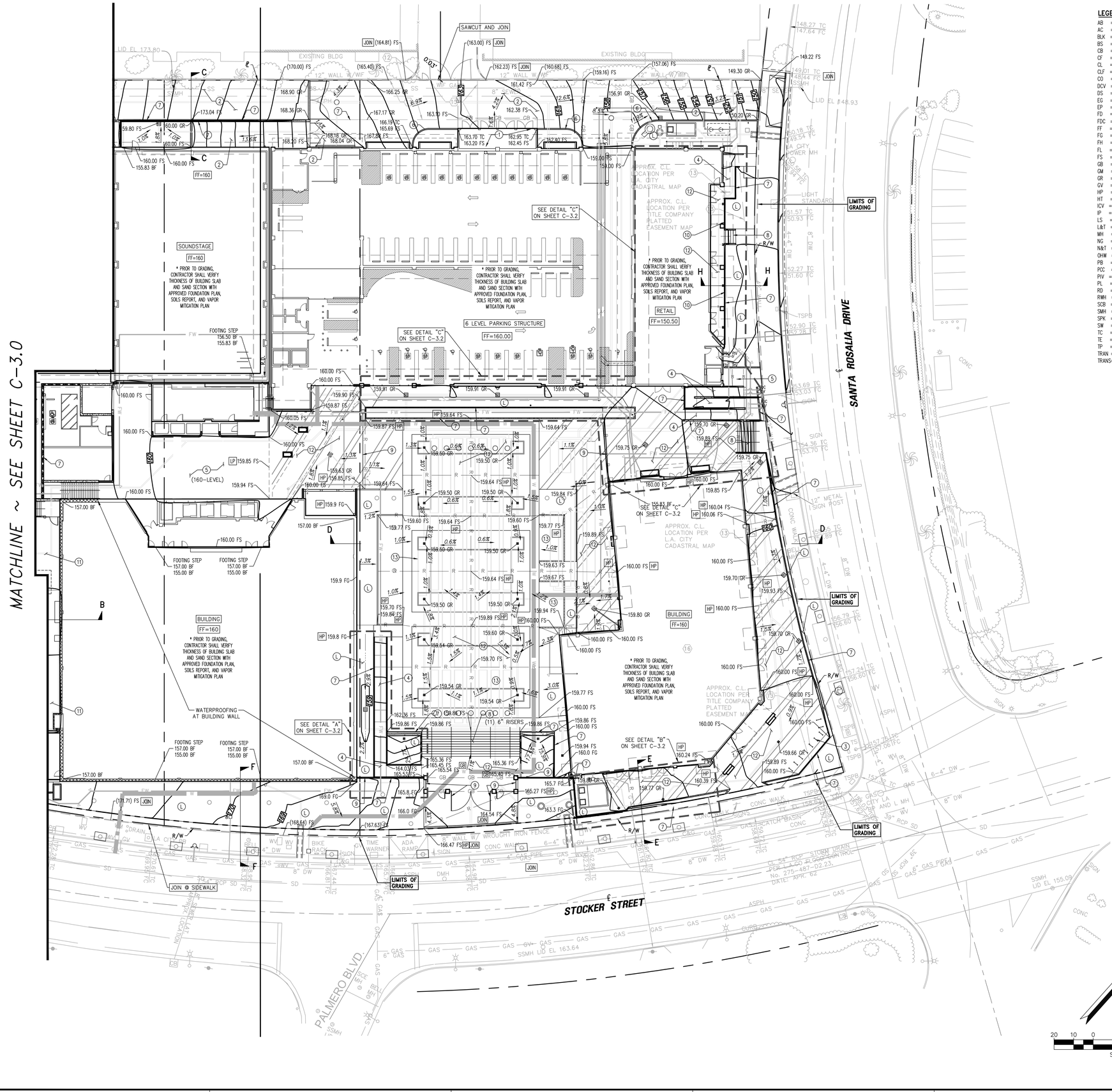


SHEET TITLE:
GRADING PLAN 1

DATE 08/12/25
DRAWN BY KL
CHECKED BY CDB

SHEET NO.:
C-3.0

P:\JOBS\0000\0454\0000\0000\DP.dwg Sheet No: C-3.0 Saved by: tmontcalm - Friday, September 26, 2025 2:47 PM Printed by: Raul Thomas - September 26, 2025 4:53 PM



LEGEND

AB = AGGREGATE BASE
AC = ASPHALT CONCRETE
BLK = CONCRETE BLOCK
BS = BACK OF SIDEWALK
CB = CATCH BASIN
CF = CURB FACE
CL = CENTERLINE
CLF = CHAIN LINK FENCE
CO = CLEANOUT
DCV = DETECTOR CHECK VALVE
DS = ROOF DOWNSPOUT
EG = EDGE OF GUTTER
EP = EDGE OF PAVEMENT
FD = FOUND
FDC = FIRE DEPT. CONNECTION
FF = FINISHED FLOOR
FG = FINISHED GRADE
FH = FIRE HYDRANT
FL = FLOW LINE
FS = FINISHED SURFACE
GB = GRADE BREAK
GM = GAS METER
GR = TOP OF GRATE
GV = GAS VALVE
HP = HIGH POINT
HT = HEIGHT
ICV = IRRIGATION CONTROL VALVE
IP = IRON PIPE
LS = LIGHT STANDARD
L&T = LEAD & TAG
MH = MANHOLE
NG = NATURAL GROUND
N&T = NAIL & TAG
OHW = OVERHEAD WIRE
PB = PULL BOX
PCC = CONCRETE
PIV = POST INDICATOR VALVE
PL = PROPERTY LINE
RD = ROOF DRAIN
RWH = REDWOOD HEADER
SCB = SIGNAL CONTROL BOX
SMH = SEWER MANHOLE
SPK = SPIKE
SW = SIDEWALK
TC = TOP OF CURB
TE = TRASH ENCLOSURE
TP = TELEPHONE POLE
TRAN = TRANSITION
TRANS= TRANSFORMER
TRW = TOP OF RETAINING WALL
TW = TOP OF WALL
UG = UNDERGROUND
UP = UTILITY POLE
VAR = VARIABLE
W = WASHER
WDF = WOOD FENCE
WM = WATER METER
WV = WATER VALVE

N. = NORTH
S. = SOUTH
E. = EAST
W. = WEST
N'LY = NORTHERLY
S'LY = SOUTHERLY
E'LY = EASTERLY
W'LY = WESTERLY
N/O = NORTH OF
S/O = SOUTH OF
E/O = EAST OF
W/O = WEST OF
℄ = PROPERTY LINE
℄ = CENTERLINE
R/W = RIGHT OF WAY
△ OR D = DELTA
R = RADIUS
L = LENGTH
T = TANGENT
M = MEASURED DATA
C = CALCULATED DATA
(RAD)= RADIAL BEARING
PRO =PROPORTIONATE MEASUREMENT
(210.00' R) = RECORD DATA
210.00' M. = MEASURED DATA
210.00' PRO. = PRORATED DATA
210.00' C. = CALCULATED DATA
(427.00) TC = EXISTING ELEVATION
427.00 TC = DESIGN ELEVATION
CATV — CABLE TV LINE
E — ELECTRICAL LINE
G — GAS LINE
GB — GRADE BREAK LINE
R — RIDGE LINE
S — SEWER LINE
SD — STORM DRAIN LINE
T — TELEPHONE LINE
OHW — OVERHEAD WIRES
W — WATER LINE

SYMBOLS

FIRE HYDRANT
STREET LIGHT
TRAFFIC SIGNAL
TRAFFIC SIGNAL ARM & POLE
LIGHT STANDARD
UTILITY POLE
GUY WIRE & ANCHOR
WM WATER METER
GM GAS METER
WAV WATER VALVE
GAS VALVE
PB PULL BOX
GRATE INLET
SIGN
VENT
S SEWER MANHOLE
D STORM DRAIN MANHOLE
T TELEPHONE MANHOLE
MH MANHOLE
SEWER CLEANOUT
MW MONITORING WELL
HC HANDICAP PARKING STALL
L LANDSCAPED AREA
P PROTECT IN PLACE
R REMOVE AND DISPOSE OFFSITE
RE RELOCATE
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20 10 0 20 40 60
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CONSULTANTS:

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1915 W. Orangewood Ave., Suite 101, Orange, CA 92868 (714) 935-0265 Truxaw.com

REGISTERED PROFESSIONAL ENGINEER
CRAIG S. DI BIASE
No. 75205
CIVIL
STATE OF CALIFORNIA

PROJECT NAME:
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3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
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&
3751-3761 STOCKER TRADITIONAL LLC

PHASE:
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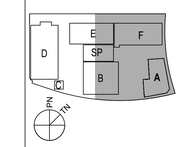
REV NO.	DATE	DESCRIPTION

KEY PLAN:

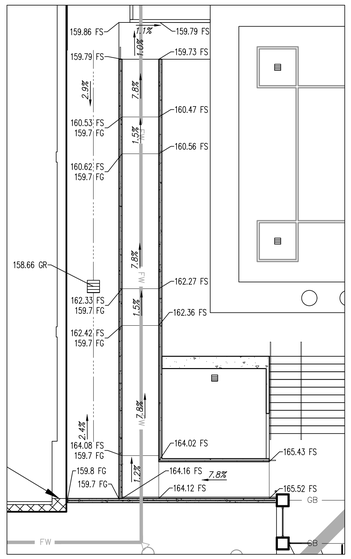


SHEET TITLE:
GRADING PLAN 2

DATE 08/12/25
DRAWN BY KL
CHECKED BY CDB

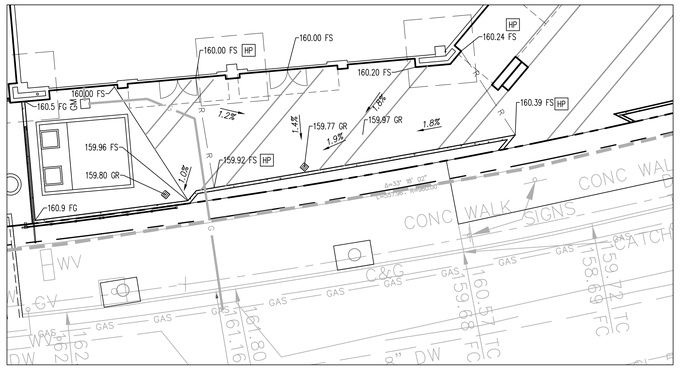
SHEET NO.:
C-3.1

P:\JOBS\2024\JOBS\2024039.dwg Sheet No: C-3.1 Saved by: tomm Mon - Friday, September 26, 2025 3:47 PM Printed by: Paul Theriault - September 26, 2025 3:47 PM



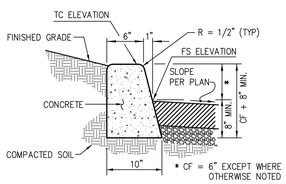
RAMP DETAIL "A"

1"=10'



DETAIL "B"

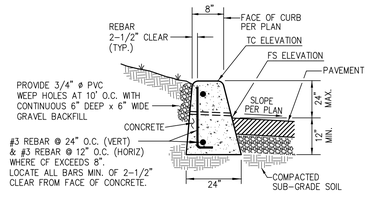
1"=10'



1. BOTTOM OF CURB TO BE SET ON COMPACTED SUB-GRADE OR NATURAL UNDISTURBED SOIL.
2. FINISH ALL EXPOSED CONCRETE SURFACES SMOOTH.
3. PROVIDE 1/2" EXPANSION JOINTS @ 25' O.C. MAXIMUM AT CURVES, TANGENTS AND CORNERS.
4. CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (THE GREEN BOOK) AND THE SPECIFIC REQUIREMENTS OF THE GOVERNING AGENCY.

6" CURB DETAIL (6)

NOT TO SCALE



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2. FINISH ALL EXPOSED CONCRETE SURFACES SMOOTH.
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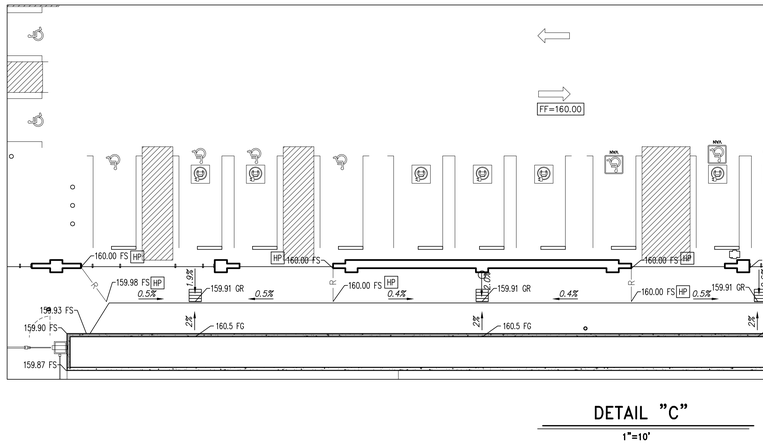
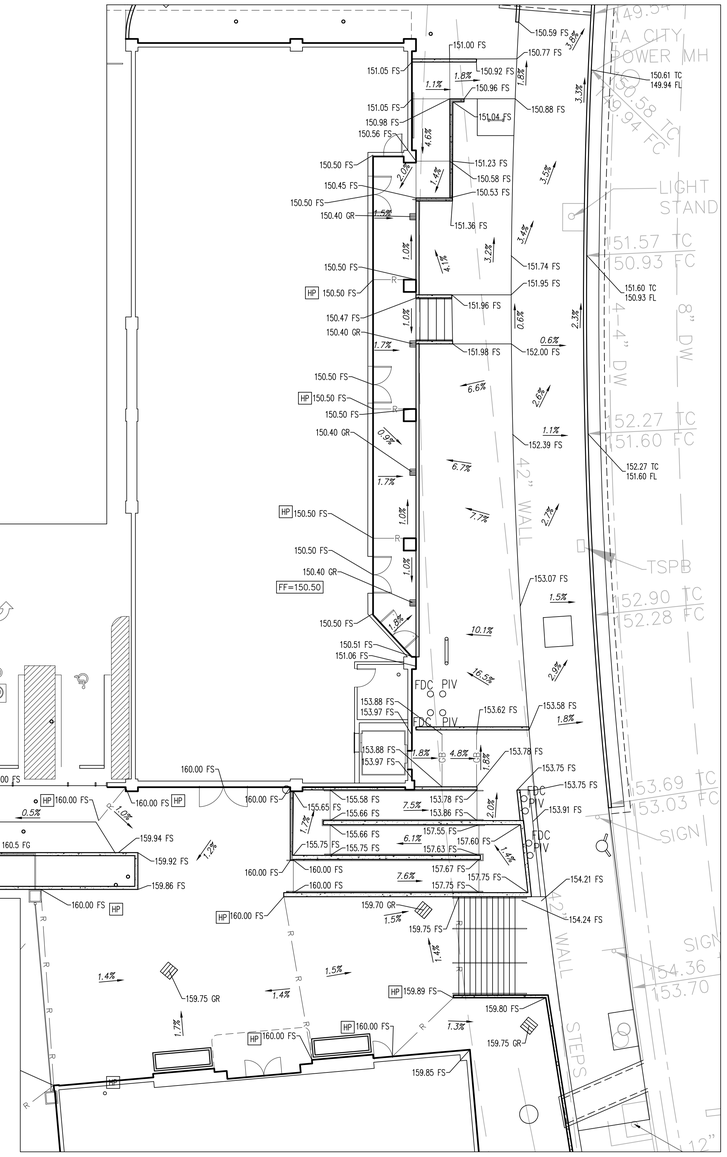
RETAINING CURB (24" MAX.) DETAIL (10)

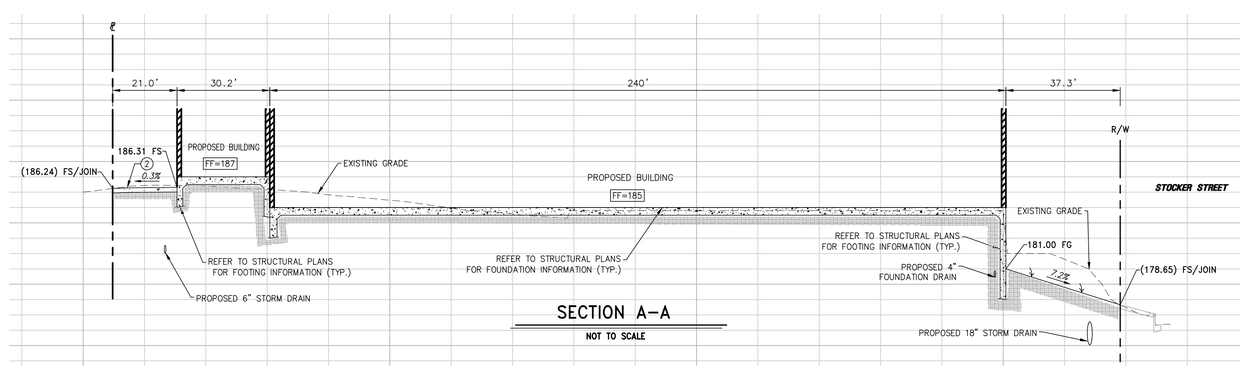
NOT TO SCALE



DETAIL "C"

1"=10'





SECTION A-A

NOT TO SCALE

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6033 WEST CENTURY BLVD.
SUITE 601
LOS ANGELES, CA 90045
TEL: (310) 645-0561
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REGISTERED PROFESSIONAL ENGINEER
CRAIG S. D. BAKER
No. 75205
CIVIL
STATE OF CALIFORNIA

PROJECT NAME:

STOCKER STREET CREATIVE

3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:

3731-41 STOCKER OPPORTUNITY LLC & 3751-3761 STOCKER TRADITIONAL LLC

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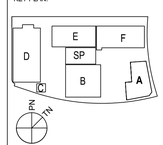
REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:

GRADING DETAILS

DATE	08/12/25
DRAWN BY	KL
CHECKED BY	CDB

SHEET NO.:

C-3.2

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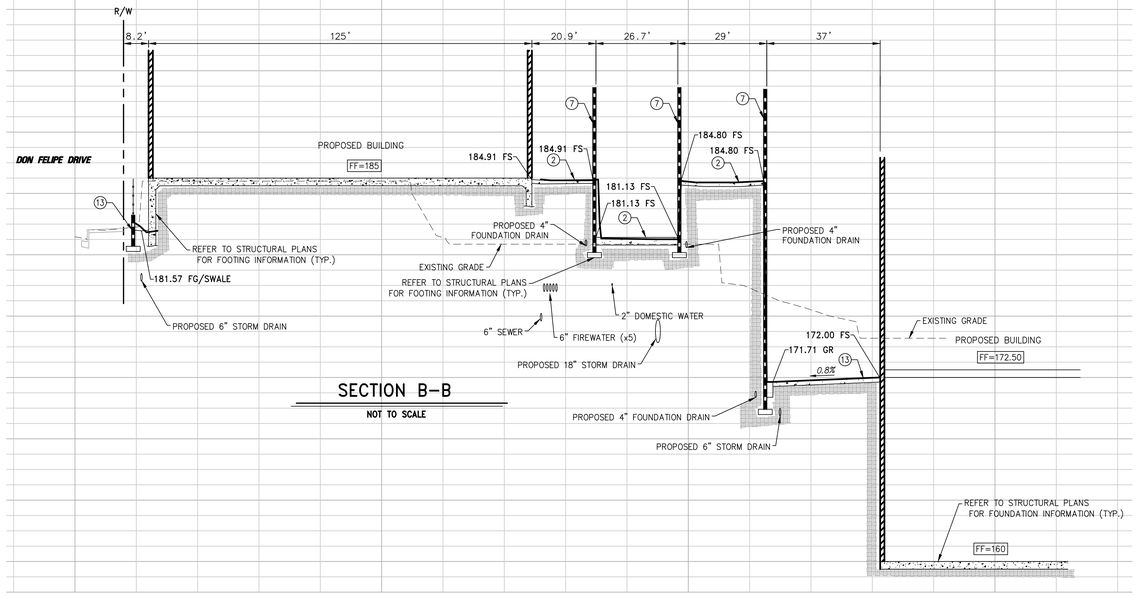
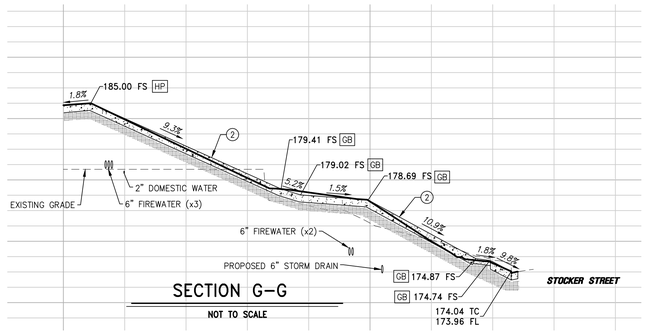


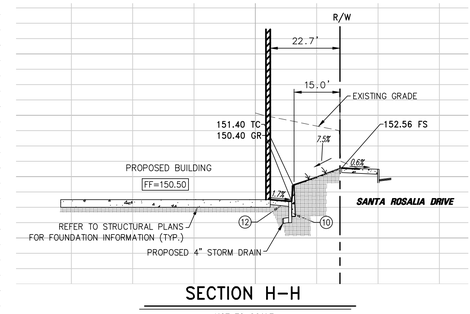
SECTION B–B

NOT TO SCALE



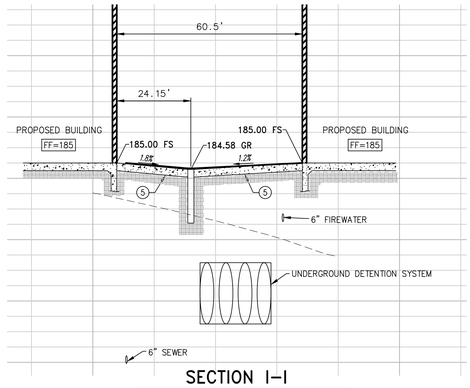
SECTION G–G

NOT TO SCALE



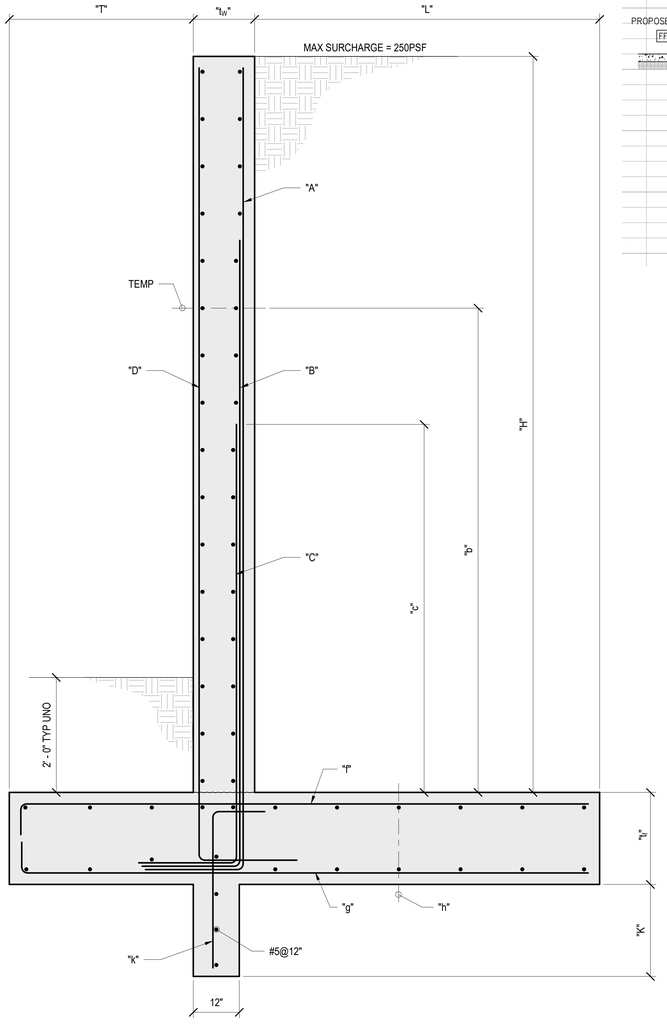
SECTION H–H

NOT TO SCALE



SECTION I–I

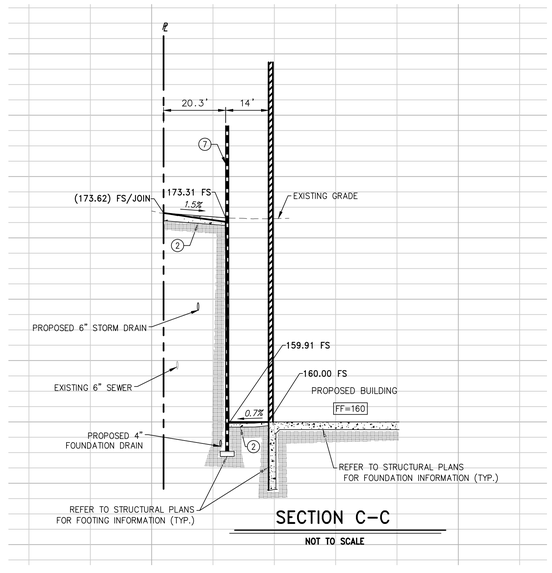
NOT TO SCALE



CANTILEVER RETAINING WALL SCHEDULE															
H	t_w	T	L	A	B	C	D	b	c	t_f	K	k	f	g	h
6' - 0"	12"	1' - 0"	1' - 6"	#5@12"	-	-	#5@12"	-	-	12"	-	-	#5@14"	#5@14"	#5@16" T&B
10' - 0"	12"	3' - 6"	2' - 9"	#6@12"	-	-	#5@12"	-	-	14"	1' - 0"	#5@12"	#5@12"	#5@12"	#5@16" T&B
14' - 0"	12"	3' - 6"	5' - 0"	#8@12"	#8@12"	-	#5@12"	9' - 0"	-	17"	1' - 8"	#5@12"	#6@12"	#6@12"	#5@16" T&B
16' - 0"	14"	3' - 6"	6' - 0"	#8@12"	#8@12"	-	#5@12"	11' - 0"	-	18"	2' - 0"	#5@12"	#8@12"	#8@12"	#5@16" T&B

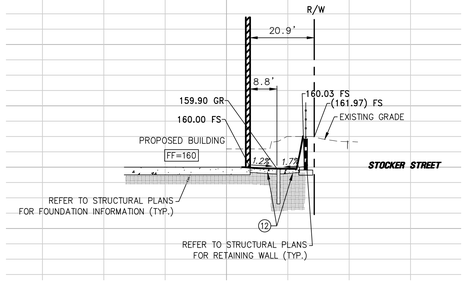
RETAINING WALL DETAIL PER STRUCTURAL DESIGN BY JOHN A. MARTIN ASSOCIATES

NOT TO SCALE



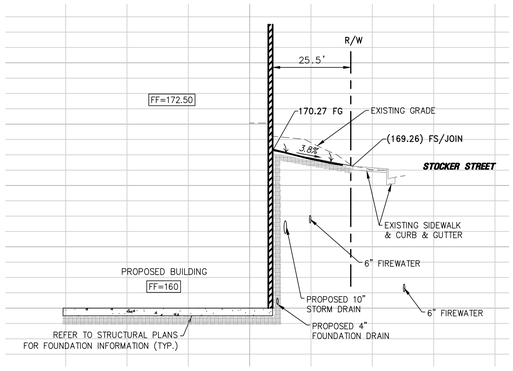
SECTION C–C

NOT TO SCALE



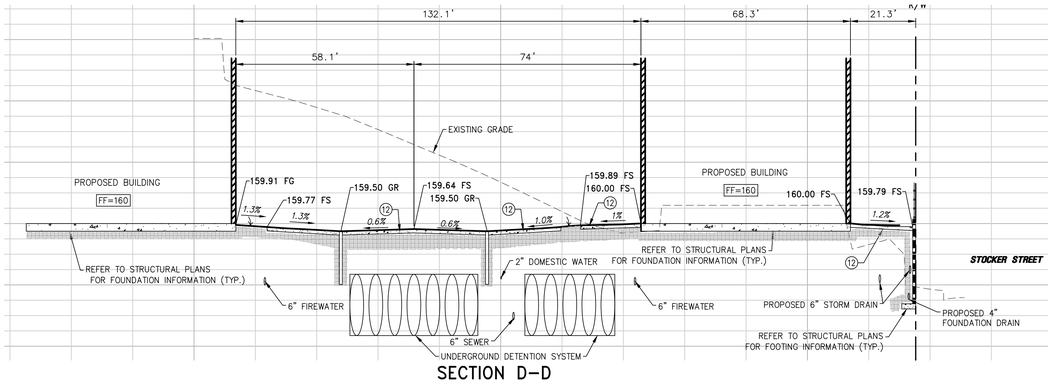
SECTION E–E

NOT TO SCALE



SECTION F–F

NOT TO SCALE



SECTION D–D

NOT TO SCALE

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REGISTERED PROFESSIONAL ENGINEER
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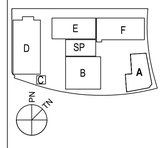
PLANNING
SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:

GRADING SECTIONS

DATE	08/12/25
DRAWN BY	KL
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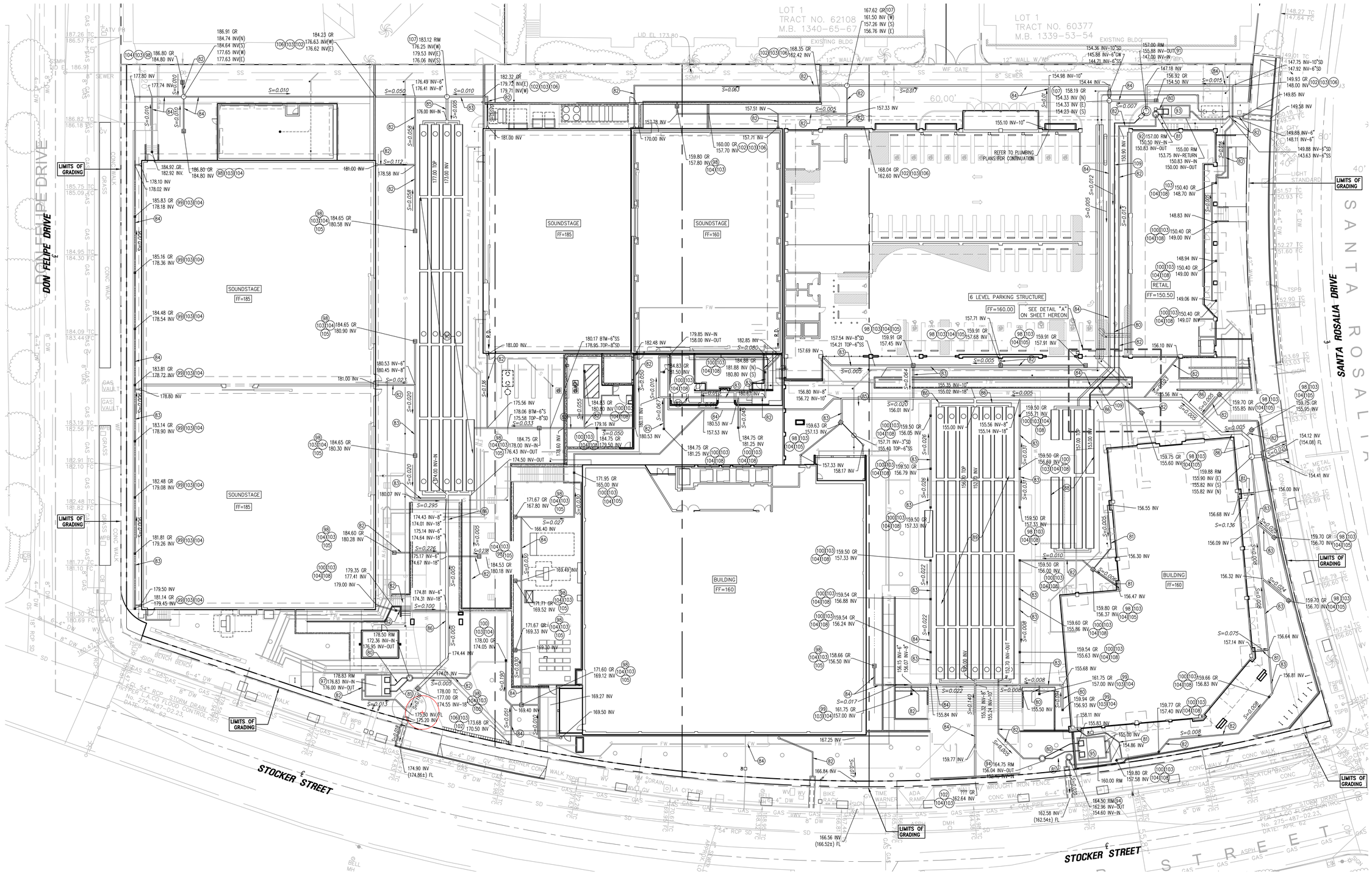


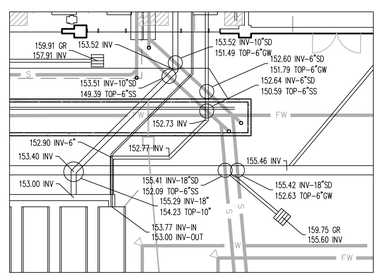
STORM DRAIN CONSTRUCTION NOTES

(80) PLACE 2-INCH PVC SCH. 40 STORM DRAIN PIPE. PIPE BEDDING AND BACKFILL TO CONFORM TO THE RECOMMENDATIONS OF THE SOILS ENGINEER.
(81) PLACE 4-INCH PVC SDR-35 STORM DRAIN PIPE. PIPE BEDDING AND BACKFILL TO CONFORM TO THE RECOMMENDATIONS OF THE SOILS ENGINEER.
(82) PLACE 6-INCH PVC SDR-35 STORM DRAIN PIPE. PIPE BEDDING AND BACKFILL TO CONFORM TO THE RECOMMENDATIONS OF THE SOILS ENGINEER.
(83) PLACE 8-INCH PVC SDR-35 STORM DRAIN PIPE. PIPE BEDDING AND BACKFILL TO CONFORM TO THE RECOMMENDATIONS OF THE SOILS ENGINEER.
(84) PLACE 10-INCH PVC SDR-35 STORM DRAIN PIPE. PIPE BEDDING AND BACKFILL TO CONFORM TO THE RECOMMENDATIONS OF THE SOILS ENGINEER.
(85) PLACE 12-INCH PVC SDR-35 STORM DRAIN PIPE. PIPE BEDDING AND BACKFILL TO CONFORM TO THE RECOMMENDATIONS OF THE SOILS ENGINEER.
(86) PLACE 18-INCH PVC SDR-35STORM DRAIN PIPE. PIPE BEDDING AND BACKFILL TO CONFORM TO THE RECOMMENDATIONS OF THE SOILS ENGINEER.
(87) PLACE 18-INCH PVC SDR-35STORM DRAIN PIPE. PIPE BEDDING AND BACKFILL TO CONFORM TO THE RECOMMENDATIONS OF THE SOILS ENGINEER.
(88) CONSTRUCT 48-INCH HDPE BOTTLETIGHT CISTERN PER DETAIL ON SHEETS C-8.0 AND C-8.1. PIPE BEDDING AND BACKFILL TO CONFORM TO THE RECOMMENDATIONS OF THE SOILS ENGINEER.
(89) CONSTRUCT 48-INCH HDPE BOTTLETIGHT CISTERN PER DETAIL ON SHEETS C-8.2 AND C-8.3. PIPE BEDDING AND BACKFILL TO CONFORM TO THE RECOMMENDATIONS OF THE SOILS ENGINEER.
(90) CONSTRUCT 48-INCH HDPE BOTTLETIGHT CISTERN PER DETAIL ON SHEETS C-8.4 AND C-8.5. PIPE BEDDING AND BACKFILL TO CONFORM TO THE RECOMMENDATIONS OF THE SOILS ENGINEER.
(91) CONSTRUCT CISTERN FEED PUMP STATION PER DETAIL ON SHEETS C-8.0 AND C-8.1.
(92) CONSTRUCT TREATMENT FEED PUMP STATION PER DETAIL ON SHEETS C-8.0 AND C-8.1.
(93) CONSTRUCT WETLAND MOD 6'-14'-5'-0"-V PER DETAIL ON SHEET C-8.1.
(94) CONSTRUCT TREATMENT FEED PUMP STATION PER DETAIL ON SHEETS C-8.2 AND C-8.3.
(95) CONSTRUCT WETLAND MOD 11-14-5-0-V PER DETAIL ON SHEET C-8.3.
(96) CONSTRUCT TREATMENT FEED PUMP STATIONS PER DETAIL ON SHEETS C-8.4 AND C-8.5.
(97) CONSTRUCT WETLAND MOD 11-13-5-0-V PER DETAIL ON SHEET C-8.5.
(98) CONSTRUCT 24"X24" CATCH BASIN PER DETAIL ON SHEET C-5.1.
(99) CONSTRUCT 6-INCH ROUND ATRIUM GRATE PER NDS# 80.
(100) CONSTRUCT 12"X12" CATCH BASIN PER DETAIL ON SHEET C-5.1.
(101) CONSTRUCT 6"X6" LOW PROFILE BRASS SQUARE GRATE WITH STYRENE ADAPTER PER NDS#920B.
(102) CONSTRUCT ACO DRAIN-POWERDRAIN SJ00K WITH IRON GRATE #96833.
(103) STENCIL "NO DUMPING-DRAINS TO OCEAN" ON ADJACENT PAVEMENT.
(104) INSERT CATCH BASIN FILTER INSERT PER DETAIL ON SHEET C-5.1.
(105) INSTALL IRON AGE DESIGNS 24"X24" HEEL-PROOF GRATE (CLASS E CAST IRON) PER DETAIL ON SHEET C-5.1
(106) INSERT TRENCH DRAIN FILTER INSERT PER DETAIL ON SHEET C-5.1.
(107) CONSTRUCT H20/H25 TRAFFIC-RATED 30" MANHOLE W/6" THICK REINFORCED CONCRETE COLLAR.
(108) INSTALL IRON AGE DESIGNS 12"X12" HEEL-PROOF GRATE (CAST ALUMINUM) PER DETAIL ON SHEET C-5.1
(109) PLACE 3-INCH PVC SCH. 40 STORM DRAIN PIPE. PIPE BEDDING AND BACKFILL TO CONFORM TO THE RECOMMENDATIONS OF THE SOILS ENGINEER.

NOTICE TO CONTRACTOR

THE CONTRACTOR SHALL ASCERTAIN THE TRUE VERTICAL AND HORIZONTAL LOCATION AND SIZE OF ALL UTILITIES, PIPES, AND/OR STRUCTURES AND SHALL BE RESPONSIBLE FOR DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES, SHOWN OR NOT SHOWN HEREON.

IMPORTANT NOTICE
Section 4216 of the Government Code requires a Dig Alert Identification Number be issued before a "Permit to Excavate" will be valid. For your Dig Alert I.D. Number call Underground Service Alert CALL 811 Two working days before you dig.



DETAIL "A"
1"=10'

20 10 0 20 40 60
SCALE: 1"=20'

THIS PLAN IS:
PRELIMINARY
(NOT FOR CONSTRUCTION)

JGM
6033 WEST CENTURY BLVD.
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REGISTERED PROFESSIONAL ENGINEER CRAIG S. DI BIASE No. 75205 CIVIL STATE OF CALIFORNIA

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-41 STOCKER OPPORTUNITY LLC & 3751-3761 STOCKER TRADITIONAL LLC

PHASE:
PLANNING

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09/26/2025
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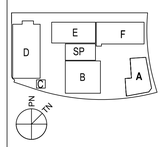
SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
STORM DRAIN PLAN

DATE 08/12/25
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SEWER AND WATER PLAN
STOCKER CAMPUS PLAZA
3701-3761 STOCKER STREET , CITY OF LOS ANGELES, CALIFORNIA

GENERAL GRADING NOTES:

1. GC TO OBTAIN NECESSARY ENCROACHMENT "A" PERMIT FOR ANY/ALL WORK IN THE PUBLIC RIGHT-OF-WAY.
2. ALL RECOMMENDATIONS AND CONDITIONS OF THE APPROVED SOILS AND/OR GEOLOGICAL REPORT AND THE DEPARTMENT'S APPROVAL LETTERS SHALL BE PART OF THE PLANS AND SHALL BE AT THE JOB SITE AT ALL TIMES. THE SITE SPECIFIC SOILS REPORT DATED: FEBRUARY 17, 2022 BY GEODYNE ENGINEERING, INC.; CITY OF LOS ANGELES APPROVAL LETTER DATED
3. A COPY OF THE GRADING PERMIT AND APPROVED GRADING PLANS MUST BE IN THE POSSESSION OF A RESPONSIBLE PERSON AND AVAILABLE AT THE SITE AT ALL TIMES.
4. COMPLY WITH NOTIFICATION OF ADJOINING PROPERTY BY GIVING A 30-DAY WRITTEN NOTICE (BY CERTIFIED MAIL AND RETURN RECEIPT) OF THE ATTACHED LETTER TO ADJACENT PROPERTY OWNERS, OF INTENT TO EXCAVATE WHERE EXCAVATION IS DEEPER THAN THE FOUNDATION OF ADJOINING BUILDING OR LOCATED CLOSER TO PROPERTY LINE THAN THE DEPTH OF EXCAVATION. (3307.1), (P/BC 2014-060)
5. ALL GRADING SLOPES SHALL BE PLANTED AND SPRINKLERED (7012.1).
6. STANDARD 12 INCH HIGH BERM IS REQUIRED AT TOP OF ALL GRADED SLOPES (7013.3)
7. NO FILL TO BE PLACED, UNTIL CITY GRADING INSPECTOR HAS INSPECTED AND APPROVED THE BOTTOM EXCAVATION.
8. MAN-MADE FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% MAX. DRY DENSITY WITH 40 FEET BELOW FINISH GRADE AND 93% OF MAX. DRY DENSITY DEEPER THAN 40 FEET BELOW FINISH GRADE, UNLESS A LOWER RELATIVE COMPACTION (NOT LESS THAN
9. TEMPORARY EROSION CONTROL TO BE INSTALLED BETWEEN OCTOBER 1 AND APRIL 15. OBTAIN GRADING INSPECTOR'S AND DEPARTMENT OF PUBLIC WORKS APPROVAL OF PROPOSED PROCEDURES, [>200 CY] (7007.1).
10. NO GRADING WORK, INCLUDING IMPORT AND EXPORT, SHALL BE DONE BETWEEN THE HOURS OF 6:00 P.M. AND 7:00 A.M. ON ANY DAY AND NO WORK SHALL BE DONE ON SUNDAY AT ANY TIME, EXCEPT IN EMERGENCIES AS PROVIDED IN SECTION 91.7005.4 OF THE BUILDING CODE.
11. CONTRACTOR SHALL KEEP THE CONSTRUCTION AREA SUFFICIENTLY DAMP TO CONTROL DUST CAUSED BY GRADING AND CONSTRUCTION. CONTRACTOR SHALL, AT ALL TIMES, PROVIDE REASONABLE CONTROL OF DUST CAUSED BY WIND.
12. IF THE GRADING JOB EXTENDS OVER A PERIOD OF TIME EXCEEDING SIX MONTHS, THE DEPARTMENT MAY REQUIRE PLANTING OF THOSE PORTIONS OF THE JOB WHERE ALL OTHER GRADING REQUIREMENTS HAVE BEEN MET IN ORDER TO PREVENT DUST AND EROSION.
13. HIGHWAY EQUIPMENT SHALL BE KEPT IN GOOD OPERATING CONDITION AND MUFFLED AS REQUIRED BY LAW.
14. EXCEPT IN EMERGENCY CASES, THE REPAIR OF CONSTRUCTION EQUIPMENT OR THE DELIVERY OF CONSTRUCTION MATERIALS IS NOT PERMITTED BEFORE 8:00 A.M. OR AFTER 6:00 P.M. ON SATURDAY NOR AT ANY TIME ON SUNDAY.
15. THE FILL MATERIALS IN EACH TRUCKLOAD SHALL BE KEPT LOW ENOUGH TO PREVENT SPILLAGE AND SHALL BE SUFFICIENTLY WET DOWN TO PREVENT DUST.
16. NO PERSON SHALL, WHEN EXCAVATING, COMPACTING, HAULING OR MOVING ANY EARTH, SAND, GRAVEL, ROCK, STONE, DEBRIS PAPER OR ANY OTHER SUBSTANCE OVER ANY PUBLIC STREET, ALLEY OR OTHER PUBLIC PLACE, ALLOW SUCH MATERIALS TO BLOW OR SPILL OVER AND UPON THE PUBLIC STREET, ALLEY OR OTHER PUBLIC PLACE OR ADJACENT PRIVATE PROPERTY.
17. PERMISSION SHALL BE SECURED FROM THE DEPARTMENT OF PUBLIC WORKS IF THE TRUCKS ARE LOADED IN THE STREET.
18. THE LOADING OR DUMPING OF EXCESS SOIL SHALL BE APPROVED BY THE GRADING INSPECTOR PRIOR TO STARTING EXCAVATION.
19. BRUSHING AND SCARIFYING OF SLOPES SHALL PROCEED ONLY AS FAR AS PERIODICALLY CLEARED BY THE GRADING INSPECTOR.
20. PRIOR TO PLACING FILL, SLOPES SHALL BE PROPERLY PREPARED BY BRUSHING AND BENCHING.
21. LOOSE MATERIAL SHALL NOT EXCEED 3" IN DEPTH ON A GRADED SLOPE.
22. ALL DEBRIS AND FOREIGN MATERIAL SHALL BE REMOVED FROM THE SITE.
23. ALL LOOSE MATERIALS SHALL BE REMOVED OR COMPACTED PER APPROVED PLAN.
24. IF AT ANY STAGE OF WORK ON AN EXCAVATION OR FILL THE DEPARTMENT DETERMINES THAT FURTHER WORK AS AUTHORIZED BY AN EXISTING PERMIT IS LIKELY TO ENDANGER ANY PROPERTY OR PUBLIC WAY, THE DEPARTMENT MAY REQUIRE AS A CONDITION ALLOW THE WORK TO CONTINUE, THAT PLANS FOR SUCH WORK BE AMENDED TO INCLUDE ADEQUATE SAFETY PRECAUTIONS.
25. SANITARY FACILITIES SHALL BE MAINTAINED ON THE SITE FROM THE BEGINNING TO COMPLETION OF GRADING OPERATIONS.
26. THE ENGINEERING GEOLOGIST, SOILS ENGINEER AND CIVIL ENGINEER SHALL COMPLY WITH RGA 5-67 AND SHALL PROVIDE THE DEPARTMENT WITH A GRADING CERTIFICATION UPON COMPLETION OF THE JOB.
27. GRADING WHICH INVOLVES REMOVAL OF LATERAL SUPPORT OF PUBLIC WAYS REQUIRES DEPARTMENT OF PUBLIC WORKS APPROVAL.
28. ALL GRADING AND CONSTRUCTION SHALL CONFORM TO CHAPTERS 70 AND 71 OF THE LOS ANGELES COUNTY BUILDING CODE UNLESS SPECIFICALLY NOTED ON THESE PLANS (7013.1).
29. GRADED SLOPES ARE LIMITED TO A MAXIMUM SLOPE OF 2:1 [HORIZONTAL: VERTICAL], UNLESS IT IS SPECIFICALLY ALLOWED BY THE GRADING DIVISION'S APPROVAL LETTER OF THE SOIL/GEO REPORT (7010.2, 7011.2)
30. TOE OF FILL SLOPES NOT TO BE NEARER TO OTHER PRIVATE PROPERTIES THAN ONE-HALF THE HEIGHT OF THE FILL, WITH A MINIMUM OF 2 FEET AND A MAXIMUM OF 20 FEET. (7011.5)
31. TOP OF CUT SLOPES NOT TO BE MADE NEARER TO PROJECT BOUNDARY THAN ONE-FIFTH THE HEIGHT OF THE SLOPE, WITH A MINIMUM OF 2 FEET AND A MAXIMUM OF 10 FEET. (7010.3)
32. BUILDINGS TO HAVE A LEVEL SETBACK FROM ASCENDING SLOPES EXCEEDING 3:1 [H:V] A MINIMUM OF H/2 BUT NEED NOT EXCEED 15 FT. (1806.5.2)
33. FOOTINGS TO BE SETBACK FROM DESCENDING SLOPES EXCEEDING 3:1 [H:V] A MINIMUM OF H/3 BUT NEED NOT EXCEED 40 FT. (1806.5.3.)
34. FINAL GRADING MUST BE APPROVED BEFORE OCCUPANCY OF BUILDINGS WILL BE ALLOWED.
35. STREETS SHALL BE SWEPT AS FREQUENTLY AS DETERMINED BY THE CITY ENGINEER TO KEEP PAVED AREAS ACCEPTABLY CLEAN DURING GRADING AND HAULING OPERATIONS. A STREET SWEEPER SHALL BE AVAILABLE FOR THIS PURPOSE AT ALL TIMES. THE SWEEPER SHALL BE A DOUBLE-GUTTER BROOM, SELF-LOADING MOTOR SWEEPER WITH SPRAY NOZZLES. ANY SPILLAGE ON HAUL ROUTES SHALL BE REMOVED IMMEDIATELY AND THE AREA CLEANED. THE CONTRACTOR WILL BE PERMITTED TO WASH THE STREET WITH WATER TO THE SATISFACTION OF THE ENGINEER UPON PLACEMENT OF ADEQUATE ADVANCE WARNING SIGNS.
36. DRAINAGE SHALL NOT BE BLOCKED IN THE STREET.
37. THE SUPERVISING GRADING ENGINEER SHALL INSPECT AND CERTIFY THE CONSTRUCTION OF ON-SITE STORM DRAIN AND DRAINAGE FACILITIES, AND SUBMIT A STATEMENT THAT THE COMPLETED WORK IS IN CONFORMANCE WITH THIS APPROVED PLAN PRIOR TO BUILDING OCCUPANCY.
38. ALL CATCH BASINS AND STORM DRAIN INLET FACILITIES SHALL BE STAMPED WITH THE MESSAGE "NO DUMPING, DRAINS TO OCEAN."
39. ON-SITE DRAINAGE SYSTEM TO BE PRIVATELY MAINTAINED.
40. THE GRADING CONTRACTOR SHALL INSTALL AND MAINTAIN COMPACTED AGGREGATE BASE FOR INGRESS AND EGRESS. THE THICKNESS OF AGGREGATE BASE SHALL BE A MINIMUM OF 6".
41. CURB SHALL BE CUT WHERE FUTURE DRIVEWAY(S) ARE TO BE INSTALLED ONLY THE CURB CUT AREA SHALL BE USED FOR INGRESS AND EGRESS. ACCESS TO SITE OVER CURBS IS PROHIBITED.
42. THE GRADING CONTRACTOR SHALL BE REQUIRED TO PROVIDE FLAG PERSONS WITH RED VESTS, HARD HATS, AND SIGNS APPROVED BY THE CITY ENGINEER AT ANY TIME THE ENGINEER DETERMINES THAT FLAG PERSONS ARE NECESSARY FOR TRAFFIC CONTROL, DUE TO CONTRACTOR'S OPERATIONS.

FILL NOTES:

(a) FILL SHALL BE COMPACTED THROUGHOUT THEIR FULL EXTENT TO A MINIMUM OF 90% OF MAXIMUM DRY DENSITY AND 92% OF MAXIMUM DRY DENSITY FOR SOILS PLACED ON THE SLOPE FACE AS DETERMINED BY A.S.T.M. SOIL COMPACTION TEST D1557-92, METHOD "D", WHERE APPLICABLE: WHERE NOT APPLICABLE, A TEST ACCEPTABLE TO THE BUILDING OFFICIAL SHALL BE USED. (SECTION 7016.1 OF THE BUILDING CODE.)

(b) FIELD DENSITY SHALL BE DETERMINED BY A METHOD ACCEPTABLE TO THE BUILDING OFFICIAL. (SECTION 7016.1 OF THE BUILDING CODE.) HOWEVER, NOT LESS THAN 10% OF THE REQUIRED DENSITY TEST, UNIFORMLY DISTRIBUTED, SHALL BE OBTAINED BY THE SAND CONE METHOD.

(c) SUFFICIENT TESTS OF THE FILL SOILS SHALL BE MADE TO DETERMINE THE RELATIVE COMPACTION OF THE FILL IN ACCORDANCE WITH THE FOLLOWING MINIMUM GUIDELINES:
- (1) ONE TEST FOR EACH TWO-FOOT VERTICAL LIFT.
- (2) ONE TEST FOR EACH 1,000 CUBIC YARDS OF MATERIAL PLACED.
- (3) ONE TEST AT THE LOCATION OF THE FINAL FILL SLOPE FOR EACH BUILDING SITE (LOT) IN EACH FOUR-FOOT VERTICAL LIFT OR PORTION THEREOF.
- (4) ONE TEST IN THE VICINITY OF EACH BUILDING PAD FOR EACH FOUR-FOOT VERTICAL LIFT OR PORTION THEREOF.

(d) SUFFICIENT TESTS OF FILL SOILS SHALL BE MADE TO VERIFY THAT THE SOIL PROPERTIES COMPLY WITH THE DESIGN REQUIREMENTS, AS DETERMINED BY THE GEOTECHNICAL ENGINEER INCLUDING SOIL TYPES, SHEAR STRENGTHS PARAMETERS AND CORRESPONDING UNIT WEIGHTS IN ACCORDANCE WITH THE FOLLOWING GUIDELINES:
- (1) PRIOR AND SUBSEQUENT TO PLACEMENT OF THE FILL, SHEAR TESTS SHALL BE TAKEN ON EACH TYPE OF SOIL OR SOIL MIXTURE TO BE USED FOR ALL FILL SLOPES STEEPER THAN THREE (3) HORIZONTAL TO ONE VERTICAL.
- (2) SHEAR TEST RESULTS FOR THE PROPOSED FILL MATERIAL MUST MEET OR EXCEED THE DESIGN VALUES USED IN THE GEOTECHNICAL REPORT TO DETERMINE SLOPE STABILITY REQUIREMENTS. OTHERWISE, THE SLOPE MUST BE RE-EVALUATED USING THE ACTUAL SHEAR TEST VALUE OF THE FILL MATERIAL THAT IS IN PLACE.
- (3) FILL SOILS SHALL BE FREE OF DELETERIOUS MATERIALS.
- (4) THE RESULTS OF SUCH TESTING SHALL BE INCLUDED IN THE REPORTS REQUIRED BY SECTION 7016.8 OF THE BUILDING CODE.

(e) FILL SHALL NOT BE PLACED UNTIL STRIPPING OF VEGETATION, REMOVAL OF UNSUITABLE SOILS, AND INSTALLATION OF SUBDRAIN (IF ANY) HAVE BEEN INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER. THE BUILDING OFFICIAL MAY REQUIRE A "STANDARD TEST METHOD FOR MOISTURE, ASH, ORGANIC MATTER, PEAT OR OTHER ORGANIC SOILS" ASTM D-2974-87 ON ANY SUSPECT MATERIAL. ALL MATERIALS THAT HAVE A TEST VALUE OF 2% OR GREATER WILL BE REJECTED AS UNSUITABLE FOR SUPPORT OF OR BEING STRUCTURAL FILL.

(f) ROCK OR SIMILAR MATERIAL GREATER THAN 12 INCHES IN DIAMETER SHALL NOT BE PLACED IN THE FILL UNLESS RECOMMENDATIONS FOR SUCH PLACEMENT HAVE BEEN SUBMITTED BY THE GEOTECHNICAL ENGINEER AND APPROVED IN ADVANCE BY THE BUILDING OFFICIAL.

(g) CONTINUOUS INSPECTION BY THE GEOTECHNICAL ENGINEER, OR A RESPONSIBLE REPRESENTATIVE, SHALL BE PROVIDED DURING ALL FILL PLACEMENT AND COMPACTION OPERATIONS WHERE FILLS HAVE A DEPTH GREATER THAN 30 FEET OR SLOPE SURFACE STEEPER THAN 2:1. (7016.7)

(h) CONTINUOUS INSPECTION BY THE GEOTECHNICAL ENGINEER, OR A RESPONSIBLE REPRESENTATIVE, SHALL BE PROVIDED DURING ALL SUBDRAIN INSTALLATIONS. (7016.2)

(i) FILL SLOPES IN EXCESS OF 2:1 STEEPNESS RATIO ARE TO BE CONSTRUCTED BY THE PLACEMENT OF FILL AT SUFFICIENT DISTANCE BEYOND THE PROPOSED FINISH SLOPE TO ALLOW COMPACTION EQUIPMENT TO BE OPERATED AT THE OUTER LIMITS OF THE FINAL SLOPE SURFACE. THE EXCESS FILL IS TO BE REMOVED PRIOR TO COMPLETION OF ROUGH GRADING. OTHER CONSTRUCTION PROCEDURES MAY BE USED WHEN IT IS DEMONSTRATED TO THE SATISFACTION OF THE BUILDING OFFICIAL THAT THE ANGLE OF SLOPE, CONSTRUCTION METHOD AND OTHER FACTORS WILL HAVE EQUIVALENT EFFECT. (SECTION 7016.1 OF THE BUILDING CODE.)

(j) THE GEOTECHNICAL ENGINEER SHALL PROVIDE SUFFICIENT INSPECTIONS DURING THE PREPARATION OF THE NATURAL GROUND AND THE PLACEMENT AND COMPACTION OF THE FILL TO BE SATISFIED THAT THE WORK IS BEING PERFORMED IN ACCORDANCE WITH THE PLAN AND APPLICABLE CODE REQUIREMENTS.

(k) THE GRADING CONTRACTOR SHALL SUBMIT THE STATEMENT REQUIRED BY SECTION 7021 OF THE BUILDING CODE AT THE COMPLETION OF ROUGH GRADING.

PRIVATE ENGINEER'S NOTICE TO CONTRACTORS:

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND PIPES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF AVAILABLE DATA. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN AND ANY OTHER LINES OR STRUCTURES NOT SHOWN ON THESE PLANS.

THE UNDERSIGNED CIVIL ENGINEER CERTIFIES THAT:

(A) SURFACE WATER WILL NOT BE DIVERTED FROM ONE PROPERTY TO ANOTHER OVER WHICH WATER WOULD NOT NATURALLY FLOW.

(B) STORM WATER WILL NOT BE GATHERED BY ARTIFICIAL MEANS AND BE DISCHARGED ONTO LOWER PROPERTY IN GREATER VOLUME OR CONCENTRATION THAN WATER WOULD NATURALLY BE DISCHARGED UNLESS A NATURAL DRAINAGE COURSE OR STORM DRAIN IS AVAILABLE AS AN OUTLET WITH ADEQUATE CAPACITY.

(C) CONCENTRATION OF SURFACE WATER INTO A SINGLE CHANNEL WILL NOT BE DISCHARGED ONTO LOWER PROPERTY WITHOUT APPROVAL BY THE CITY.

(D) DITCHES OR OTHER ARTIFICIAL STRUCTURES WILL NOT BE CONSTRUCTED TO DRAIN WATER THAT ACCUMULATES IN PONDS OR SUMPS FOR DISCHARGE ONTO LOWER PROPERTY OWNED BY OTHERS.

(E) THERE WILL BE NO OBSTRUCTION TO THE FLOW OF SURFACE WATER FROM HIGHER PROPERTY THAT NATURALLY DRAINS ACROSS OR ONTO LOWER PROPERTY.

THE UNDERSIGNED CIVIL ENGINEER ALSO CERTIFIES THAT:

(1) THE DEVELOPMENT SHALL NOT RESTRICT ANY FLOW FROM UPSTREAM PROPERTY.

(2) THE MAXIMUM FLOW TO BE DISCHARGED INTO LOWER PROPERTY SHALL NOT EXCEED THE TOTAL DISCHARGE AS OCCURRED PRIOR TO THE UPSTREAM DEVELOPMENT.

(3) THE BUILDING PADS ARE AT LEAST ONE FOOT ABOVE TOP OF CURB GRADE OR ONE FOOT ABOVE 25 YEAR HYDRAULIC GRADE LINE, WHICHEVER IS HIGHER.

(4) THERE IS NO CONCENTRATED FLOW OVER CURBS, SIDEWALKS AND DRIVEWAYS.

INSPECTION NOTES:

INSPECTIONS OF EXCAVATION AND FILLS. THE PERMITTEE OR HIS AGENT SHALL NOTIFY THE GRADING INSPECTOR WHEN THE GRADING OPERATION IS READY FOR EACH OF THE FOLLOWING INSPECTIONS:

1. INITIAL MEETING/ INSPECTION: WHEN THE PERMITTEE IS READY TO BEGIN WORK, BUT BEFORE GRADING OR BRUSHING IS STARTED, A MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR AND THE INSPECTOR TO DISCUSS THE APPROVED PLANS, SOILS REPORT, AND THE SEQUENCE OF THE GRADING OPERATION.
2. TOE INSPECTION: AFTER THE NATURAL GROUND IS EXPOSED AND PREPARED TO RECEIVE FILL, BUT BEFORE ANY FILL IS PLACED.
3. EXCAVATION INSPECTION: AFTER THE EXCAVATION IS STARTED, BUT BEFORE THE VERTICAL DEPTH OF THE EXCAVATION EXCEEDS TEN FEET.
4. FILL INSPECTION: AFTER THE FILL EMPLACEMENT IS -STARTED, BUT BEFORE THE VERTICAL HEIGHT OF THE LIFT EXCEEDS TEN FEET.
5. DRAINAGE DEVICE INSPECTION: AFTER FORMS AND PIPE ARE IN PLACE, BUT BEFORE ANY CONCRETE IS PLACED.
6. ROUGH GRADING: WHEN ALL ROUGH GRADING HAS BEEN COMPLETED. THIS INSPECTION MAY BE CALLED FOR AT THE COMPLETION OF THE ROUGH GRADING WITHOUT THE NECESSITY OF THE DEPARTMENT HAVING PREVIOUSLY REVIEWED AND APPROVED THE REPORTS.
7. FINAL: WHEN ALL WORK, INCLUDING INSTALLATION OF ALL DRAINAGE STRUCTURES AND OTHER PROTECTIVE DEVICES, HAS BEEN COMPLETED AND THE AS-GRADED PLAN AND REQUIRED REPORTS HAVE BEEN SUBMITTED.

SPECIAL (CONTINUOUS) INSPECTIONS: CONTINUOUS INSPECTION BY A REGISTERED DEPUTY GRADING INSPECTOR SHALL BE PROVIDED FOR THE FOLLOWING CONDITIONS:

1. A CONTIGUOUS GRADING AREA EXCEEDING 60,000 SQUARE FEET.
2. AN EXCAVATED OR FILLED SLOPE STEEPER THAN TWO HORIZONTAL TO ONE VERTICAL.
3. AN EXCAVATED SLOPE EXCEEDING 40 FEET IN HEIGHT AND THE TOP OF WHICH IS WITHIN 20 FEET OF A PROPERTY LINE COTERMINOUS WITH IMPROVED PRIVATE PROPERTY OR A PUBLIC WAY.
4. FOUNDATION EXCAVATIONS BELOW A ONE HORIZONTAL TO ONE VERTICAL PLANE INWARD AND DOWN FROM THE PROPERTY LINE.
5. SPECIAL CASES WHERE THE WORK, IN THE OPINION OF THE BUILDING OFFICIAL, INVOLVES UNUSUAL HAZARDS OR CONDITIONS. FOR EXAMPLE, ALL SHORING, UNDERPINNING, AND SLOT CUTTING WORK REQUIRES THE PRESENCE OF A DEPUTY GRADING INSPECTOR.
6. CONTINUOUS INSPECTIONS FOR CONCRETE OVER 2500 PSI.
7. CONTINUOUS INSPECTIONS FOR INSTALLATION OF TIE-BACK ANCHORS.
8. CONTINUOUS INSPECTIONS FOR FIELD WELDING OPERATIONS.
9. CONTINUOUS INSPECTIONS FOR EXCAVATION OPERATIONS (BY SOILS ENGINEER).
10. ISSUANCE OF CERTIFICATE. IF, UPON FINAL INSPECTION OF ANY EXCAVATION OR FILL, IT IS FOUND THAT THE WORK AUTHORIZED BY THE GRADING PERMIT HAS BEEN SATISFACTORILY COMPLETED IN ACCORDANCE WITH REQUIREMENTS OF THIS CODE, A GRADING CERTIFICATE COVERING SUCH WORK SHALL BE ISSUED TO THE OWNER BY THE SUPERINTENDENT OF BUILDING. UPON THE OWNER'S REQUEST, A SEPARATE CERTIFICATE WILL BE ISSUED FOR EACH LOT FOR WHICH BUILDING PERMITS HAVE BEEN ISSUED OR APPLIED FOR PRIOR TO THE COMPLETION OF THE GRADING.

NOTICE TO CONTRACTORS:

ALL CONTRACTORS AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT ALL EMPLOYEES ARE PROVIDED A SAFE PLACE TO WORK AND THE PUBLIC IS PROTECTED. THEY MUST OBEY THE OCCUPATIONAL SAFETY AND HEALTH REGULATIONS OF THE U.S. DEPARTMENT OF LABOR AND CALIFORNIA STATE INDUSTRIAL RELATIONS "CONSTRUCTION AND SAFETY ORDERS" AND KEEP THE ENGINEER HARMLESS FROM ANY PROBLEMS.

THE CONTRACTOR FURTHER AGREES THAT HE SHALL ASSUME SOLE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY, THIS CONDITION SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT EXCEPTING FOR LIABILITY ARISING FROM THE NEGLIGENCE OF THE OWNER OR ENGINEER.

* LEGAL DESCRIPTION

ADDRESS: 3701-3761 STOCKER STREET, LOS ANGELES.
ASSESSOR'S PARCEL NOs: 5032-022-018, 5032-022-017, 5032-022-003, 5032-022-004, 5032-022-005
LEGAL DESCRIPTION: PORTION OF THE RANCHO CIENEGA O'PASO DE LA TIJERA, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA,AS PER MAP RECORDED IN **BOOK 1, PAGE 259** OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY .

* BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE BASED ON THE BEARING N41° 46' 04"W, BEING THE CENTERLINE OF DON FELIPE DRIVE PER TRACT NO. 14645, BOOK 350, PAGES 1-4, RECORDS OF LOS ANGELES COUNTY.

* BENCHMARK

CITY OF L.A. BENCH MARK: 18-15700
ELEVATION: 158.65'
DATUM: NAVD 1988
YEAR OF ADJUSTMENT: 2000

DESCRIPTION: WIRE SPK IN S CURB STOCKER ST; 4.4FT W OF BC CURB RET W OF ANGELES VISTA BLVD; E END CB.

* NOTE:

FROM A TITLE REPORT PROVIDED FOR 3701 STOCKER STREET BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATED DECEMBER 3, 2020, FILE NO. NCS-1044347-ONT1

* LAND AREA

GROSS LAND AREA = 43,269 S.F. OR 0.993 ACRES

* SOURCE OF TOPOGRAPHIC AND BOUNDARY INFORMATION

INFORMATION SHOWN ON THESE PLANS WERE TAKEN FROM THE PLAN REFERENCED BELOW.

DATE OF SURVEY: FEBRUARY 8, 2022

TOPOGRAPHIC SURVEY BY: BOLTON ENGINEERING CORP.
25834 NARBONNE AVENUE, SUITE 210
LOMITA, CA 90717
(310) 325-5580
JOB # 21102

STORMWATER POLLUTION PLAN NOTES:

ATTACHMENT A NOTES

a. ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON-SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEETFLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES OR WIND.

b. STOCKPILES OF EARTH AND OTHER CONSTRUCTION RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER.

c. FUELS, OILS, SOLVENTS, AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILL MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.

d. NON-STORM WATER RUNOFF FROM EQUIPMENT AND VEHICLE WASHING AND ANY OTHER ACTIVITY SHALL BE CONTAINED AT THE PRECUT SITE.

e. EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON-SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.

f. TRASH AND CONSTRUCTION RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.

g. SEDIMENTS AND OTHER MATERIALS AMY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEPT UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.

h. ANY SLOPES WITH DISTURBED SOILS OR DENUDED OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.

i. AS THE PROJECT OWNER OR AUTHORIZED AGENT OF THE OWNER, I HAVE READ AND UNDERSTAND THE REQUIREMENTS LISTED ABOVE, NECESSARY TO CONTROL STORM WATER POLLUTION FROM SEDIMENTS, EROSION, AND CONSTRUCTION MATERIALS, AND I CERTIFY THAT I WILL COMPLY WITH THESE REQUIREMENTS.

PRINT NAME_____
(OWNER OR AUTHORIZED AGENT OF THE OWNER)

SIGNATURE_____
(OWNER OR AUTHORIZED AGENT OF THE OWNER)

DATE_____

ATTACHMENT B NOTES

THE FOLLOWING BMPS AS OUTLINED IN, BUT NOT LIMITED TO, THE BEST MANAGEMENT PRACTICE HANDBOOK, CALIFORNIA STORMWATER QUALITY TASK FORCE, SACRAMENTO, CALIFORNIA 2009, OR THE LATEST REVISED EDITION, MAY APPLY DURING THE CONSTRUCTION OF THIS PROJECT (ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY COUNTY INSPECTORS):

EC-1	– SCHEDULING	SE-1	– SILT FENCE
EC-2	– PRESERVATION OF EXISTING VEGETATION	SE-3	– SEDIMENT TRAP
EC-4	– HYDROSEEDING	SE-4	– CHECK DAM
EC-6	– STRAW MULCH	SE-6	– GRAVEL BAG BERM
EC-7	– GEOTEXTILES AND MATS	SE-8	– SAND BAG BARRIER
EC-9	– EARTH DIKES AND DRAINAGE SWALES	SE-9	– STRAW BALE BARRIERS
EC-11	– SLOPE DRAINS	SE-10	– STORM DRAIN INLET PROTECTION
NS-2	– DEWATERING OPERATIONS	TC-1	– STABILIZED CONSTRUCTION ENTRANCE/EXIT
NS-3	– PAVING AND GRINDING OPERATIONS	TC-2	– STABILIZED CONSTRUCTION ROADWAY
NS-4	– TEMPORARY STREAM CROSSING	WE-1	– WIND EROSION CONTROL
NS-8	– VEHICLE AND EQUIPMENT CLEANING	WM-1	–MATERIAL DELIVERY AND STORAGE
NS-9	– VEHICLE AND EQUIPMENT FUELING	WM-4	–SPILL PREVENTION AND CONTROL
NS-10	– VEHICLE AND EQUIPMENT MAINTENANCE	WM-5	–SOLID WASTE MANAGEMENT
NS-12	– CONCRETE CURING	WM-6	–HAZARDOUS WASTE MANAGEMENT
NS-13	– CONCRETE FINISHING	WM-8	–CONCRETE WASTE MANAGEMENT

GENERAL NOTES

1. CONTRACTOR SHALL VERIFY ALL EXISTING FIELD CONDITIONS AND NOTIFY DESIGN ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.

2. CONTRACTOR TO VERIFY POINTS OF CONNECTION TO PIPES, INLETS, CURBS, GUTTERS, ETC. AND NOTIFY TRUXAW AND ASSOCIATES OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.

3. REFER TO ARCHITECTURAL PLANS FOR DIMENSIONS, SETBACKS, CONCRETE COLORS AND FINISHES, STRUCTURAL DETAILS, WALKWAYS, EXPANSION JOINT LOCATIONS, UTILITIES, ETC.

4. ALL WORK SHALL BE DONE IN STRICT CONFORMANCE WITH CURRENT CITY OF LOS ANGELES AND SPPWC STANDARDS. WORK SHALL ALSO CONFORM TO APPLICABLE BUILDING CODES (CALIFORNIA BUILDING CODE, CALIFORNIA PLUMBING CODE, ETC.) AS INTERPRETED BY THE CITY OF LOS ANGELES.

5. ALL CONTRACTORS PERFORMING WORK ON THIS PROJECT SHALL FAMILIARIZE THEMSELVES WITH THE SITE AND SHALL BE SOLELY RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES RESULTING RESULTING DIRECTLY OR INDIRECTLY FROM THEIR OPERATIONS, WHETHER OR NOT SHOWN ON THESE PLANS.

6. EXISTING UNDERGROUND UTILITIES ARE TO BE RELOCATED AS REQUIRED TO AVOID CONFLICT WITH PROPOSED IMPROVEMENTS.

7. EXISTING PUBLIC UTILITY EASEMENTS IN CONFLICT WITH PROPOSED STRUCTURES ARE TO BE QUITCLAIMED WITH THE THE APPROVAL OF THE UTILITY COMPANY. NEW EASEMENTS ARE TO BE GRANTED AT PROPOSED UTILITY LOCATIONS.

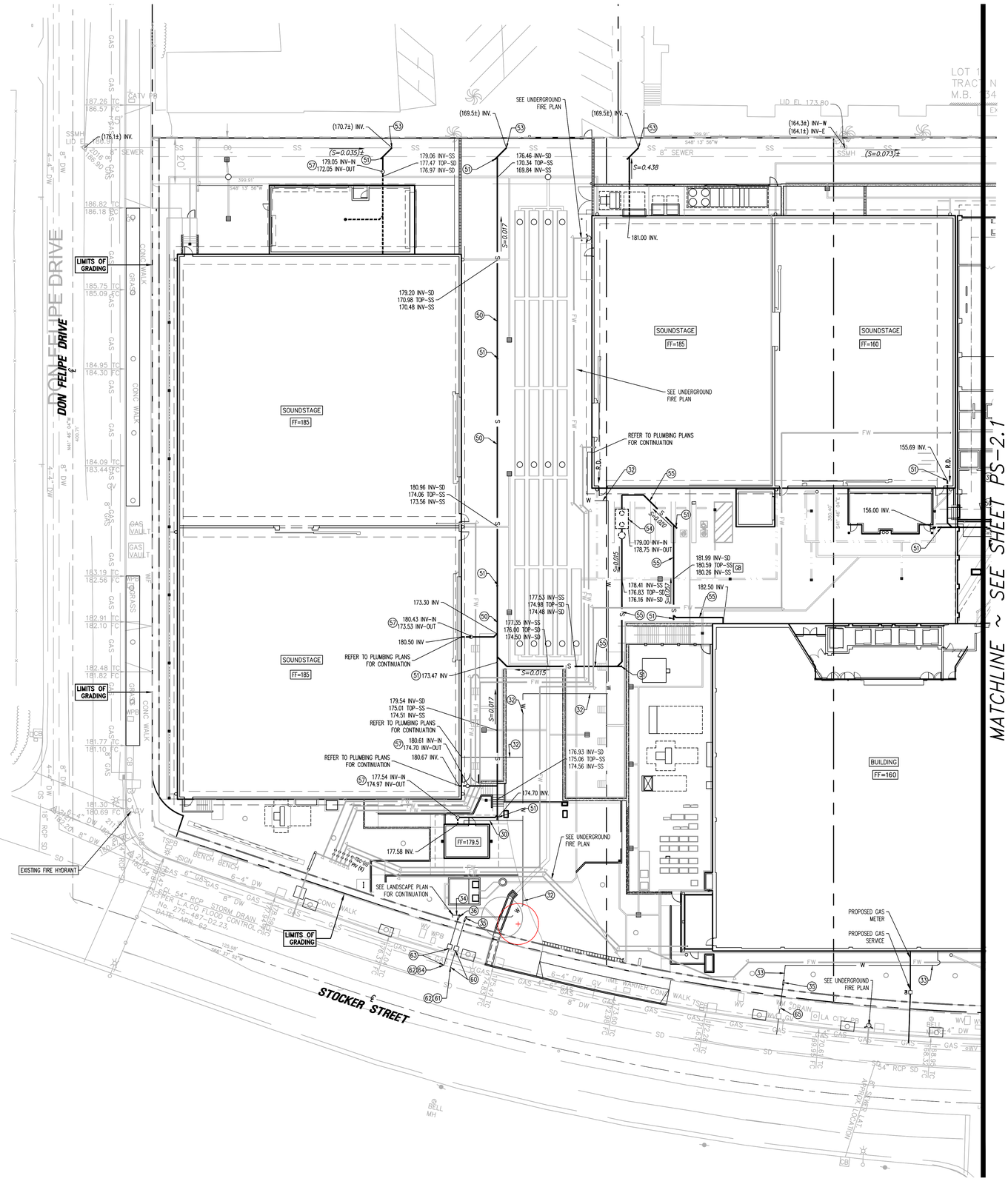
8. CALL UNDERGROUND SERVICE ALERT FOR UNDERGROUND LOCATIONS 48 HOURS BEFORE YOU DIG. DIAL 811.

9. THE CONTRACTOR SHALL RENEW OR REPLACE ANY EXISTING TRAFFIC STRIPING AND/OR PAVEMENT MARKINGS, WHICH DURING HIS OPERATIONS HAVE BEEN EITHER REMOVED OR THE EFFECTIVENESS OF WHICH HAS BEEN REDUCED.

10. THE CONTRACTOR SHALL COMPLY WITH THE SOILS REPORT (AND ADDENDA) FOR THIS PROJECT AND ALL RECOMMENDATIONS FROM THE SOILS ENGINEER.

11. ALL TOPOGRAPHIC INFORMATION SHOWN HEREON WAS OBTAINED FROM A TOPO SURVEY DATED 2/8/22 BY BOLTON ENGINEERING CORP.

12. ALL STORM DRAIN AND SEWER PIPE SHALL BE PLACED BEGINNING AT THE DOWNSTREAM POINT OF CONNECTION AND CONTINUING TO THE UPSTREAM TERMINUS. PIPE PLACEMENT SHALL BE CONTINUOUS, DEVIATIONS FROM THIS SEQUENCE WILL NOT BE PERM



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30. PLACE 2-INCH WATER LINE. PIPE BEDDING AND BACKFILL PER THE RECOMMENDATIONS OF THE SOILS ENGINEER. (DOMESTIC)
31. PLACE 2.5-INCH WATER LINE. PIPE BEDDING AND BACKFILL PER THE RECOMMENDATIONS OF THE SOILS ENGINEER. (DOMESTIC)
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34. PLACE 3-INCH WATER LINE. PIPE BEDDING AND BACKFILL PER THE RECOMMENDATIONS OF THE SOILS ENGINEER. (IRRIGATION)
35. INSTALL 4-INCH BACKFLOW PREVENTION DEVICE (DOMESTIC) PER LA DWP STANDARDS & SPECIFICATIONS.
36. INSTALL 4-INCH BACKFLOW PREVENTION DEVICE (IRRIGATION) PER LA DWP STANDARDS & SPECIFICATIONS.

SEWER CONSTRUCTION NOTES (ON-SITE)

50. PLACE 6-INCH SEWER LINE. PIPE BEDDING AND BACKFILL PER THE RECOMMENDATIONS OF THE SOILS ENGINEER.
51. INSTALL 6-INCH CLEANOUT.
52. PLACE 8-INCH DIP SLEEVE.
53. CONNECT TO EXISTING 8-INCH SEWER LINE PER CITY OF LA STANDARD PLAN S-110-1.
54. INSTALL GREASE INTERCEPTOR.
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56. PLACE 6-INCH GREASE LINE WITH HEAT TRACING. PIPE BEDDING AND BACKFILL PER THE RECOMMENDATIONS OF THE SOILS ENGINEER.
57. INSTALL CHIMNEY STRUCTURE

CONSTRUCTION NOTES (OFF-SITE)

60. PLACE 4-INCH WATER METER AND SERVICE PER LA DWP STANDARDS & SPECIFICATIONS (DOMESTIC).
61. CONNECT 4-INCH WATER LINE PER LA DWP STANDARD PC9469/PC9470 BASED ON EXISTING PIPE MATERIAL (DOMESTIC)
62. POTHOLE AND VERIFY THE EXISTENCE, LOCATION, DEPTH, MATERIAL, SIZE, AND CONDITION OF EXISTING 8-INCH WATER MAIN. REPORT FINDINGS TO TRUXAW & ASSOCIATES PRIOR TO CONSTRUCTION.
63. PLACE 4-INCH WATER METER AND SERVICE PER LA DWP STANDARDS & SPECIFICATIONS (IRRIGATION).
64. CONNECT 4-INCH WATER LINE PER LA DWP STANDARD PC9469/PC9470 BASED ON EXISTING PIPE MATERIAL (IRRIGATION)
65. CONTRACTOR TO FIELD VERIFY WATER METER SIZE AND UPSIZE IF NECESSARY.

LEGEND

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WDF = WOOD FENCE
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WV = WATER VALVE

N. = NORTH
S. = SOUTH
E. = EAST
W. = WEST
N'LY = NORTHERLY
S'LY = SOUTHERLY
E'LY = EASTERLY
W'LY = WESTERLY
N/O = NORTH OF
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SYMBOLS

FIRE HYDRANT
STREET LIGHT
TRAFFIC SIGNAL
TRAFFIC SIGNAL ARM & POLE
LIGHT STANDARD
UTILITY POLE
GUY WIRE & ANCHOR
WATER METER
GAS METER
WATER VALVE
GAS VALVE
PULL BOX
GRATE INLET
SIGN
VENT
SEWER MANHOLE
STORM DRAIN MANHOLE
TELEPHONE MANHOLE
MANHOLE
SEWER CLEANOUT
MONITORING WELL
HANDICAP PARKING STALL
LANDSCAPED AREA
PROTECT IN PLACE
REMOVE AND DISPOSE OFFSITE
RELOCATE
PLOTABLE EASEMENT ITEM No. PER TITLE REPORT
(427.0) EXIST. CONTOUR
427.0 DESIGN CONTOUR
TREE
PALM TREE

20 10 0 20 40 60
SCALE: 1"=20'

NOTICE TO CONTRACTOR

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THIS PLAN IS:
PRELIMINARY
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JGM
6033 WEST CENTURY BLVD.
SUITE 601
LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 670-9721
www.jgminc.com

CONSULTANTS:
Prepared by:
Joseph C. Truxaw and Associates, Inc.
Civil Engineers and Land Surveyors
1915 W. Orangewood Ave., Suite 101, Orange, CA 92868 (714) 935-0265 Truxaw.com

REGISTERED PROFESSIONAL ENGINEER
CRAIG S. DI BIASI
No. 75205
CIVIL
STATE OF CALIFORNIA

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-41 STOCKER OPPORTUNITY LLC & 3751-3761 STOCKER TRADITIONAL LLC

PHASE:
PLANNING

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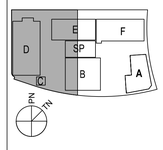
09/26/2025
PLANNING SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
SEWER AND WATER PLAN 1

DATE 08/12/25
DRAWN BY PT
CHECKED BY CDB

SHEET NO.:
PS-2.0

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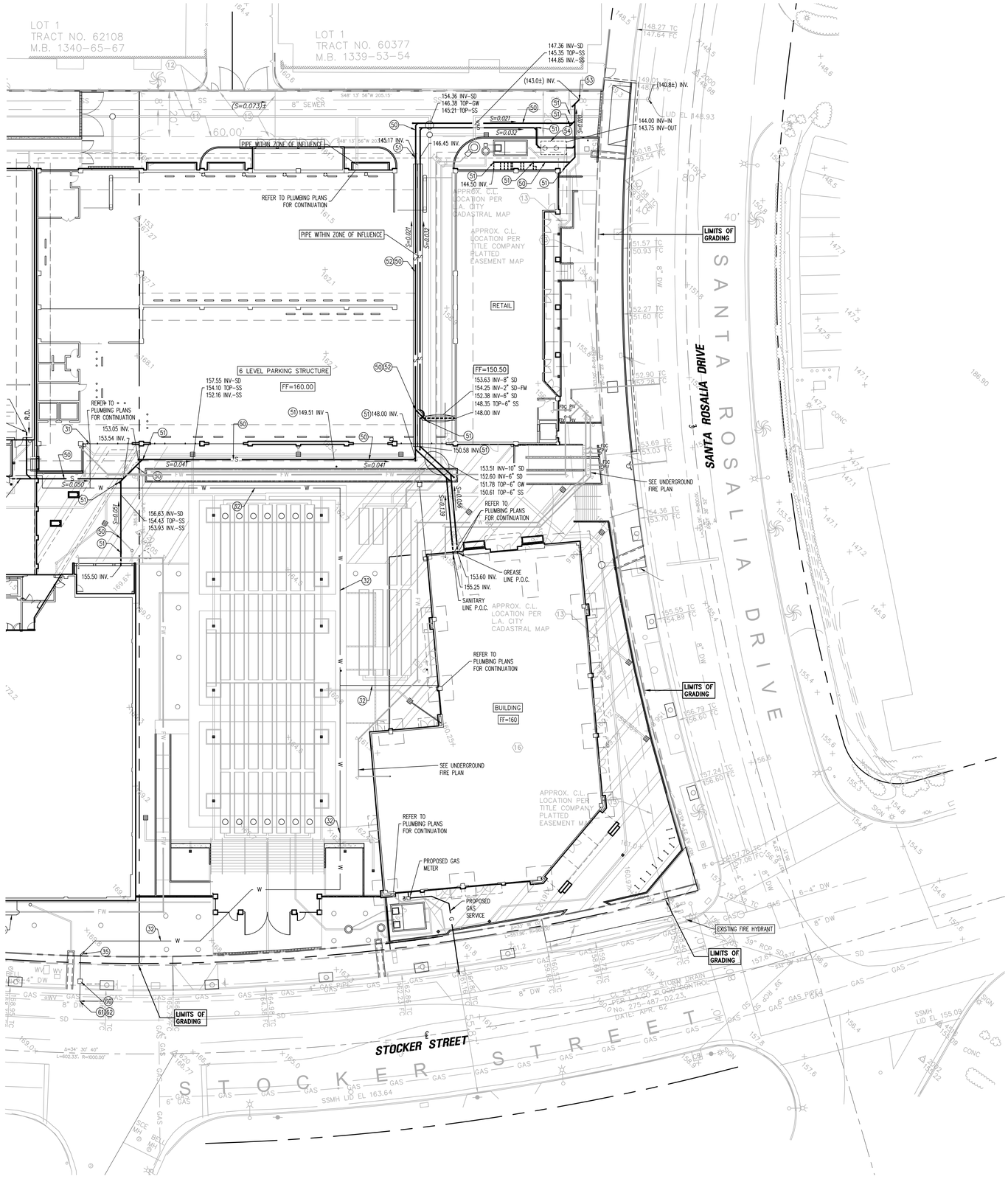

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PRELIMINARY
(NOT FOR CONSTRUCTION)

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FAX: (310) 670-8721
www.jgminc.com

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Prepared by:
Joseph C. Truxaw and Associates, Inc.
Civil Engineers and Land Surveyors
1915 W. Orangewood Ave., Suite 101, Orange, CA 92868 (714) 935-0265 Truxaw.com

REGISTERED PROFESSIONAL ENGINEER
CRAIG S. DI BIASE
No. 75205
CIVIL
STATE OF CALIFORNIA

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-41 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

PHASE:
PLANNING

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09/26/2025
PLANNING
SUBMITTAL

REV NO.	DATE	DESCRIPTION

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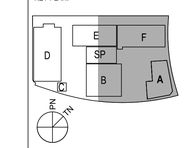

SHEET TITLE:
SEWER AND WATER PLAN 2

DATE 08/12/25
DRAWN BY TM
CHECKED BY CDB

SHEET NO.:
PS-2.1

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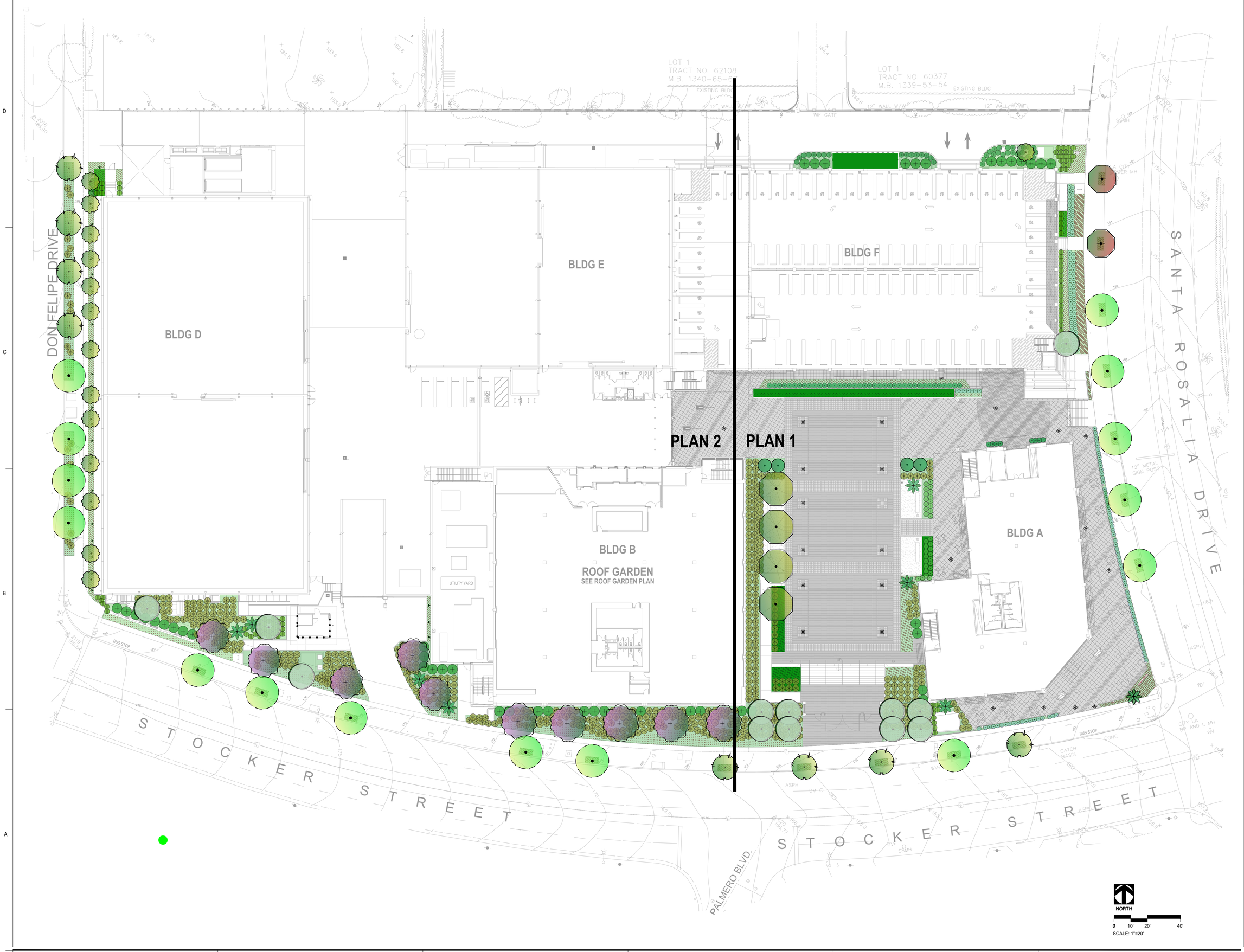

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LYNN CAPOUYA INC.
LANDSCAPE ARCHITECTS
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IRVINE, CA 92614
PHONE: 949-756-0150 WWW.LCAPOUYA.COM

PROJECT NAME:

STOCKER STREET CREATIVE

3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:

3731-41 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

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SUBMITTAL

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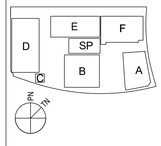


BUILDING:

SHEET TITLE:

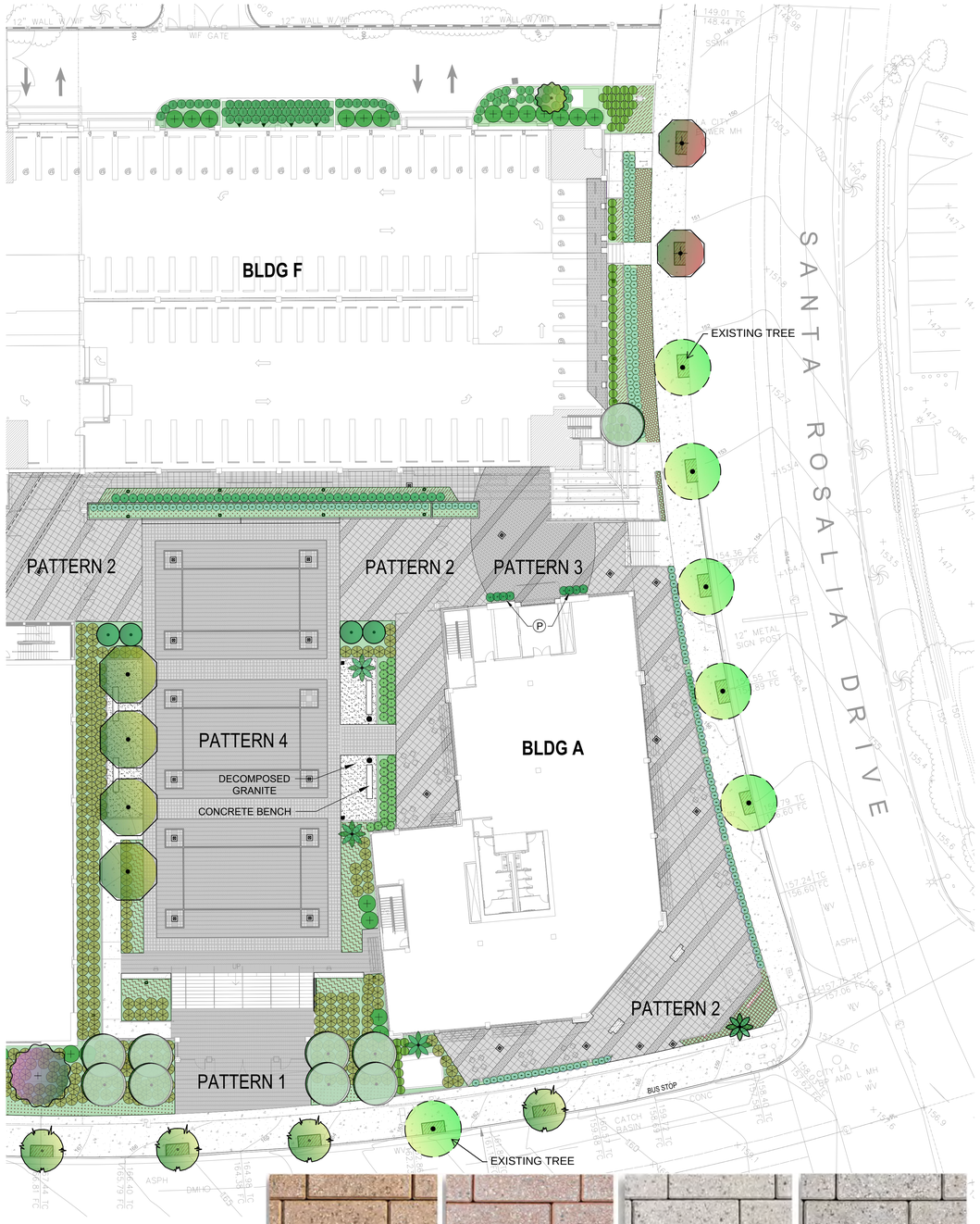
LANDSCAPE OVERALL SITE PLAN

DATE
DRAWN BY
CHECKED BY

SHEET NO.:

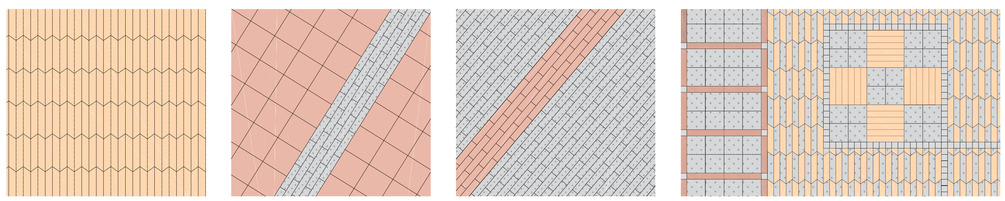
LS100

FILE NAME:
DISCIPLINE: VOL:
SIO:
PLOT DATE:





CREAM / BURNISH | CANYON / BURNISH | TUSK / BURNISH | GRAY / BURNISH



PATTERN 1 | PATTERN 2 | PATTERN 3 | PATTERN 4



PROSOPIS CHILENSIS
THORNLESS MESQUITE



LAGERSTROEMIA 'NATCHEZ'
WHITE CRAPE MYRTLE



ARBUTUS 'MARINA'
MARINA STRAWBERRY TREE



HANDRONANTHUS HEPTAPHYLLUS
PINK TRUMPET TREE



MELALEUCA QUINQUENERVIA
PAPERBACK TREE



HYMENOSPORUM FLAVUM
SWEETSHADE



CUPRESSUS SEMPERVIRENS
ITALIAN CYPRESS



SANSEVIERIA TRIFASCIATA
SNAKE PLANT



NANDINA D. 'MONFAR'
SIENNA SUNRISE



SENECIO F. 'MONT EVEREST'
SKYSCRAPER SENECIO



MUHLENBERGIA DUDBIA
PINE MUHLY



FURCRAEA F. 'MEDIOPICTA'
MAURITIUS HEMP



PHILODENDRON XANADU
XANADU



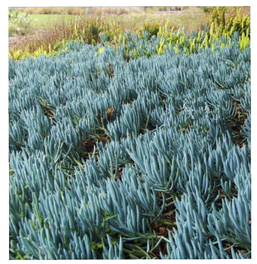
VERBINA LILACINA ' DE LA MINA'
CEDROS ISLAND VERBENA



LAURUS NOBILIS 'MONRIK'
LITTLE RAGU SWEET BAY



TRADESCANTIA NANOUKI
NCN



SENECIO MANDRALISCAE
BLUE CHALK STICKS



RUELLIA BRITTONIANA
MEXICAN PETUNIA



CAMPSIS 'RADICANS'
TRUMPET CREEPER



WHITE CONCRETE
RECTANGULAR CONTAINER

NORTH

0 10' 20' 40'

SCALE: 1"=20'

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IRVINE, CA 92614
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PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-41 STOCKER OPPORTUNITY LLC & 3751-3761 STOCKER TRADITIONAL LLC

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09/26/2025
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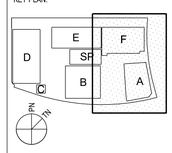
SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



BUILDING:

SHEET TITLE:
PLANTING PLAN 1

DATE
DRAWN BY
CHECKED BY
SHEET NO.:

LS301

FILE NAME:
DISCIPLINE VOL:
SIO:
PLOT DATE:



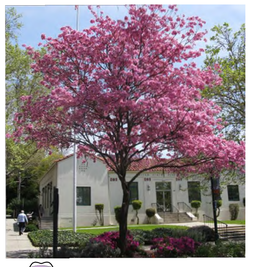
PATTERN 2



MELALEUCA QUINQUENERVIA
PAPERBACK TREE



LAGERSTROEMIA 'NATCHEZ'
WHITE CRAPE MYRTLE



HANDRONANTHUS HEPTAPHYLL
PINK TRUMPET TREE



HYMENOSPORUM FLAVUM
SWEETSHADE



FURCRAEA F. 'MEDIOPICTA'
MAURITIUS HEMP



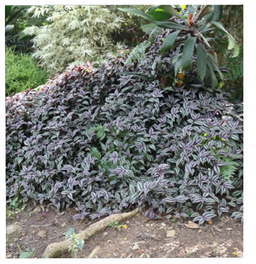
MUHLENBERGIA DUDBIA
PINE MUHLY



LAURUS NOBILIS 'MONRIK'
LITTLE RAGU SWEET BAY



NANDINA D. 'MONFAR'
SIENNA SUNRISE



TRADESCANTIA NANOUKI
NCN



RUELLIA BRITTONIANA
MEXICAN PETUNIA



PORTULACARIA 'PROSTRATE FORM'
DWARF ELEPHANT FOOD



CAMPSIS 'RADICANS'
TRUMPET CREEPER

NORTH
0 10' 20' 40'
SCALE: 1"=20'

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STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

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SUBMITTAL

REV NO.	DATE	DESCRIPTION

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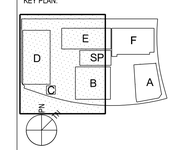


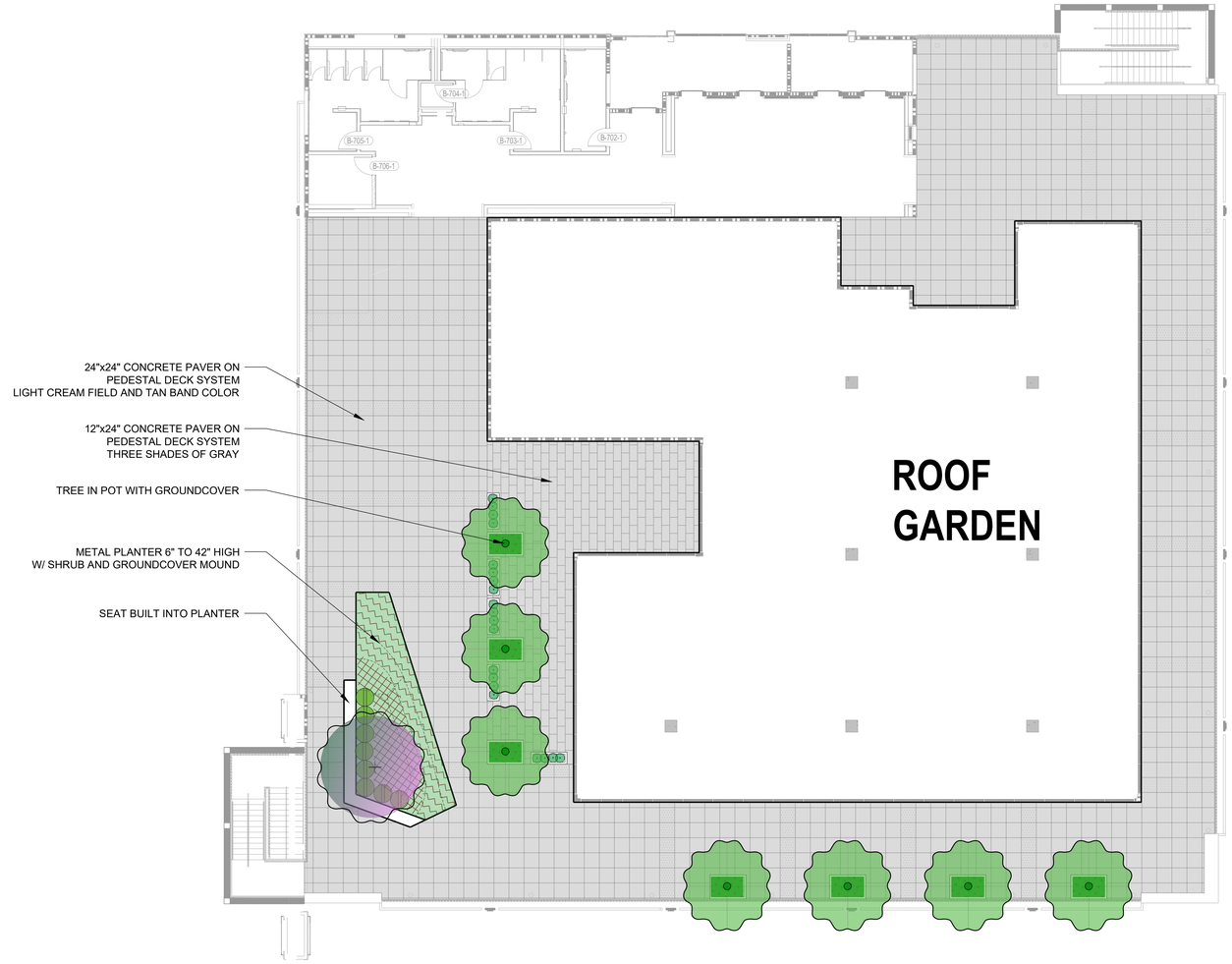
BUILDING:

SHEET TITLE:
PLANTING PLAN 2

DATE
DRAWN BY
CHECKED BY

SHEET NO.:
LS302

FILE NAME:
DISCIPLINE:
SIO:
VOL:
PLOT DATE:





ULMUS PARVIFOLIA
CHINESE ELM



SOPHORA S. SILVER SIERRA
SILVER TEXAS MOUNTAIN LAUREL



SANSEVIERIA TRIFASCIATA
SNAKE PLANT



NANDINA D. 'MONFAR'
SIENNA SUNRISE



SENECIO MANDRALISCAE
BLUE CHALK STICKS



PORTULACARIA 'PROSTRATE FORM'
DWARF ELEPHANT FOOD



CRASSULA CAPITELLA
CRASSULA CAMPFIRE



METAL PLANTER



24"x24" CONCRETE PAVER - LIGHT CREAM FIELD AND TAN BAND COLOR



12"x24" CONCRETE PAVER - 3 SHADES OF GRAY

NORTH
0 10' 20' 40'
SCALE: 1"=20'

JGM
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PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-41 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

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PLANNING
SUBMITTAL

REV NO.	DATE	DESCRIPTION

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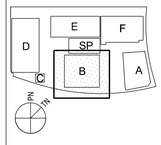


BUILDING:

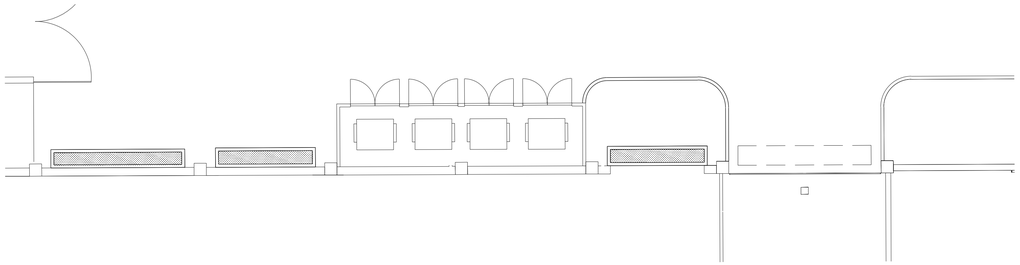
SHEET TITLE:
PLANTING PLAN ROOF GARDEN

DATE
DRAWN BY
CHECKED BY

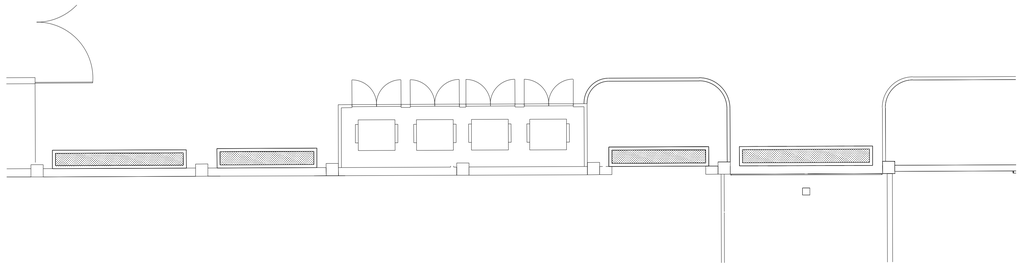
SHEET NO.:
LS303

FILE NAME:
DISCIPLINE: VOL:
SIO.
PLOT DATE:

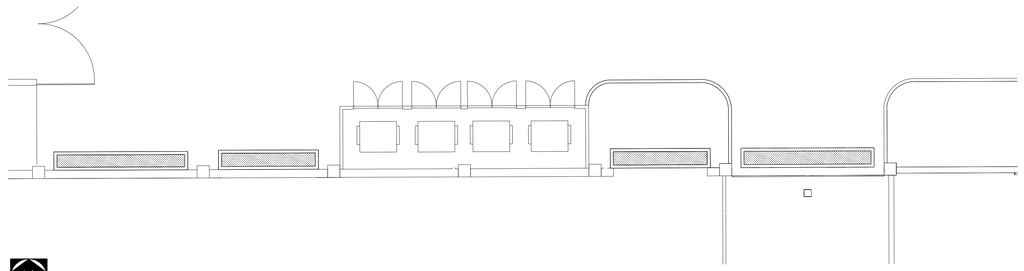
BUILDING F - NORTH SIDE (SHADY SIDE)



BLDG F - 1ST FLOOR PLANTER



BLDG F - 2ND FLOOR PLANTER

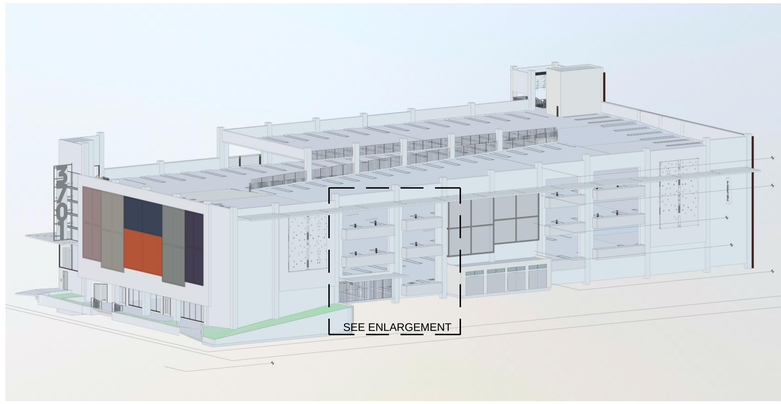


BLDG F - 3RD FLOOR PLANTER

NORTH

0 5' 10' 20'

SCALE: 1"=10'





ENLARGEMENT



CAMPSIS RADICANS - VINE



PHILODENDRON XANADU



TRADESCANTIA NANOUKI



NANDINA MURASAKI 'FLIRT'

JGM
6033 WEST CENTURY BLVD.
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LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 670-8721
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17992 MITCHELL SOUTH, SUITE 110
IRVINE, CA 92614
PHONE: 949-756-0150 WWW.LCAPOUYA.COM

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3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
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&
3751-3761 STOCKER TRADITIONAL LLC

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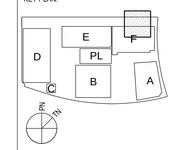


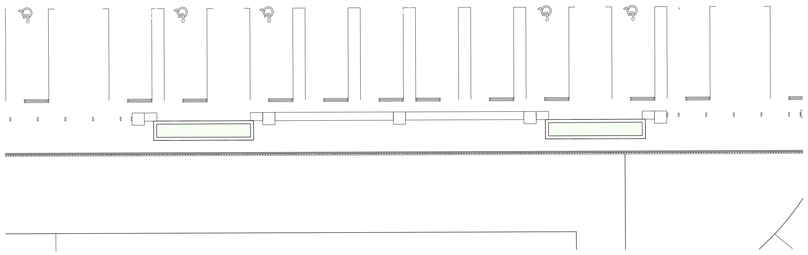
BUILDING:

SHEET TITLE:
BLDG F NORTH SIDE HANGING PLANTER

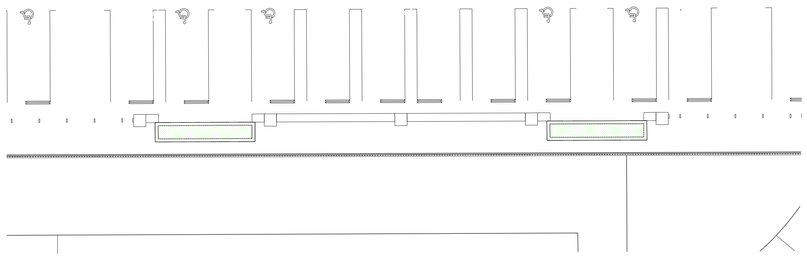
DATE
DRAWN BY
CHECKED BY

SHEET NO.:
LS304

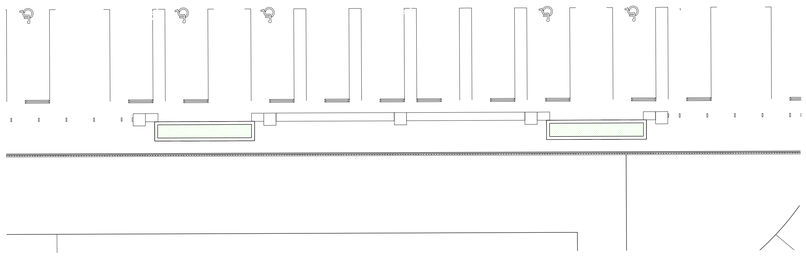
FILE NAME:
DISCIPLINE: VOL:
SID:
PLOT DATE:



BLDG F - 1ST FLOOR PLANTER



BLDG F - 2ND FLOOR PLANTER



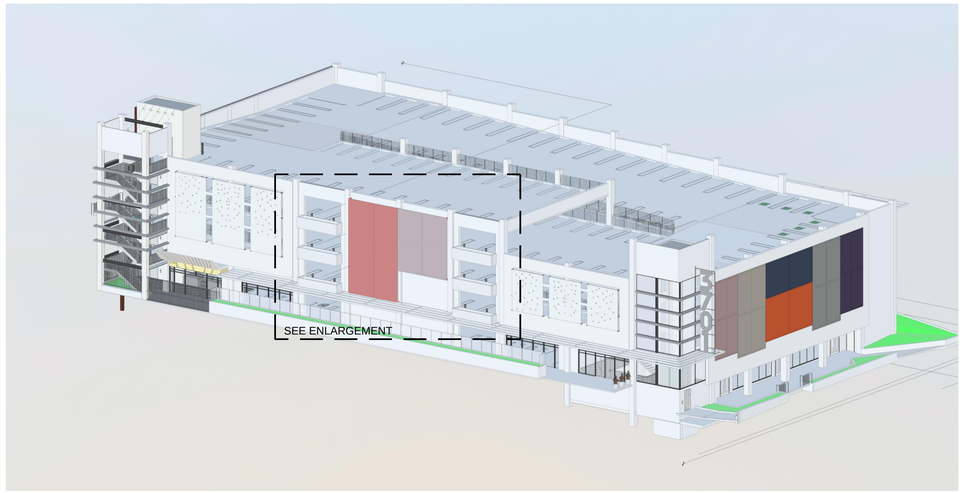
BLDG F - 3RD FLOOR PLANTER

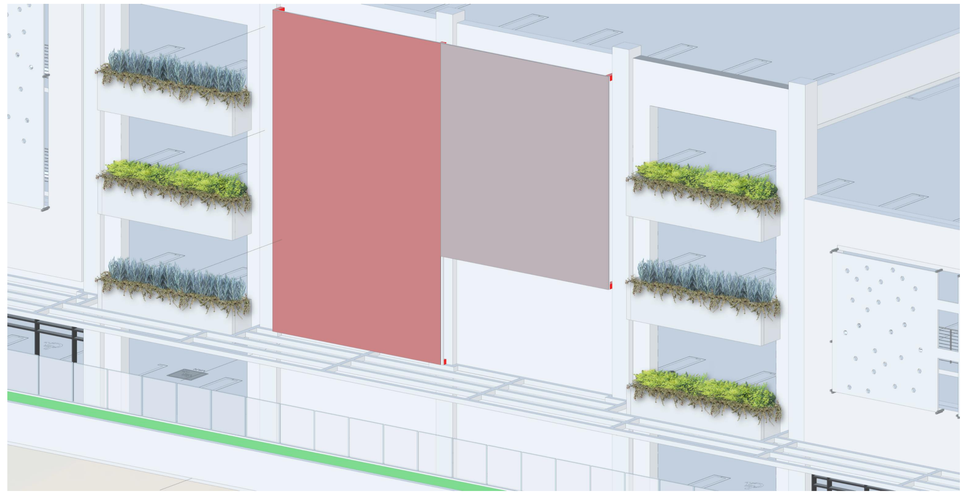
NORTH

0 5' 10' 20'

SCALE: 1"=10'

BUILDING F - SOUTH SIDE (SUNNY SIDE)





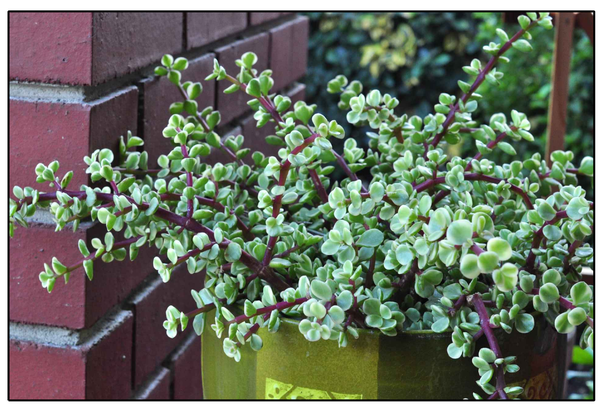
ENLARGEMENT



NANDINA 'LEMON LIME'



SENICIO 'SKYSCRAPER'



PORTULACARIA 'VARIEGATA'

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3751-3761 STOCKER TRADITIONAL LLC

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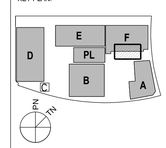
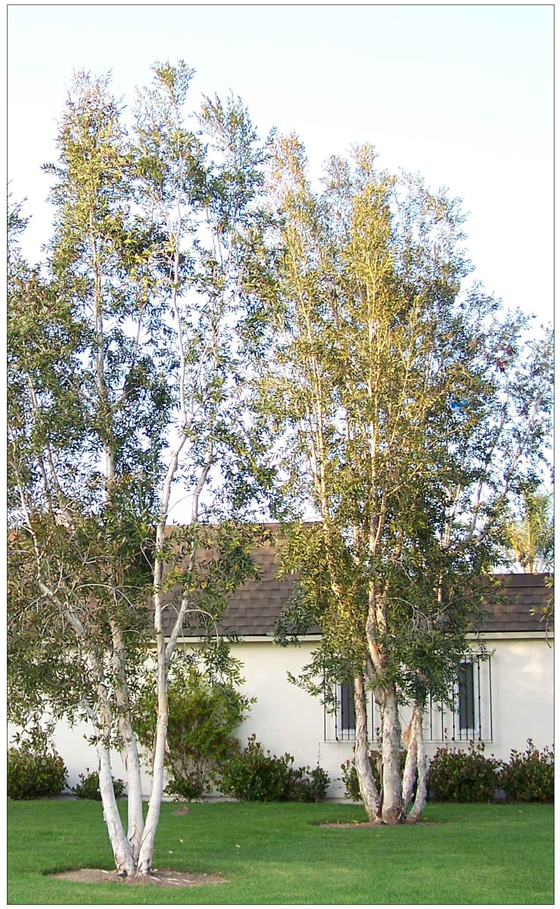


SHEET TITLE:
BLDG F SOUTH SIDE HANGING PLANTER

DATE
DRAWN BY
CHECKED BY

SHEET NO.:
LS305

FILE NAME: I:\JOCM\Stocker Street\LCI Plan - ON SITE\SSC_05_02_LS_104-105-BLG-F.dwg
DISCIPLINE:
SIO:
PLOT DATE: 3/8/2022



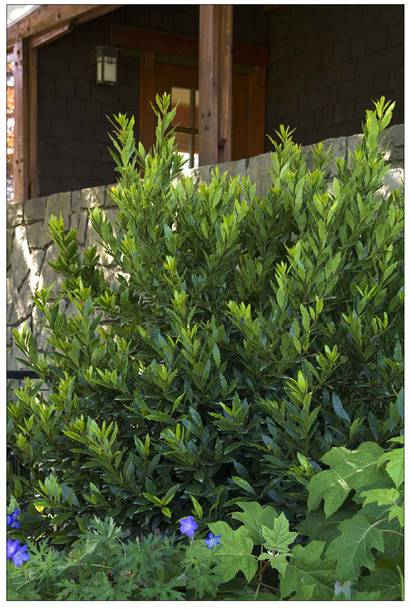
TALL TREE - PAPERBARK TREE



PINK TRUMPET



THORNLESS MESQUITE



SWEET BAY



MAURITIUS HEMP



TRUMPET CREEPER



DEER GRASS



WESTRINGIA GREYBOX



VERBENA 'DE LA MINA'

PLANT IMAGES

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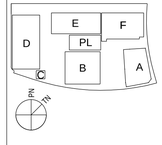
REV NO.	DATE	DESCRIPTION

KEY PLAN:



BUILDING:

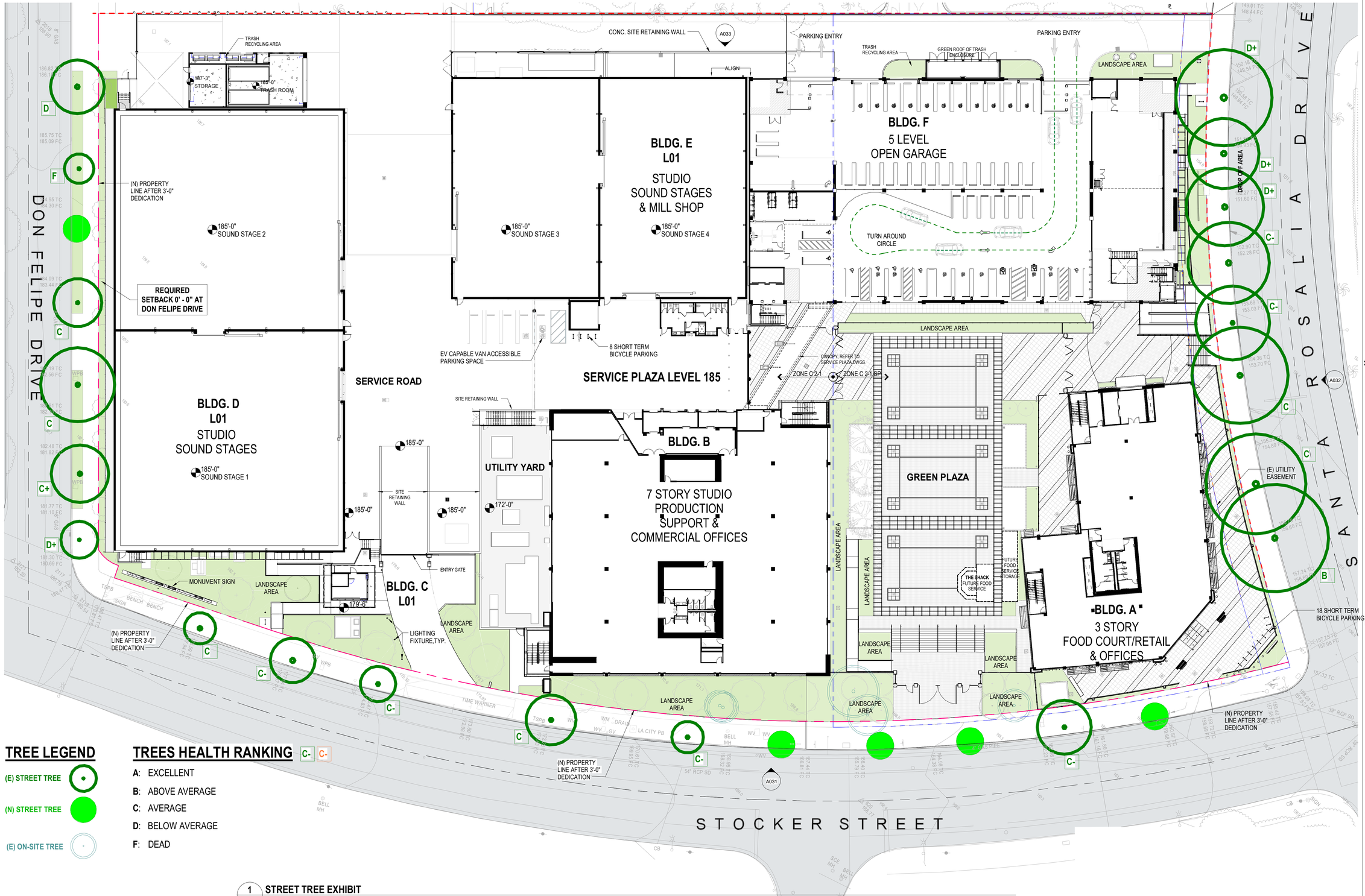
SHEET TITLE:
PLANT IMAGES

DATE
DRAWN BY
CHECKED BY

SHEET NO.:
LS306

FILE NAME:
DISCIPLINE:
SIO:
VOL:
PLOT DATE:

TREE COUNTS RELATING TO STREET TREES	TOTAL	DON FELIPE	STOCKER STREET	SANTA ROSALIA
TREES TO REMAIN	20	6	6	8
TREES TO BE REMOVED	0	0	0	0
NEW TREES	5	1	4	0
TOTAL EXISTING & NEW STREET TREES	***25***	7	10	8



TREE LEGEND

- (E) STREET TREE
- (N) STREET TREE
- (E) ON-SITE TREE

TREES HEALTH RANKING

C- C-

- **A**: EXCELLENT
- **B**: ABOVE AVERAGE
- **C**: AVERAGE
- **D**: BELOW AVERAGE
- **F**: DEAD

1 A160 **STREET TREE EXHIBIT**
SCALE: 1" = 20'-0"

SCALE: 1" = 20'-0"

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CONSULTANTS:

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-3741 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

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REV NO.	DATE	DESCRIPTION

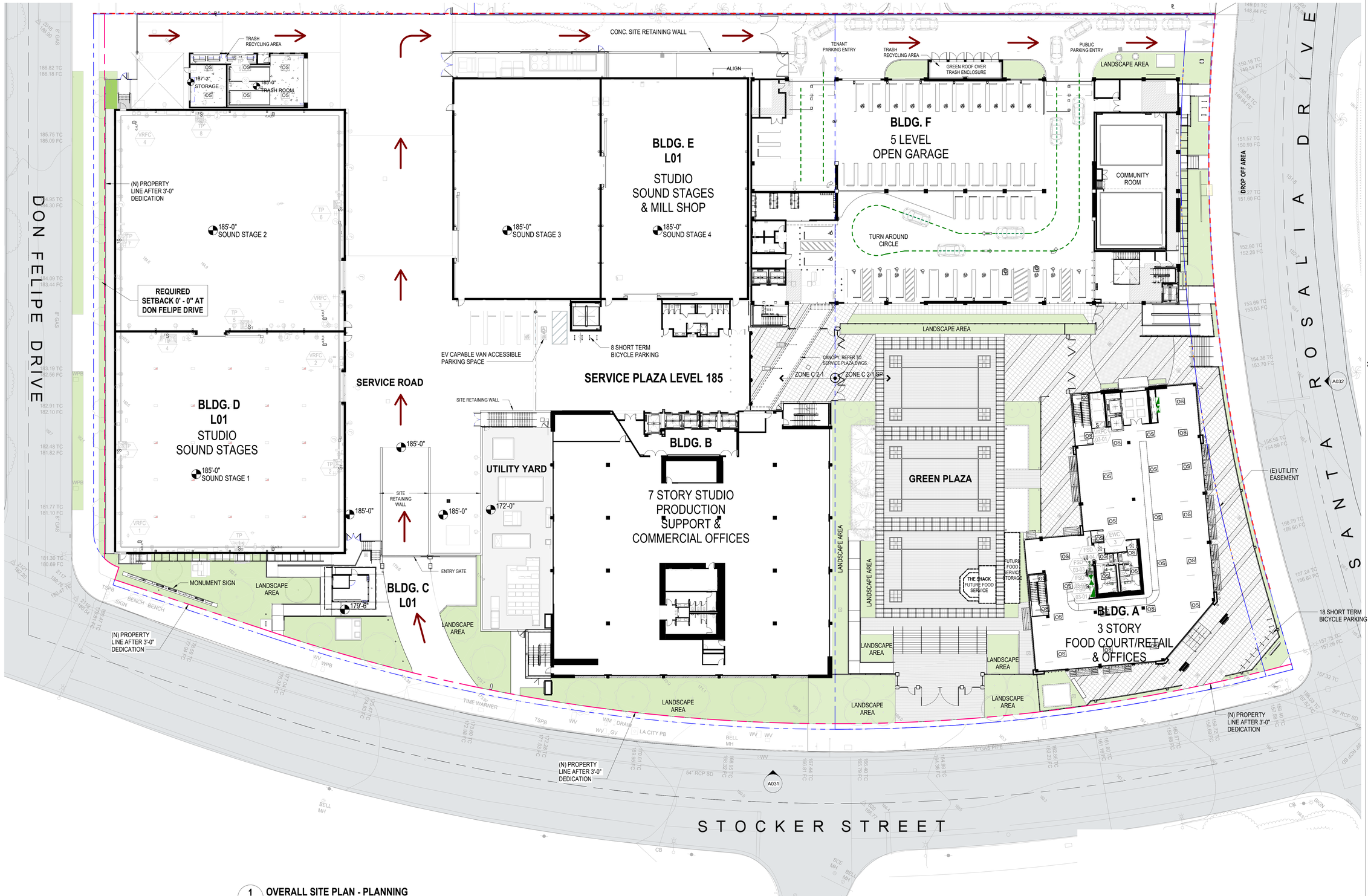
KEY PLAN:

SHEET TITLE:
STREET TREE EXHIBIT

DATE 12/13/2023
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A160

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SSO
VOL. 1
PLOT DATE:
9/2/2025 2:44:00 PM



1 A005 **OVERALL SITE PLAN - PLANNING**
SCALE: 1" = 20'-0"

0 10' 20' 40'
SCALE: 1" = 20'-0"

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REV NO.	DATE	DESCRIPTION

KEY PLAN:

SHEET TITLE:
OVERALL SITE PLAN PLANNING

DATE 12/13/2023
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A005

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
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SIO: VOL. 1
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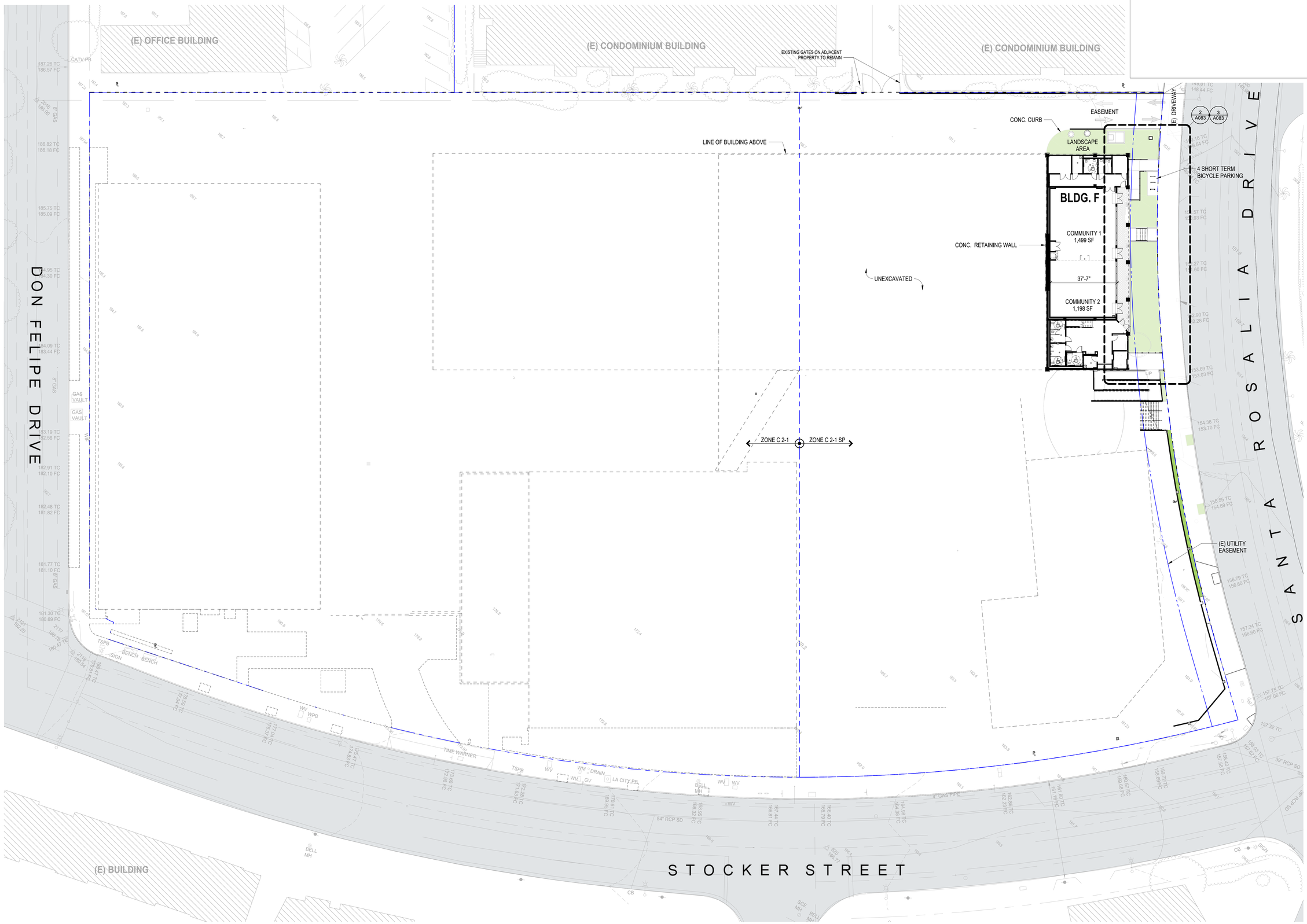

1 A021 **SITE PLAN - LEVEL 150'-6" BLDG F GROUND LEVEL**
SCALE: 1" = 20'-0"

SCALE: 1" = 20'-0"

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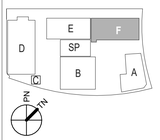
KEY PLAN:



SHEET TITLE:
SITE LEVEL 150'-6" BLDG F GROUND LEVEL

DATE	11/07/2022
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A021

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
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PLOT DATE: 9/26/2025 1:15:01 PM

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KEY PLAN:

SHEET TITLE:
SITE
LEVEL 160'-0" BLDG B FIRST FLOOR

DATE	11/07/2022
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SHEET NO.:
A022

1 A022 **SITE PLAN - LEVEL 160'-0" BLDG B FIRST FLOOR**
SCALE: 1" = 20'-0"

SCALE: 1" = 20'-0"

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SID: ISS VOL: 1
PLOT DATE: 9/26/2025 1:15:06 PM

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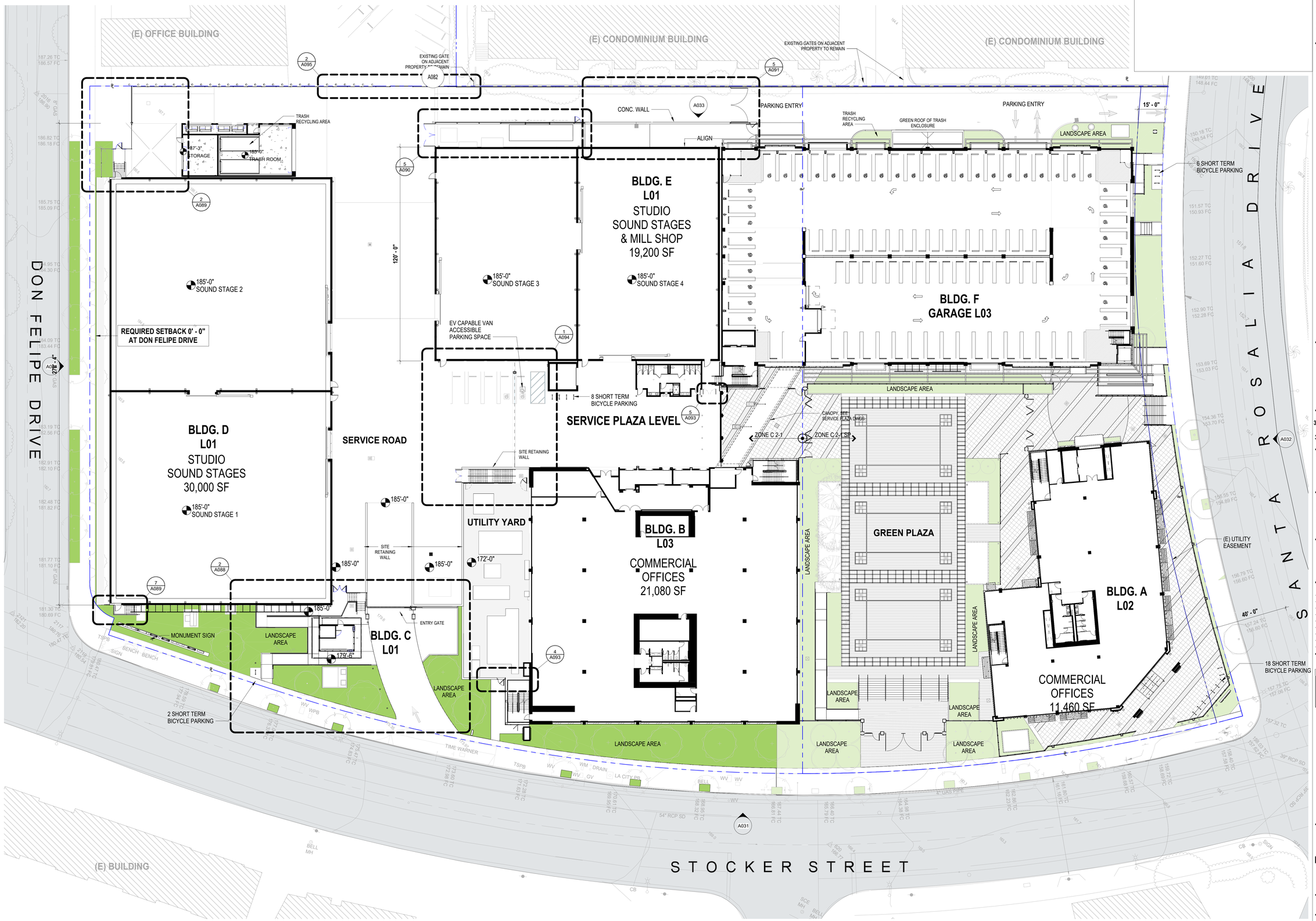

1 A023 SITE PLAN - LEVEL 185'-0" BLDG B THIRD FLOOR
SCALE: 1" = 20'-0"

SCALE: 1" = 20'-0"

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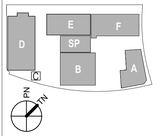
KEY PLAN:



SHEET TITLE:
SITE LEVEL 185'-0" BLDG B THIRD FLOOR

DATE	11/07/2022
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A023

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
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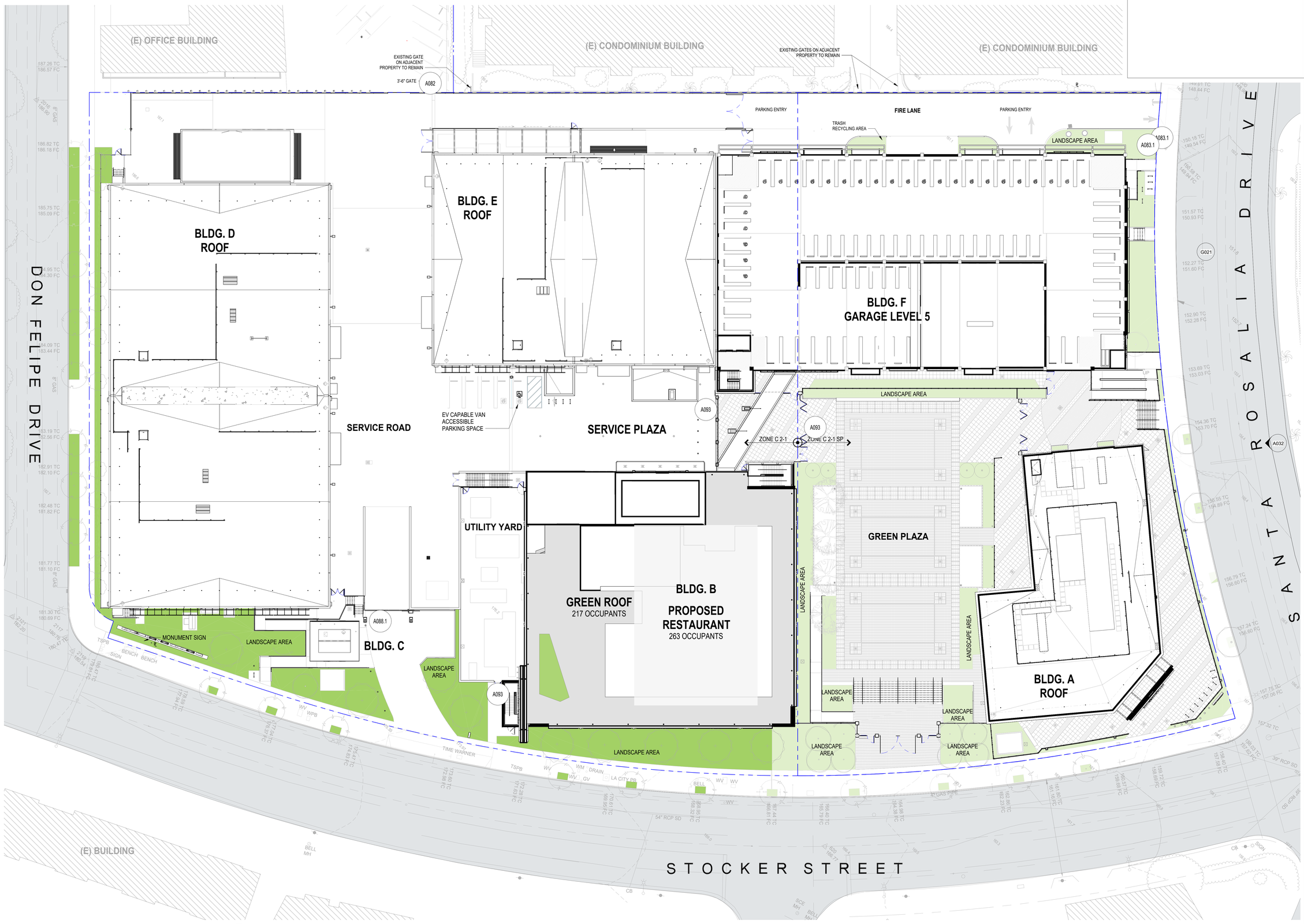

1 A024 SITE PLAN - LEVEL 238'-4" BLDG B SEVENTH FLOOR & GREEN ROOF
SCALE: 1" = 20'-0"

SCALE: 1" = 20'-0"

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REV NO.	DATE	DESCRIPTION

KEY PLAN:

SHEET TITLE:
SITE LEVEL 238'-4" BLDG B SEVENTH FLOOR & GREEN ROOF

DATE	11/07/2022
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SHEET NO.:
A024

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
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SIO: 0S6 VOL: 1
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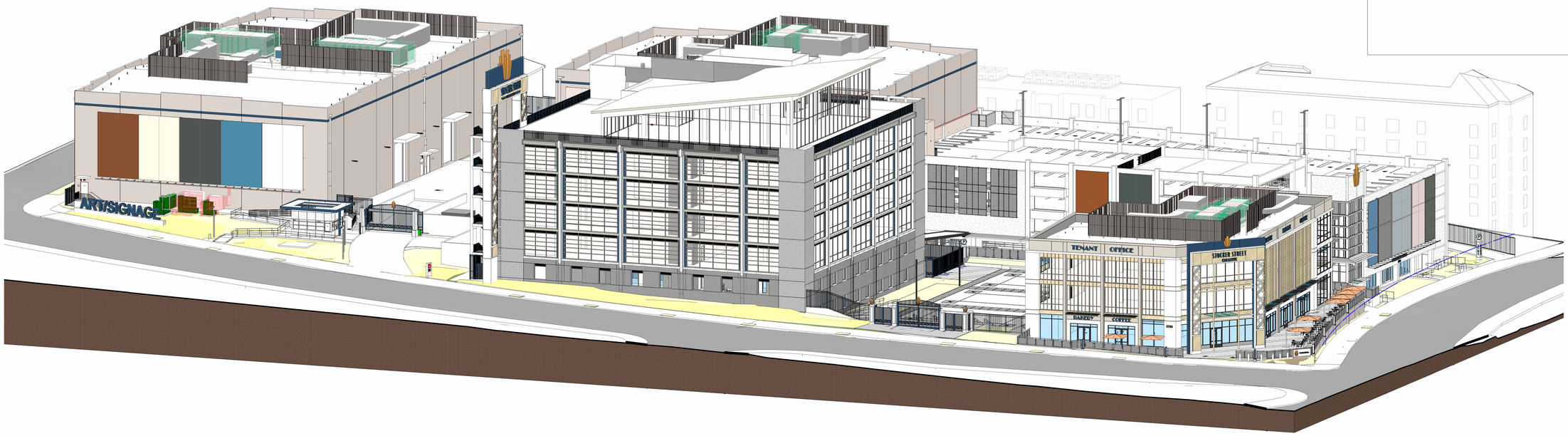
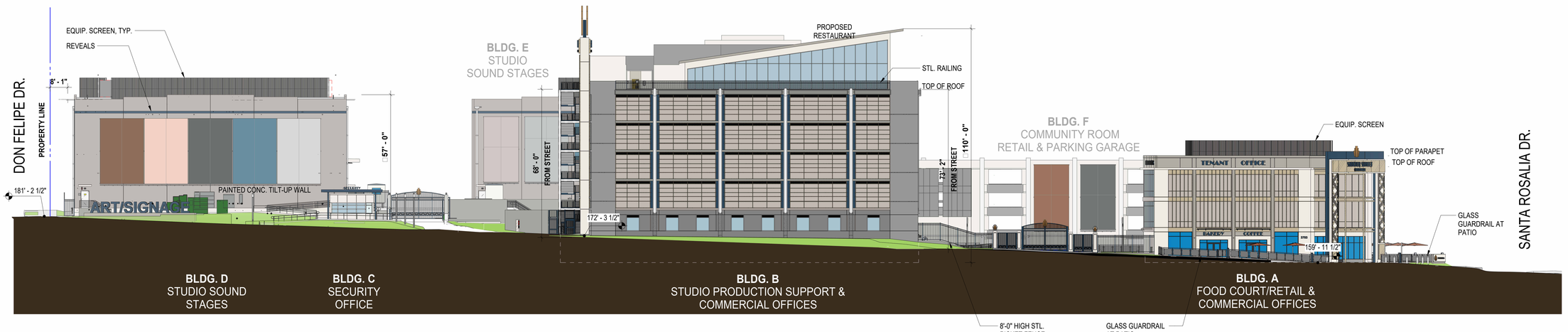


1 A031 **ISOMETRIC - SOUTH EAST AT STOCKER STREET**
N.T.S.



2 A031 **SOUTH ELEVATION AT STOCKER STREET**
SCALE: 1" = 20'-0"

0 10' 20' 40'
SCALE: 1" = 20'-0"

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SIZ: /36 VOL: 1
PLOT DATE: 9/26/2025 1:17:46 PM

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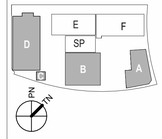
KEY PLAN:

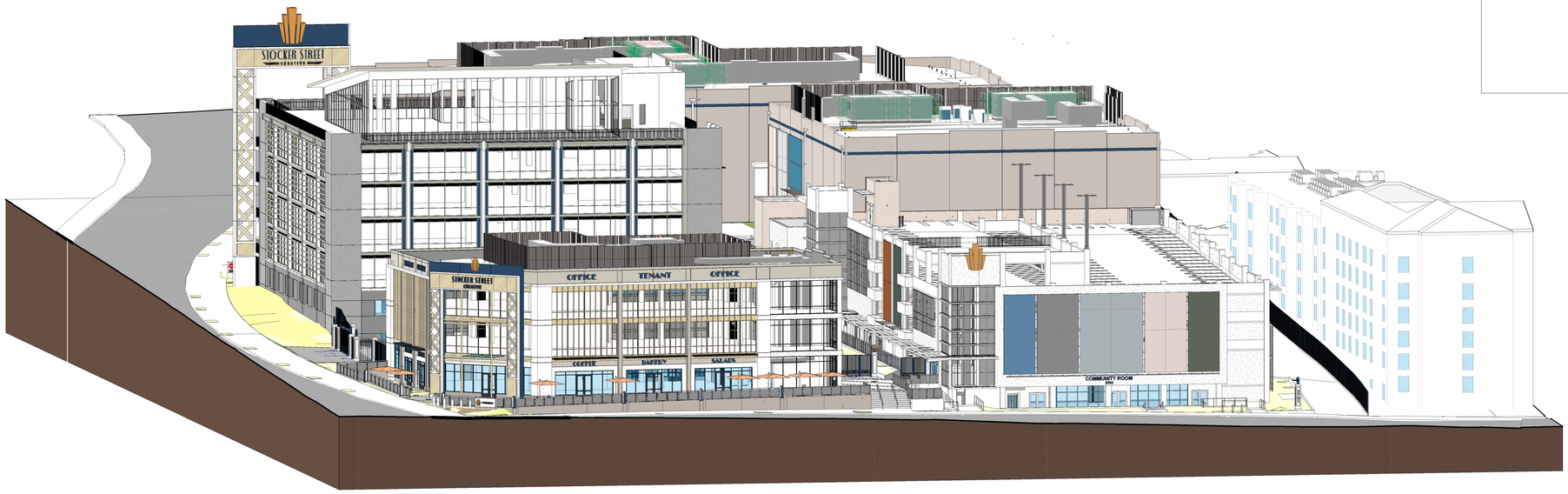


SHEET TITLE:
SOUTH ELEVATION AT STOCKER STREET

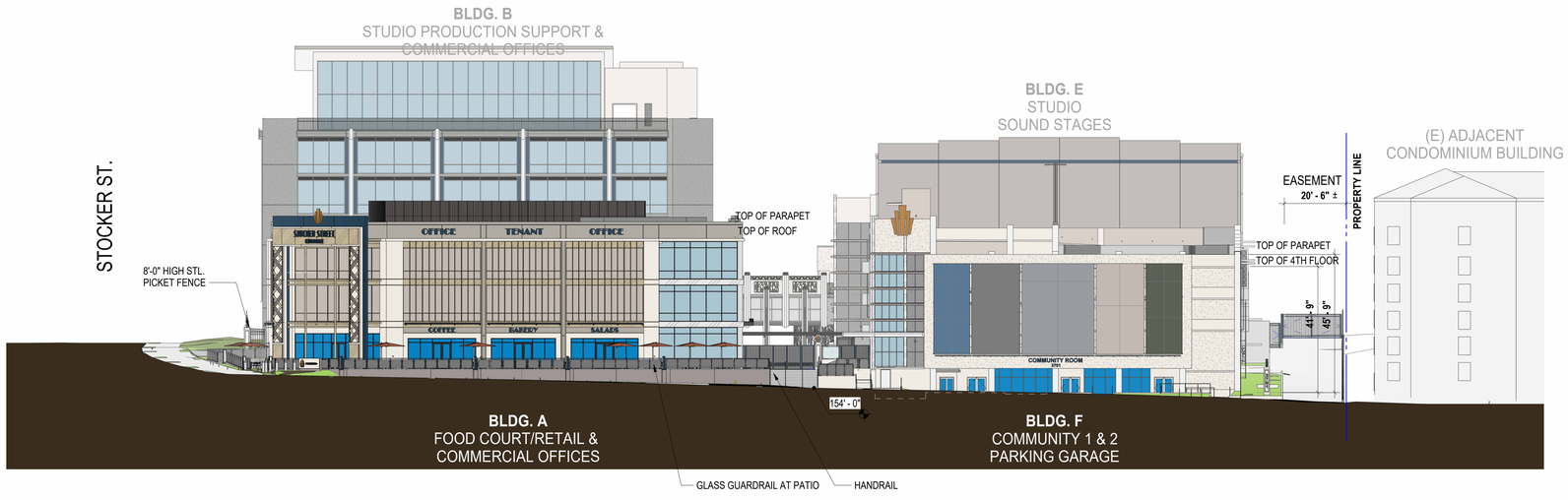
DATE 11/07/2022
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A031

RESERVED FOR LADBS APPROVAL STAMP



1 A032 **ISOMETRIC - SOUTH AT SANTA ROSALIA DRIVE**
N.T.S.



3 A032 **EAST ELEVATION AT SANTA ROSALIA DRIVE**
SCALE: 1" = 20'-0"

0 10' 20' 40'
SCALE: 1" = 20'-0"

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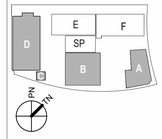
REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
EAST ELEVATION AT SANTA ROSALIA DRIVE

DATE	11/07/2022
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A032

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SID: 058 VOL: 1
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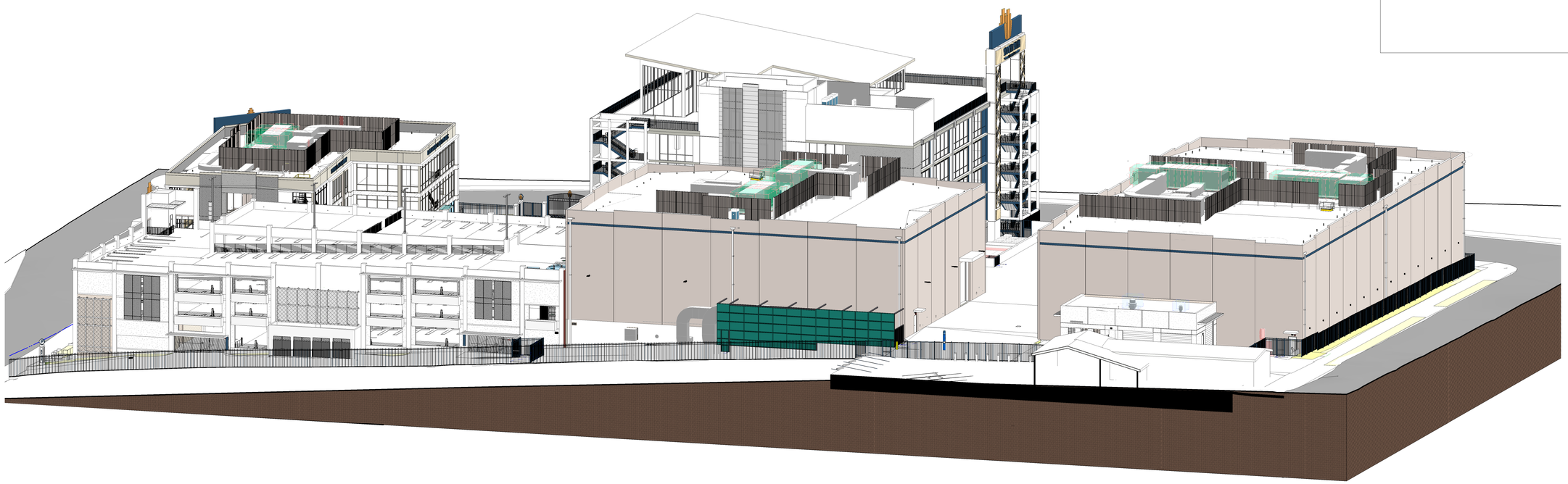
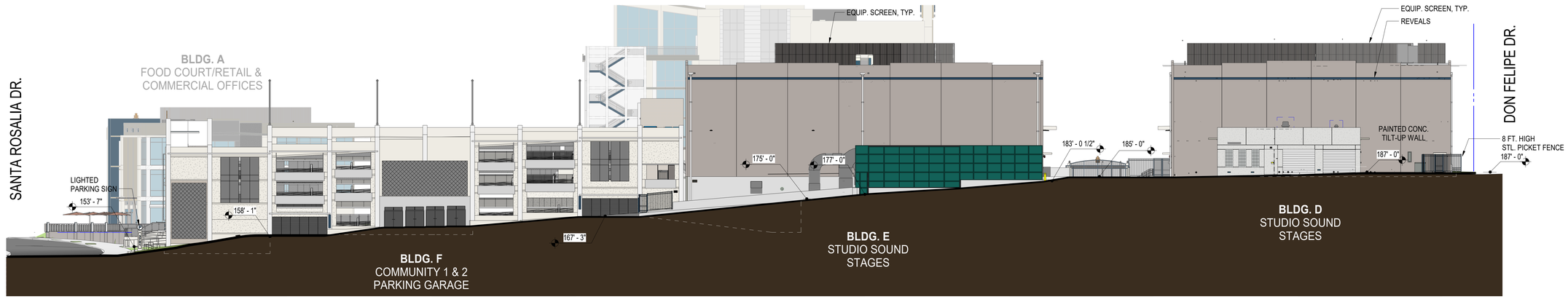


1 A033 ISOMETRIC - NORTH WEST AT EASEMENT
N.T.S.



2 A033 NORTH ELEVATION AT EASEMENT
SCALE: 1" = 20'-0"

SCALE: 1" = 20'-0"

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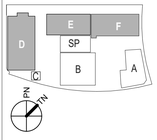

SHEET TITLE:
NORTH ELEVATION AT EASEMENT

DATE	11/07/2022
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A033

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
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SID: /SS VOL: 1
PLOT DATE: 9/26/2025 3:39:26 PM

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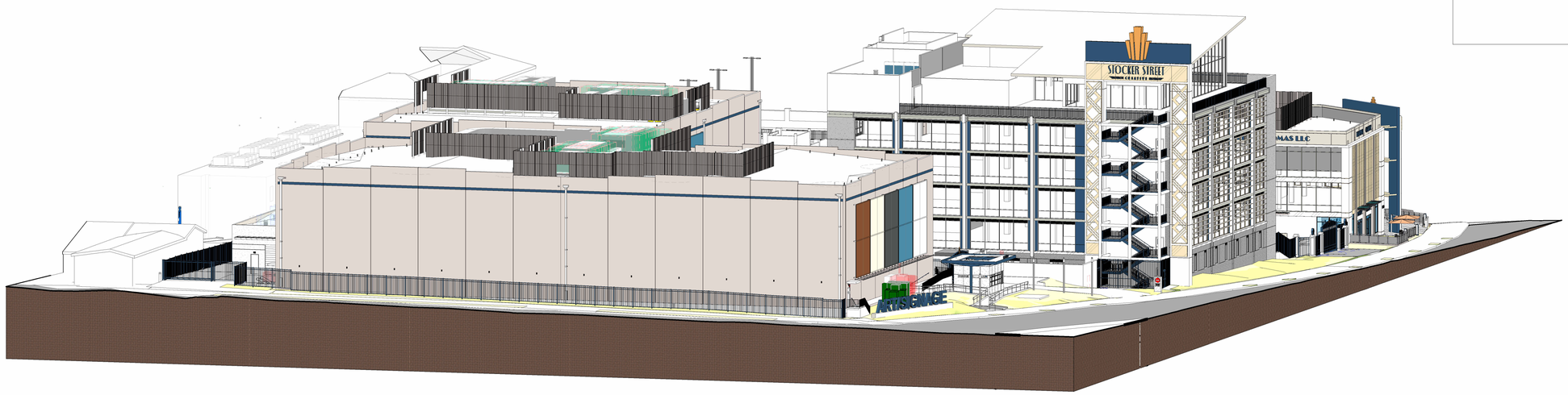
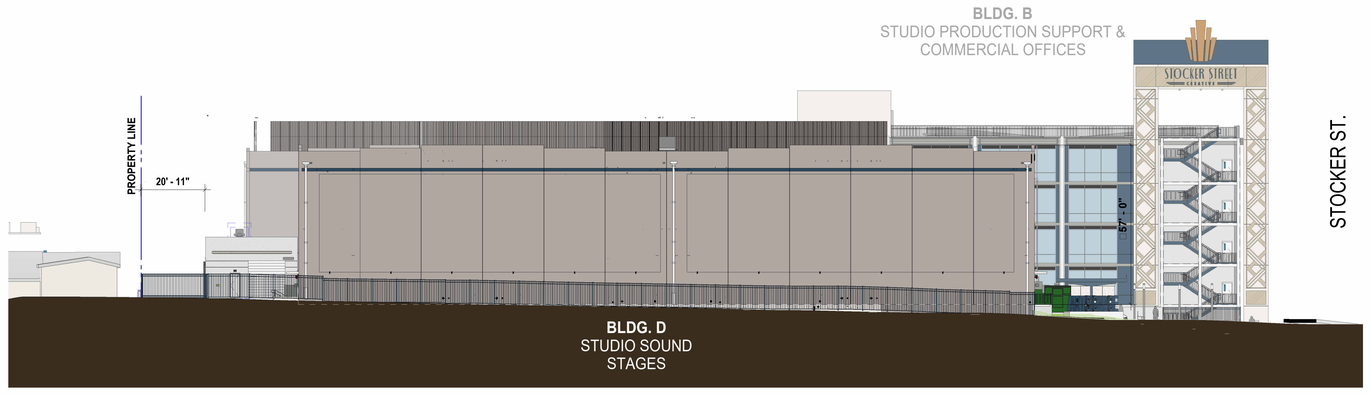


1 A034 **ISOMETRIC - WEST EAST AT DON FELIPE DRIVE**
SCALE:



2 A034 **WEST ELEVATION AT DON FELIPE DRIVE**
SCALE: 1" = 20'-0"

0 10' 20' 40'
SCALE: 1" = 20'-0"

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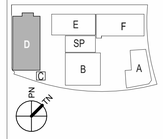
PLANNING
SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
WEST ELEVATION AT DON FELIPE DRIVE

DATE 11/07/2022
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A034

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
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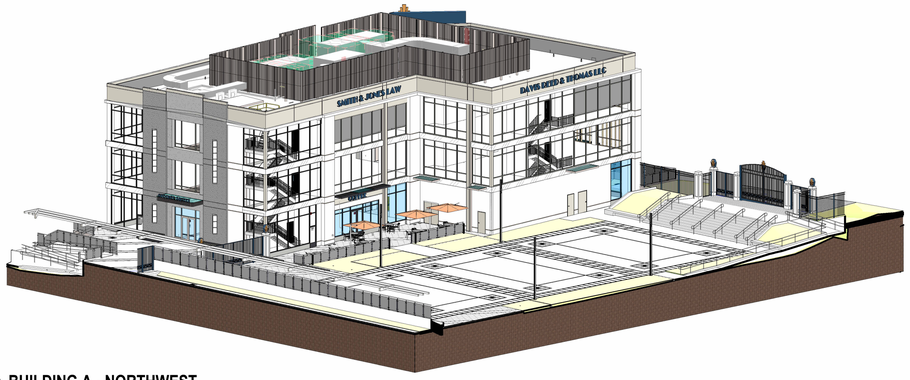
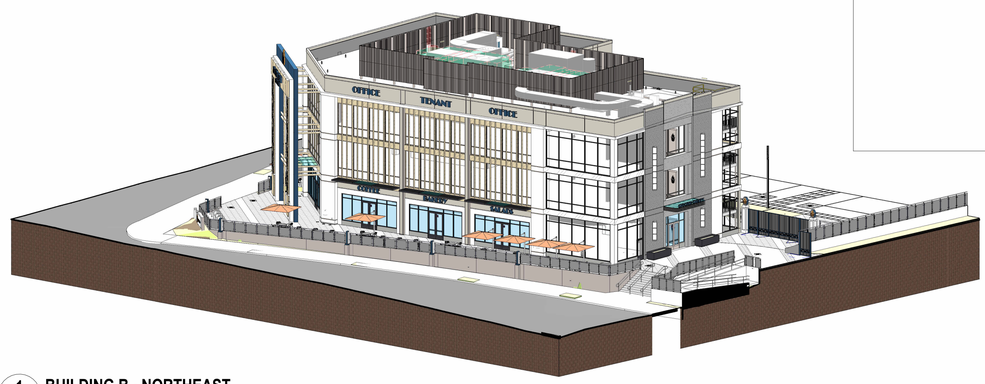
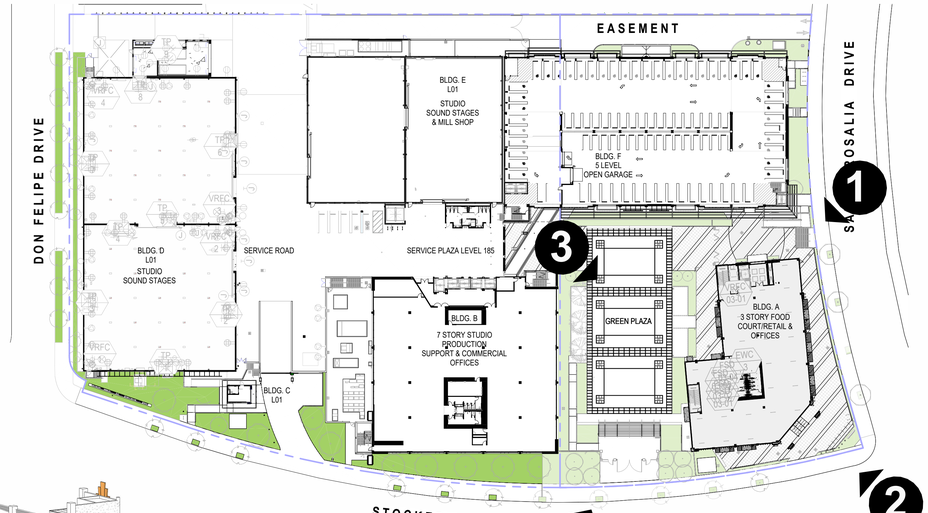
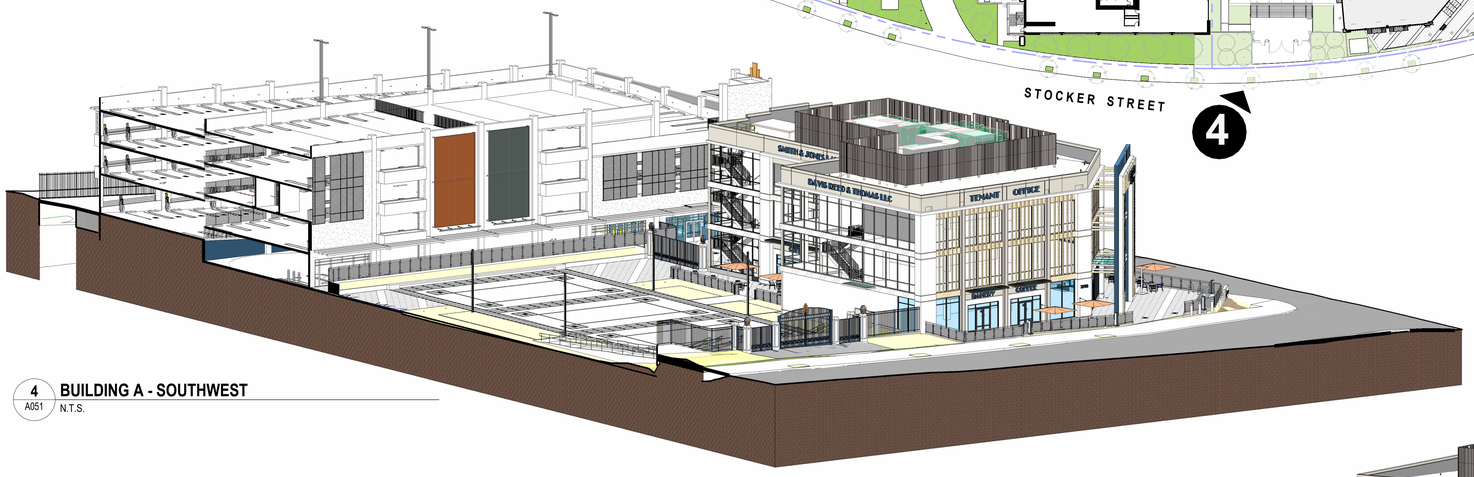


3 A051 **BUILDING A - NORTHWEST**
N.T.S.

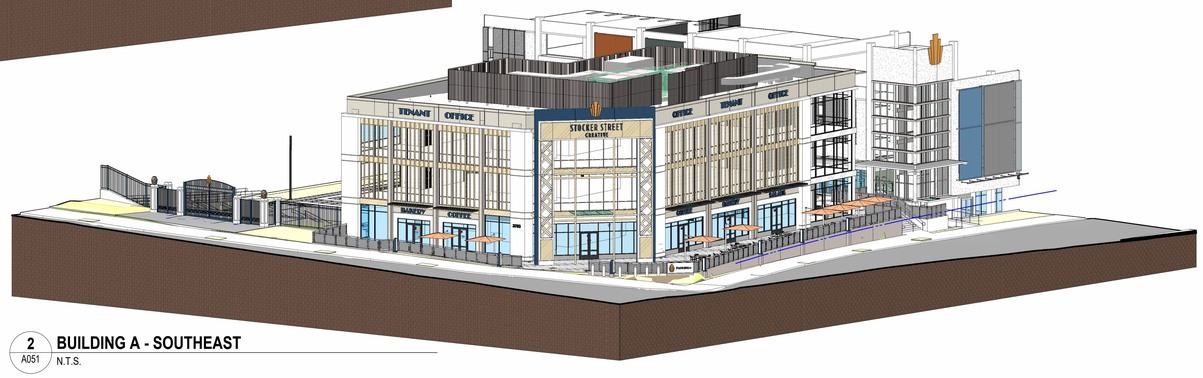


1 A051 **BUILDING B - NORTHEAST**
N.T.S.





4 A051 **BUILDING A - SOUTHWEST**
N.T.S.



2 A051 **BUILDING A - SOUTHEAST**
N.T.S.

JGM
6033 WEST CENTURY BLVD.
SUITE 601
LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 670-8721
www.jgminc.com

CONSULTANTS:

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-3741 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

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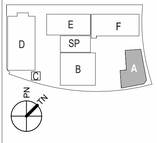
PLANNING
SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
BUILDING A RENDERINGS

DATE 11/07/2022
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A051

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SID: /0$ VOL: 1
PLOT DATE: 9/26/2025 1:19:37 PM

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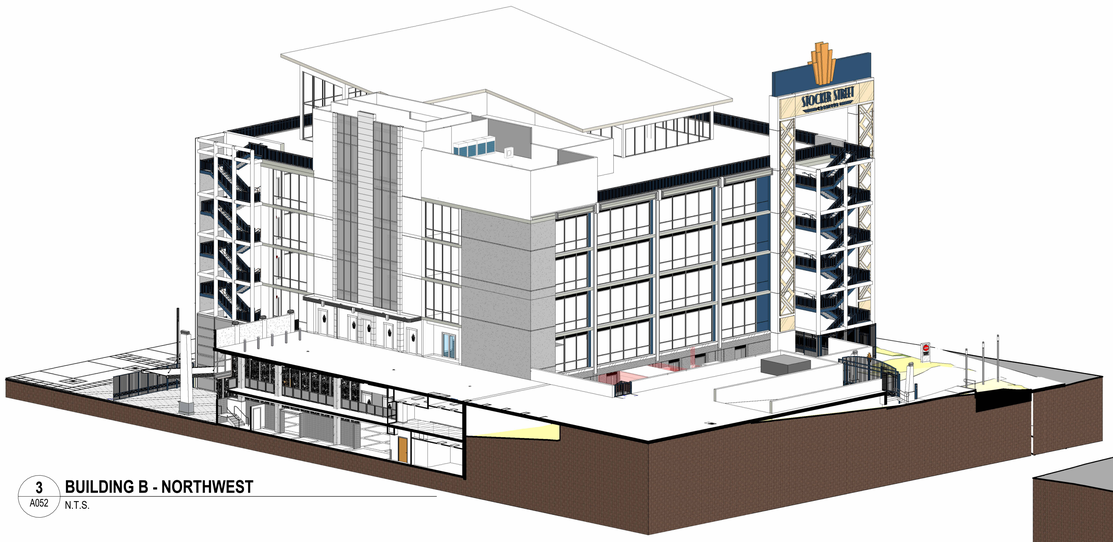
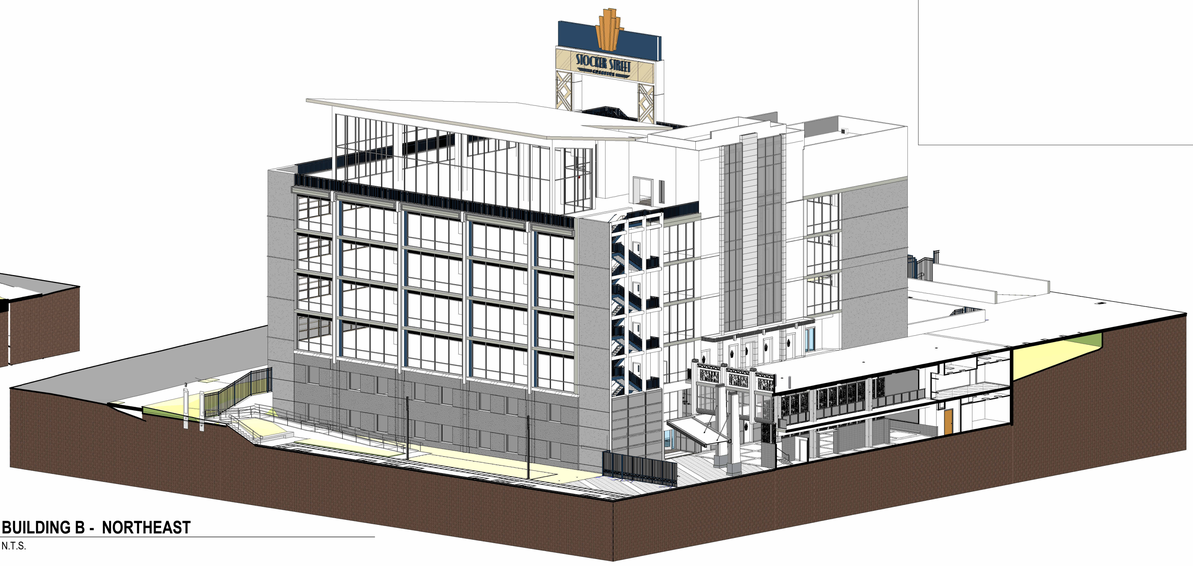
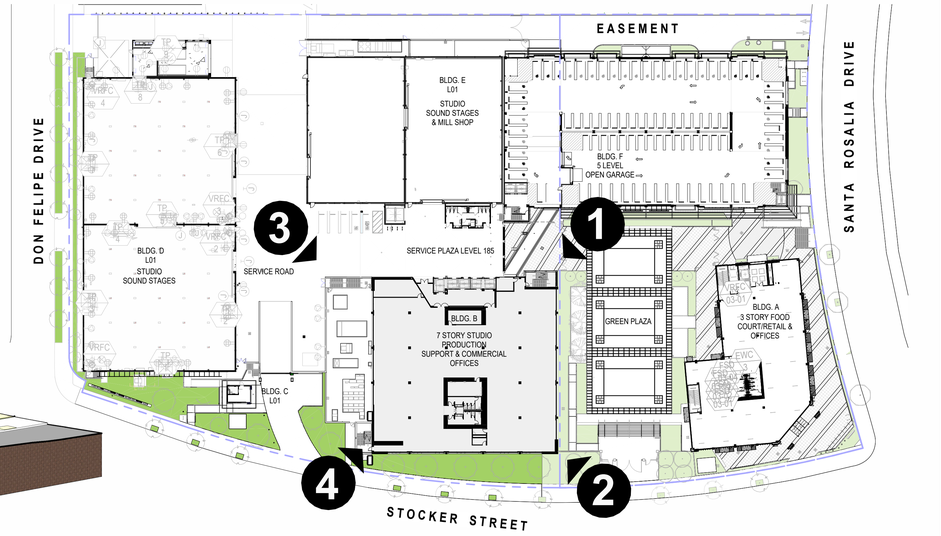
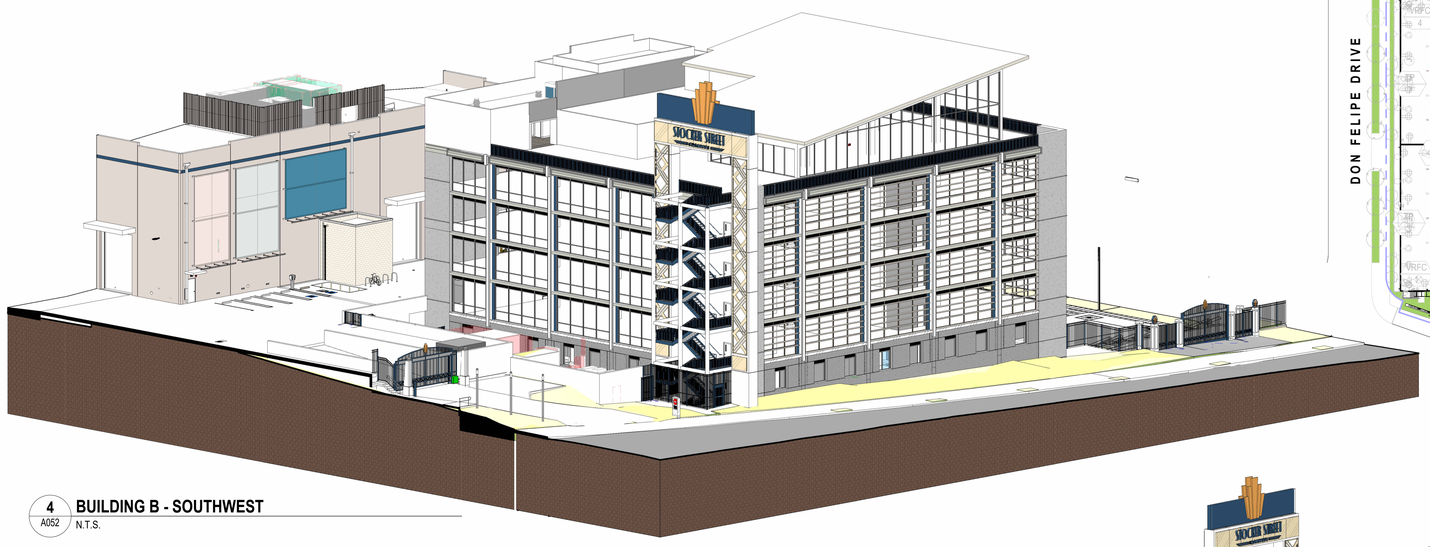


3 A052 **BUILDING B - NORTHWEST**
N.T.S.

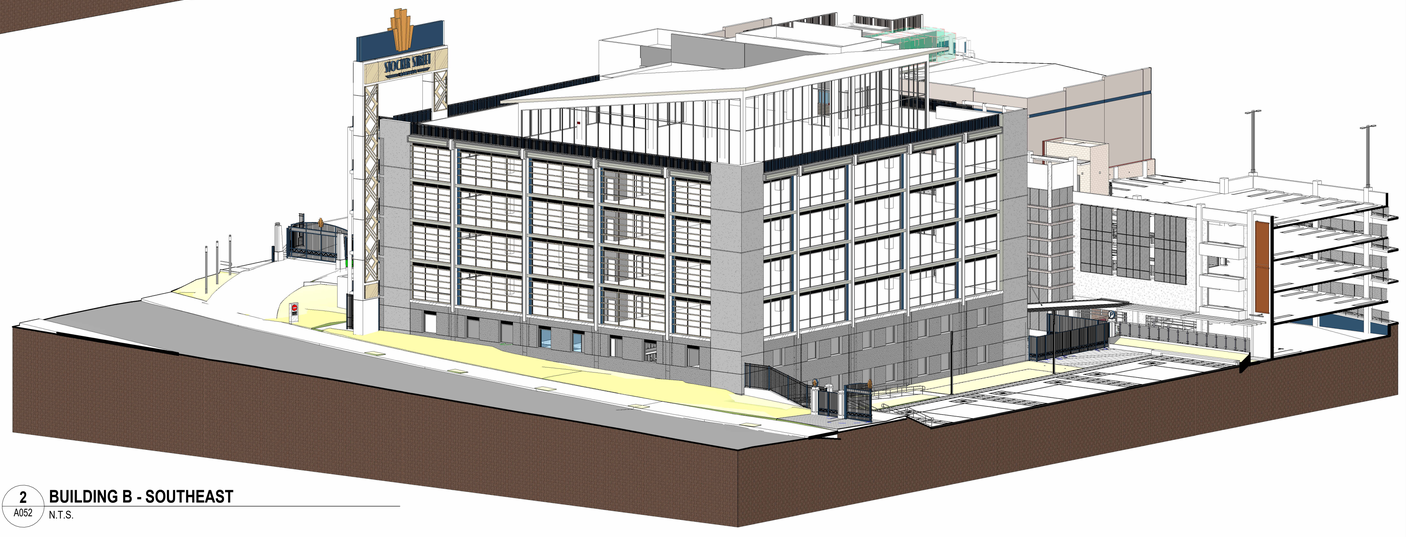


1 A052 **BUILDING B - NORTHEAST**
N.T.S.





4 A052 **BUILDING B - SOUTHWEST**
N.T.S.



2 A052 **BUILDING B - SOUTHEAST**
N.T.S.

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6033 WEST CENTURY BLVD.
SUITE 601
LOS ANGELES, CA 90045
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www.jgminc.com

CONSULTANTS:

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STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

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3731-3741 STOCKER OPPORTUNITY LLC
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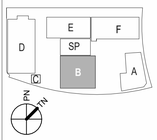
SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
BUILDING B RENDERINGS

DATE	11/07/2022
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A052

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SIO: 058 VOL: 1
PLOT DATE: 9/26/2025 1:20:28 PM

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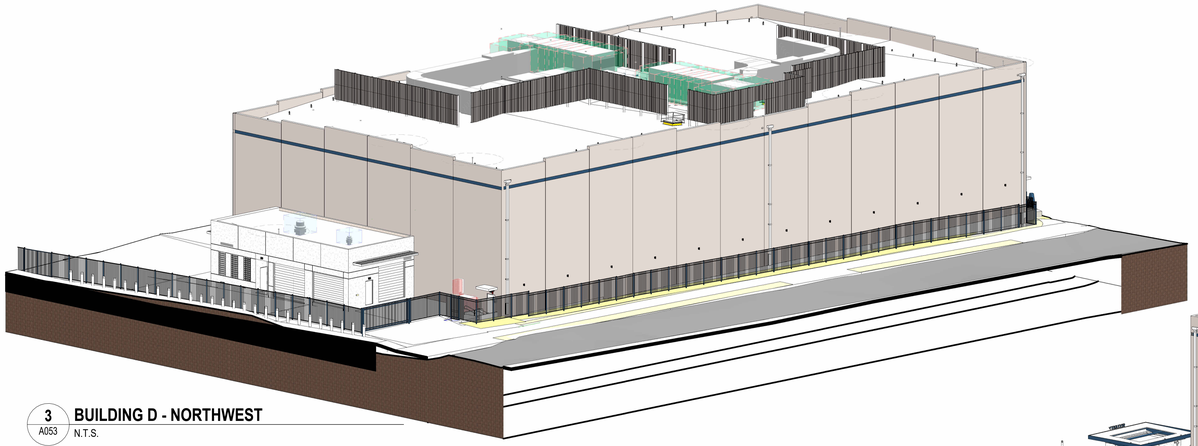
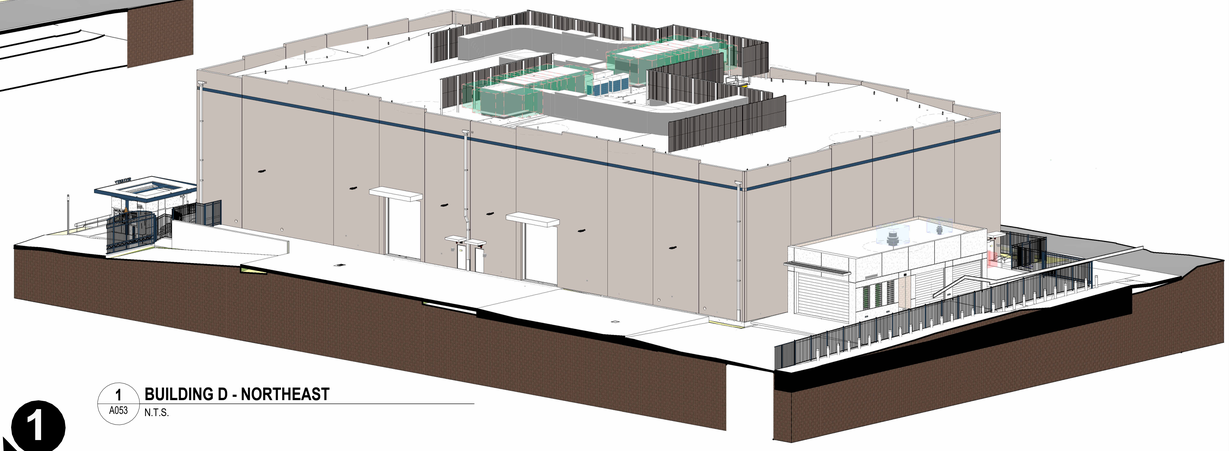


3 A053 **BUILDING D - NORTHWEST**
N.T.S.



1 A053 **BUILDING D - NORTHEAST**
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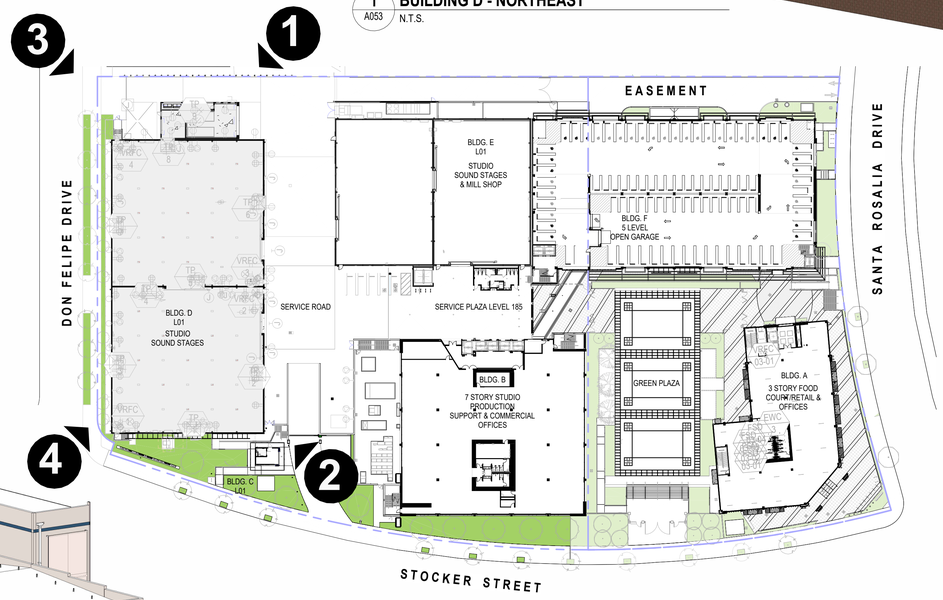
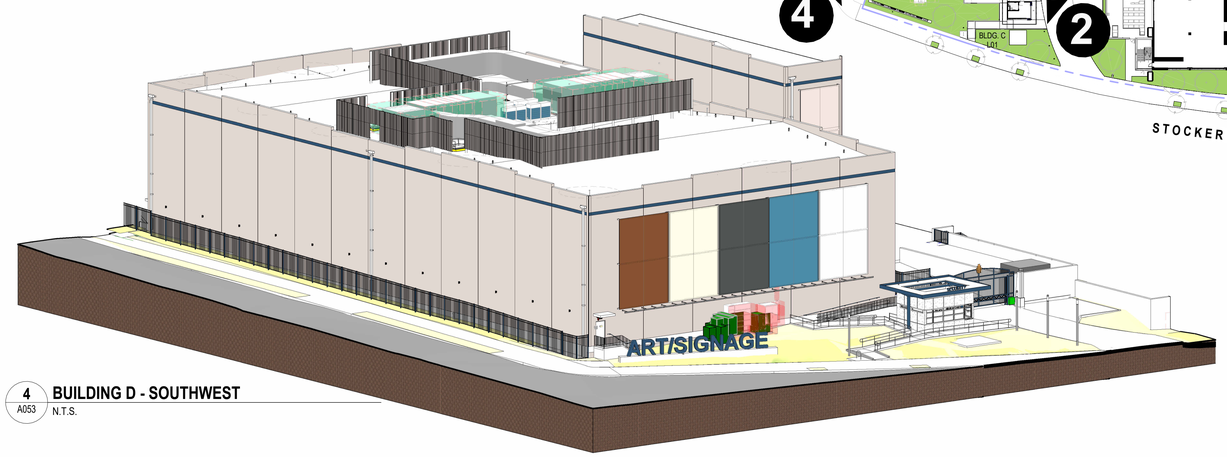
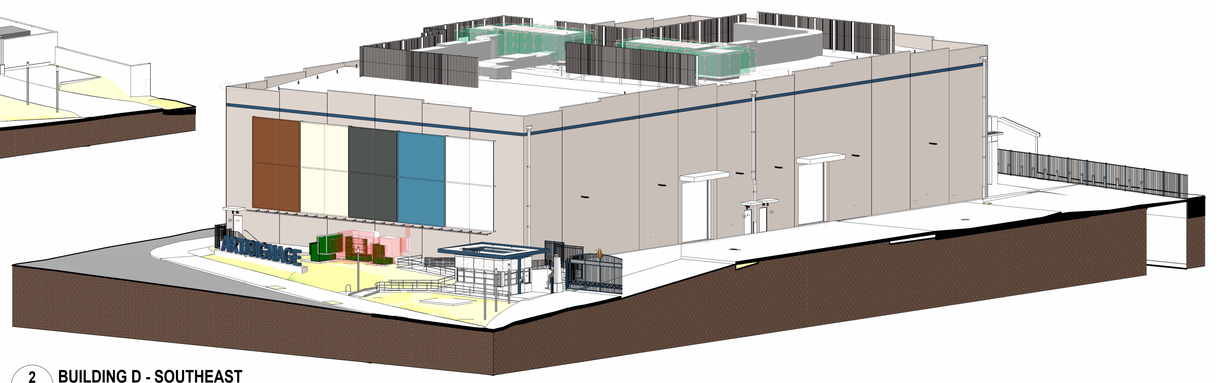




4 A053 **BUILDING D - SOUTHWEST**
N.T.S.



2 A053 **BUILDING D - SOUTHEAST**
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SUITE 601
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www.jgminc.com

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CLIENT:
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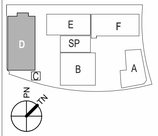
REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
BUILDING D RENDERINGS

DATE	08/24/23
DRAWN BY	Author
CHECKED BY	Checker

SHEET NO.:
A053

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SIO: 0S6 VOL: 1
PLOT DATE: 9/26/2025 1:20:59 PM

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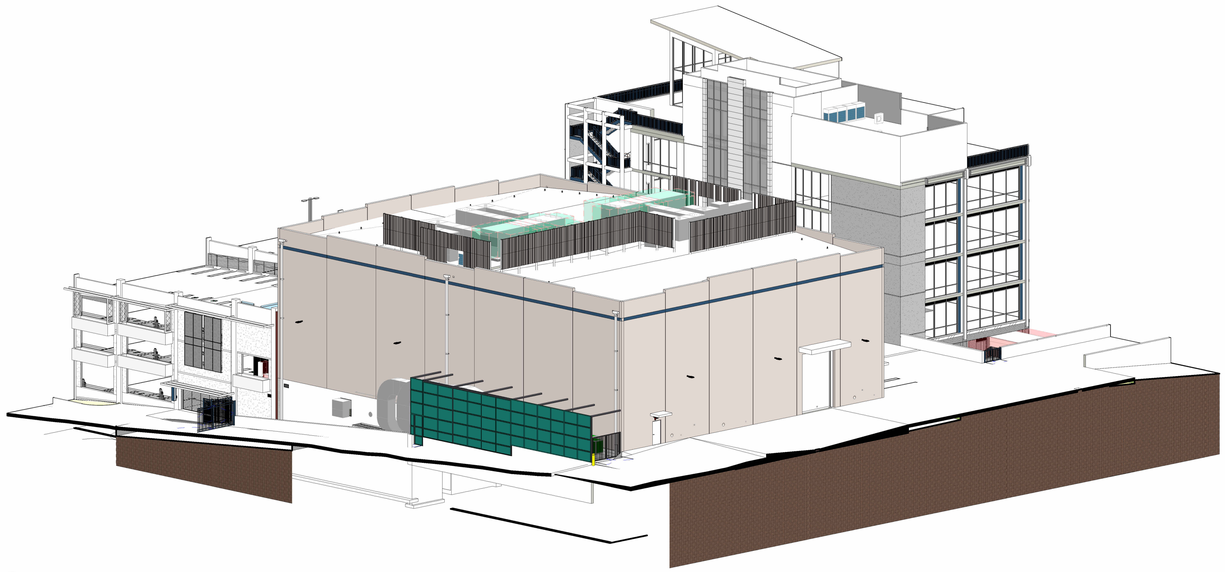
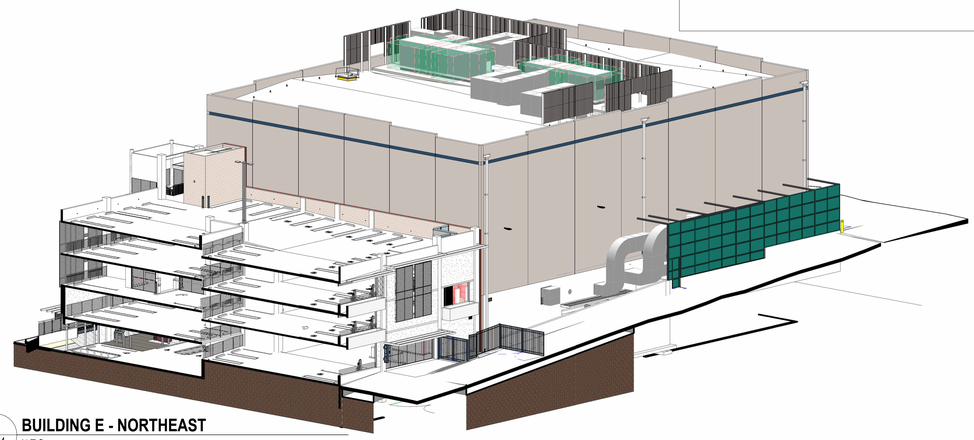
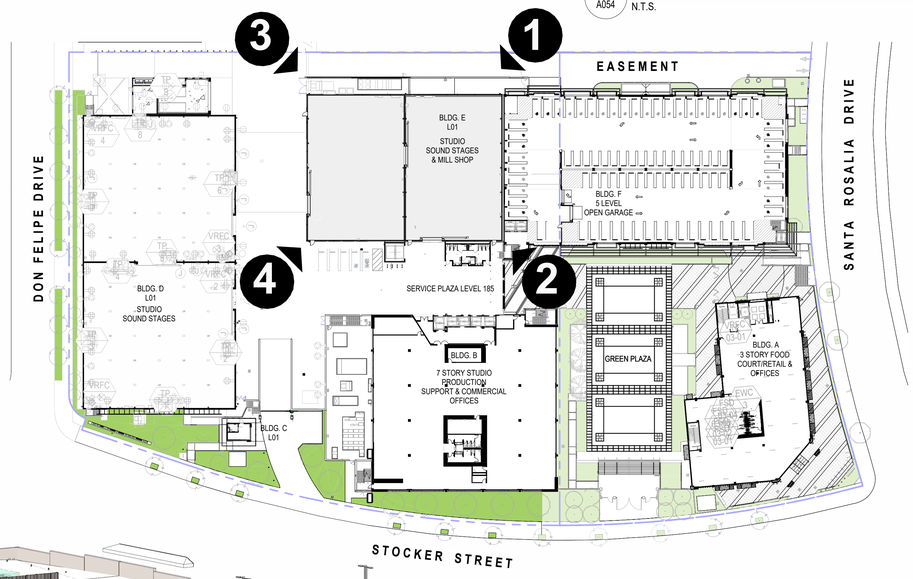
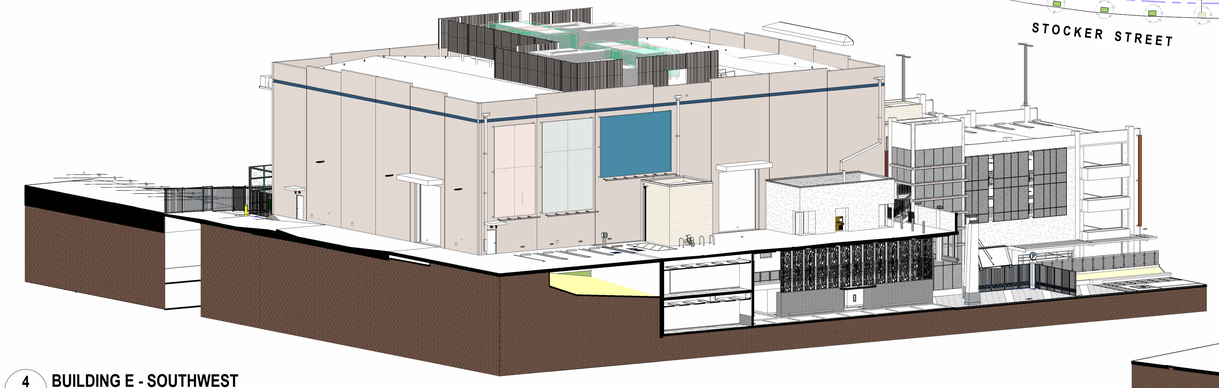


3 A054 **BUILDING E - NORTHWEST**
N.T.S.

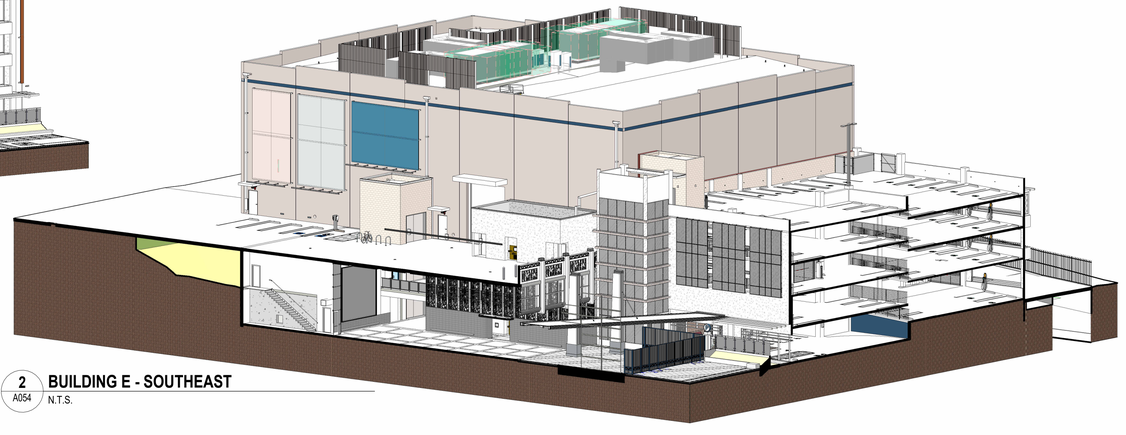


1 A054 **BUILDING E - NORTHEAST**
N.T.S.





4 A054 **BUILDING E - SOUTHWEST**
N.T.S.



2 A054 **BUILDING E - SOUTHEAST**
N.T.S.

JGM
6033 WEST CENTURY BLVD.
SUITE 601
LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 670-8721
www.jgminc.com

CONSULTANTS:

PROJECT NAME:
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LOS ANGELES, CA 90008

CLIENT:
3731-3741 STOCKER OPPORTUNITY LLC
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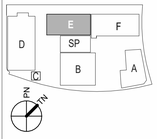
PLANNING
SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
BUILDING E RENDERINGS

DATE 11/07/2022
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A054

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SID: /0$ VOL: 1
PLOT DATE: 9/26/2025 1:21:46 PM

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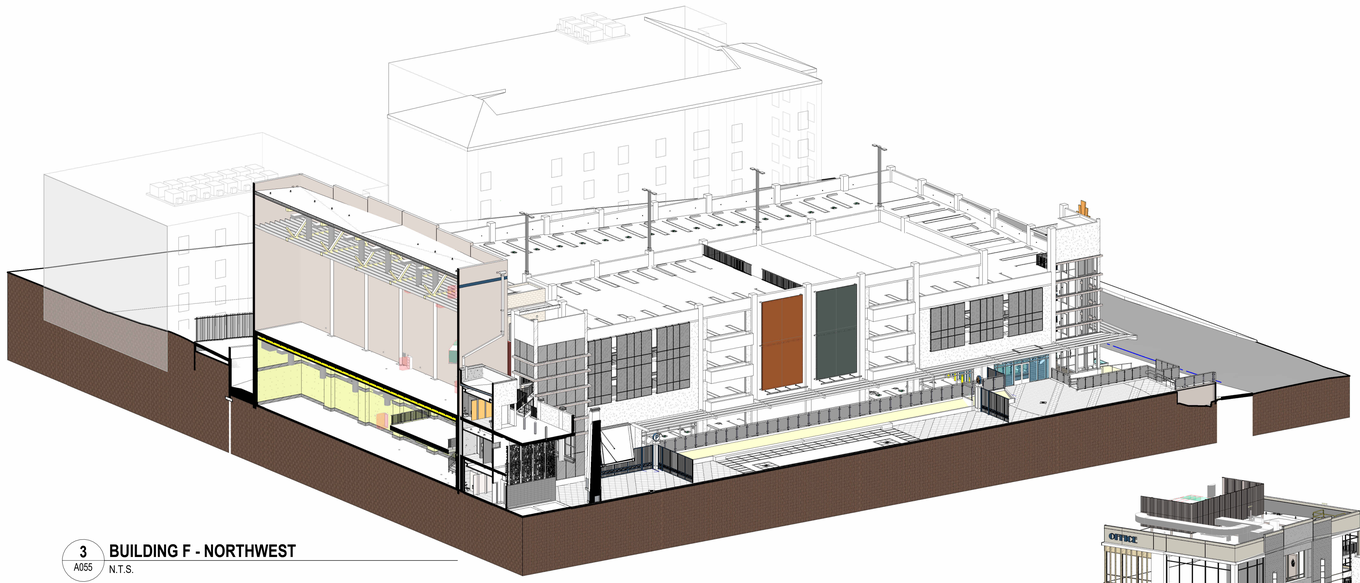
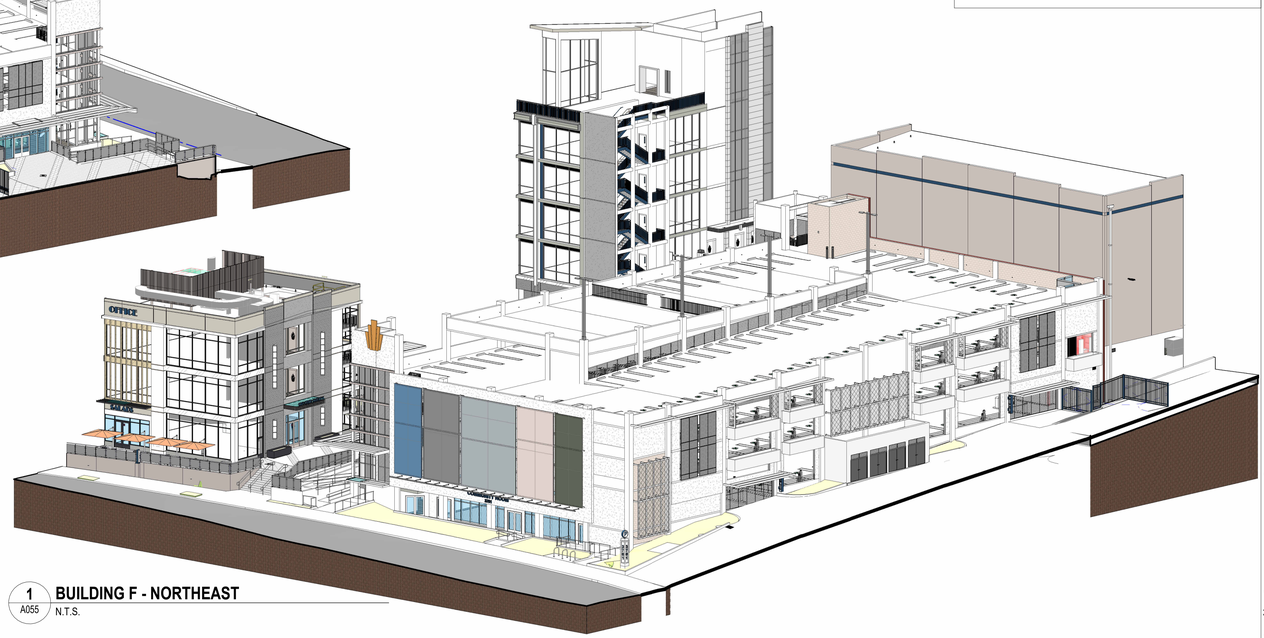
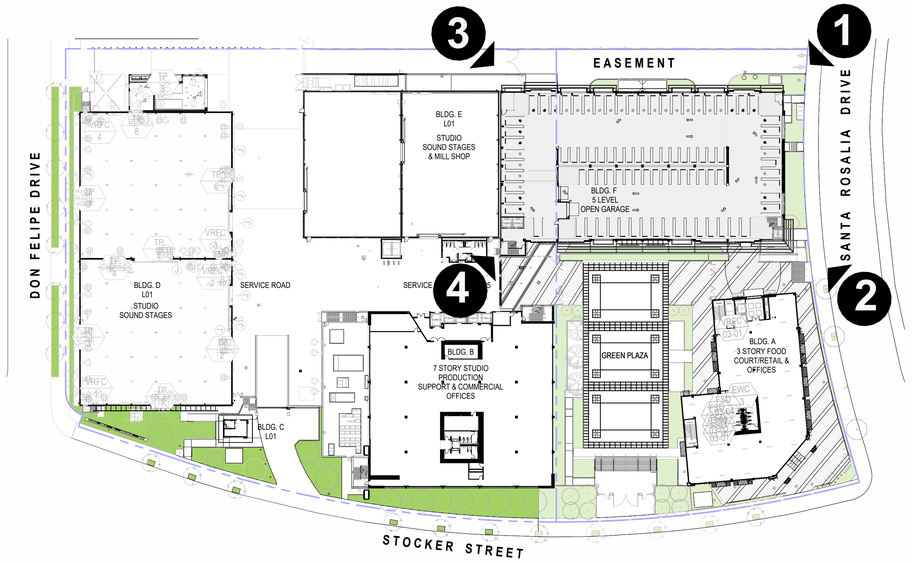
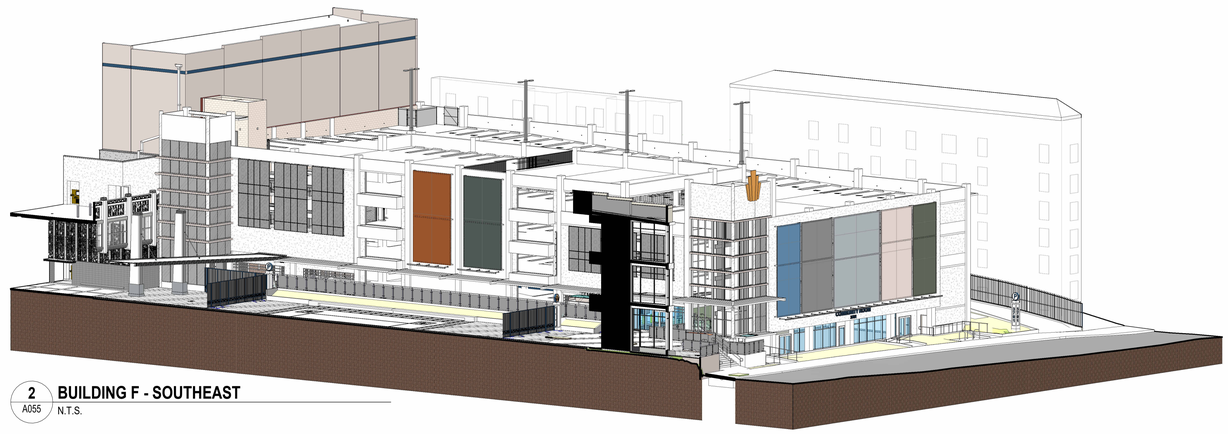


3 A055 **BUILDING F - NORTHWEST**
N.T.S.



1 A055 **BUILDING F - NORTHEAST**
N.T.S.





2 A055 **BUILDING F - SOUTHEAST**
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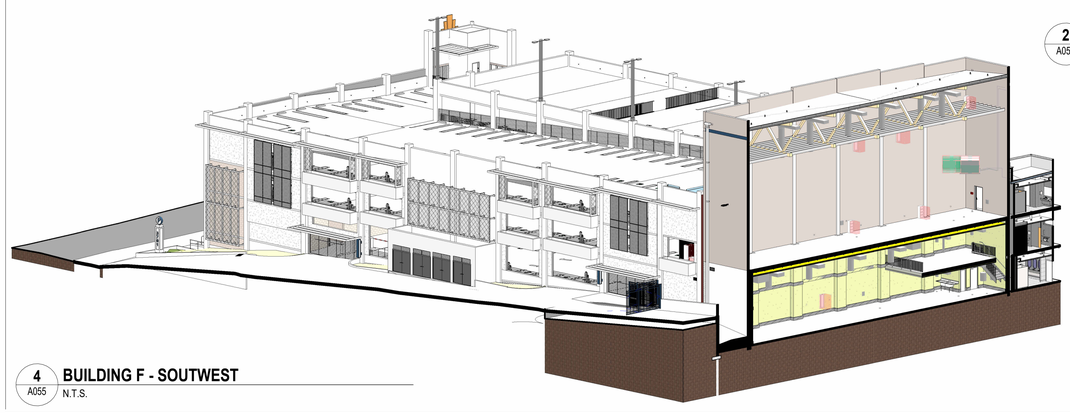

4 A055 **BUILDING F - SOUTWEST**
N.T.S.

JGM
6033 WEST CENTURY BLVD.
SUITE 601
LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 670-8721
www.jgminc.com

CONSULTANTS:

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
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CLIENT:
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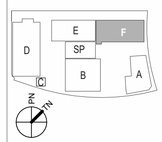
SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
BUILDING F RENDERINGS

DATE 11/07/2022
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A055

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SIO: 1566 VOL: 1
PLOT DATE: 9/26/2025 1:22:30 PM

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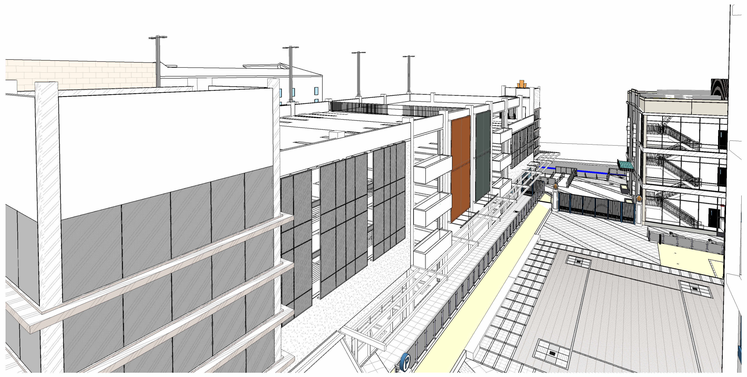
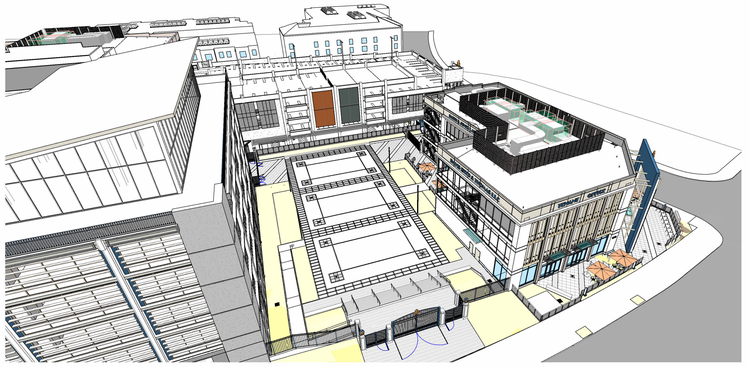
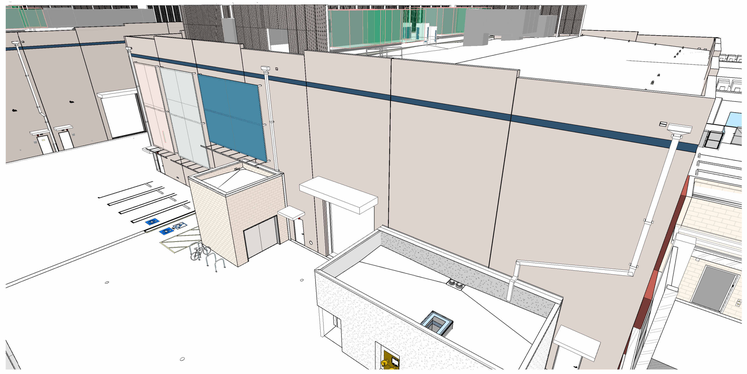


3 A056 **BLDG. F VIEW FROM BLDG. B ROOF TOP**
N.T.S.



1 A056 **PLAZA VIEW FROM BLDG. B ROOF TOP**
N.T.S.



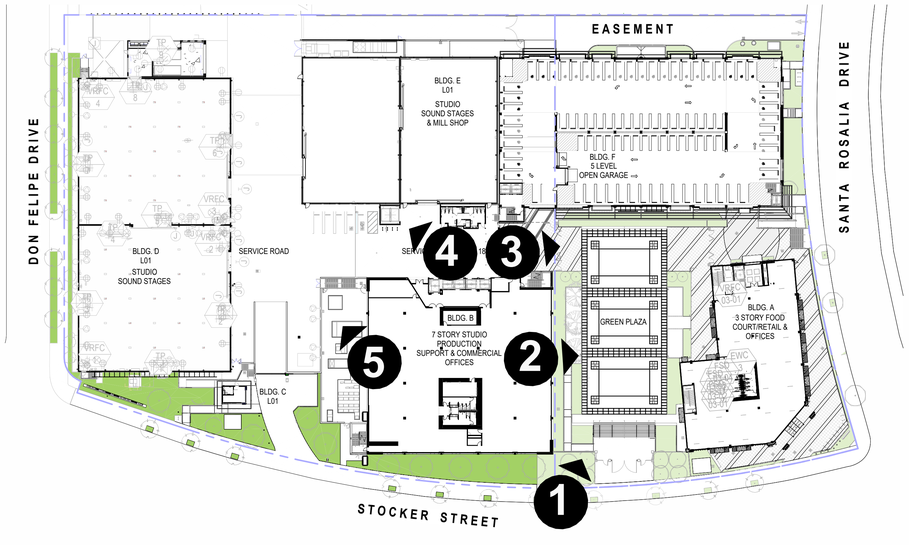
4 A056 **BLDG. E VIEW FROM BLDG. B ROOF TOP**
N.T.S.



2 A056 **BLDG. A VIEW FROM BLDG. B ROOF TOP**
N.T.S.



5 A056 **BLDG. D VIEW FROM BLDG. B ROOF TOP**
N.T.S.



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LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 670-8721
www.jgminc.com

CONSULTANTS:

PROJECT NAME:
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3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-3741 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

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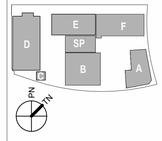
PLANNING
SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
BUILDING VIGNETTES

DATE 11/07/2022
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A056

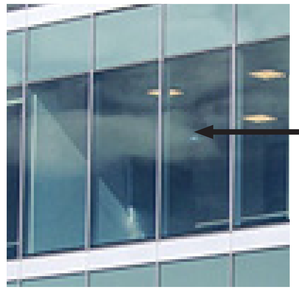
PLOT DATE: 9/26/2025 1:23:27 PM
DISCIPLINE: ARCHITECTURAL
SSO_056 VOL. 1
FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt



STUCCO WALL -



CONCRETE WALL



VISION GLASS



BRONZE GLASS



CURTAIN WALL MULLIONS

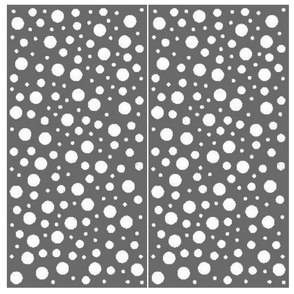
WALL PAINT -
SHERWIN WILLIAMS
ALABASTER

WALL PAINT -
SHERWIN WILLIAMS
DORIAN GREY

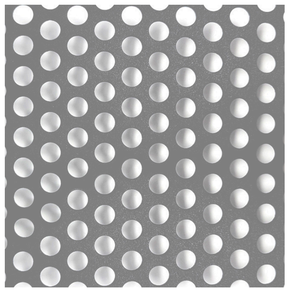
WALL PAINT -
SHERWIN WILLIAMS
SALTY DOG

WALL PAINT -
SHERWIN WILLIAMS
TRICORN BLACK

WALL PAINT -
SHERWIN WILLIAMS
COURTYARD



PERFORATED SCREEN
BUBBLES
27% OPEN AREA



PERFORATED SCREEN
40% OPEN AREA

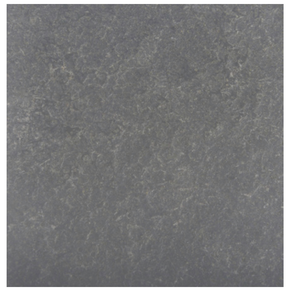


CMU - NATURAL GRAY

MONUMENT & FINS
ACCENT COLOR - GOLD



SITE CONCRETE



SITE CONCRETE

GFRP - GLASS FIBER REIN-
FORCED PLASTIC

ARCHITECTURAL EXPOSED
STEEL - PAINTED

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LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 670-8721
www.jgminc.com

CONSULTANTS:

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LOS ANGELES, CA 90008

CLIENT:
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3751-3761 STOCKER TRADITIONAL LLC

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REV NO.	DATE	DESCRIPTION

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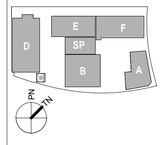

SHEET TITLE:
MATERIALS

DATE 11/07/2022
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A100

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: GENERAL
SIO_0 VOL_1
PLOT DATE: 12/10/2023 11:24:34 AM

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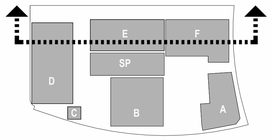
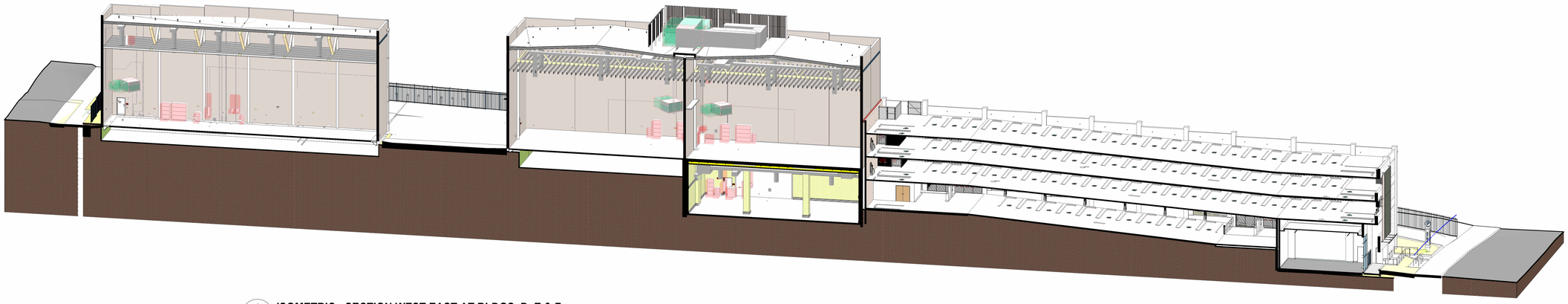
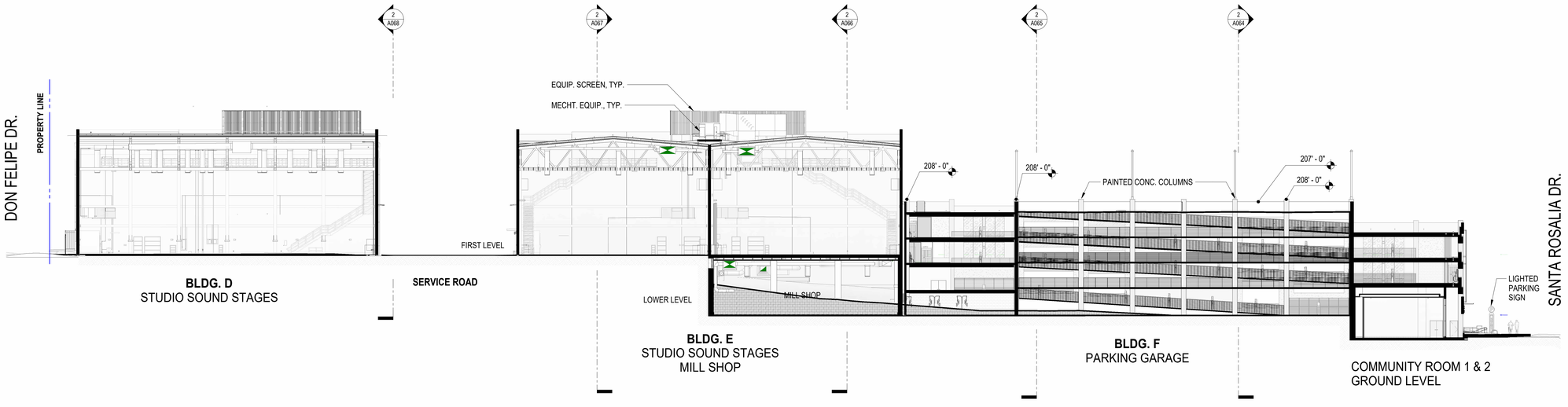




1 / A061 **ISOMETRIC - SECTION WEST EAST AT BLDGS. D, E & F**
N.T.S.



2 / A061 **EAST-WEST SECTION AT BLDGS. D, E & F**
SCALE: 1" = 20'-0"

0 10' 20' 40'
SCALE: 1" = 20'-0"

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CONSULTANTS:

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-3741 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

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REV NO.	DATE	DESCRIPTION

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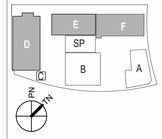

SHEET TITLE:
EAST-WEST SECTION AT BLDGS D, E & F

DATE	11/07/2022
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A061

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SID: I358 VOL: 1
PLOT DATE: 9/26/2025 1:24:25 PM

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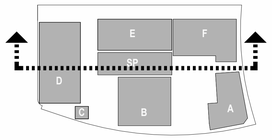
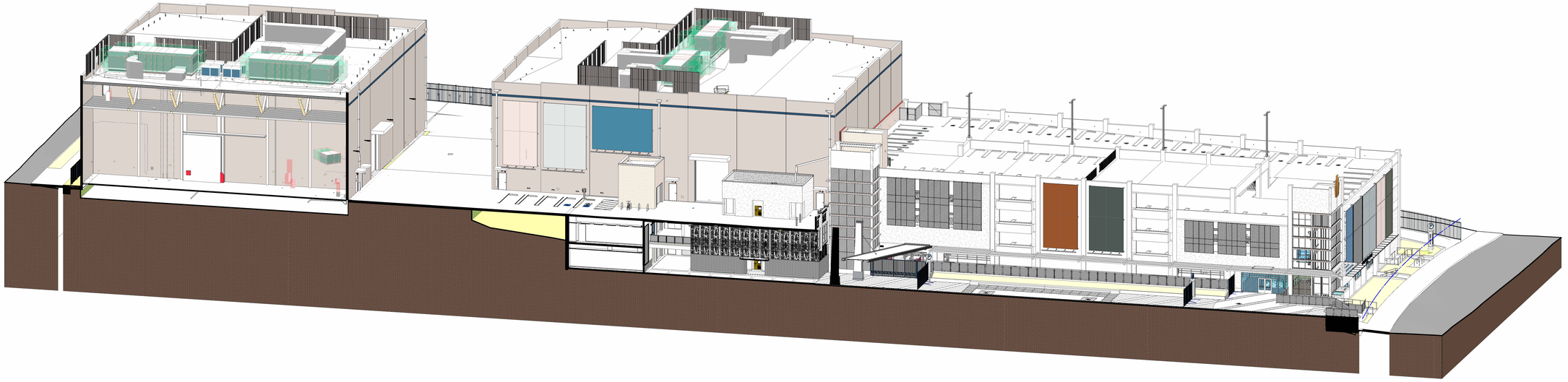
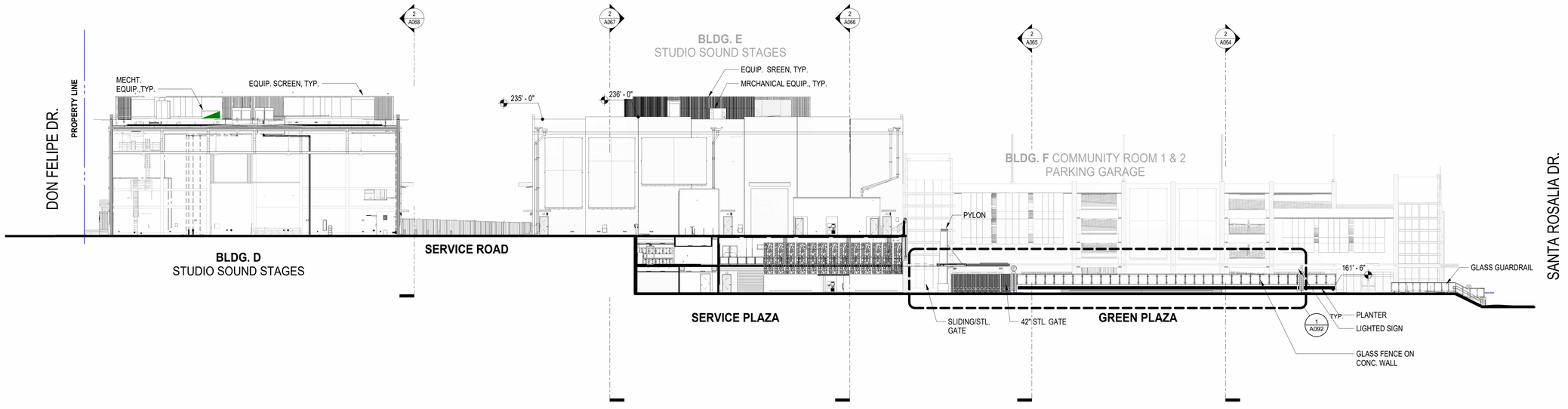




1 A062 **ISOMETRIC - SECTION EAST WEST AT BLDGS. D & SERVICE PLAZA**
N.T.S.



2 A062 **EAST-WEST SECTION AT BLDGS. D & SERVICE PLAZA**
SCALE: 1" = 20'-0"

0 10' 20' 40'
SCALE: 1" = 20'-0"

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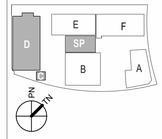
REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
EAST-WEST SECTION AT BLDG D & SERVICE PLAZA

DATE	11/07/2022
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A062

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SIO: 1358 VOL. 1
PLOT DATE: 9/26/2025 1:25:12 PM

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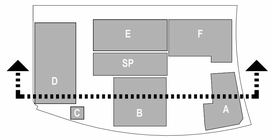
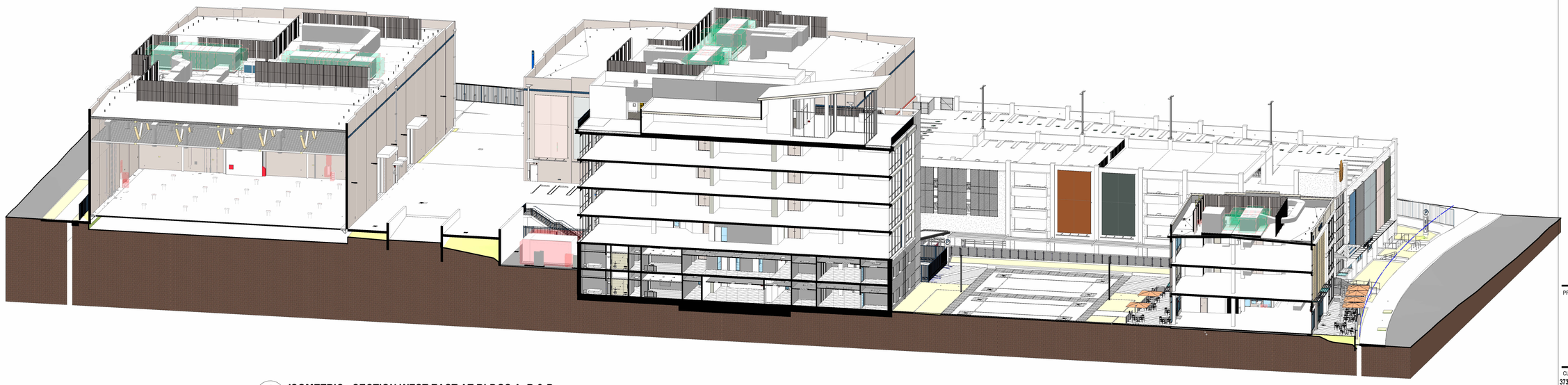
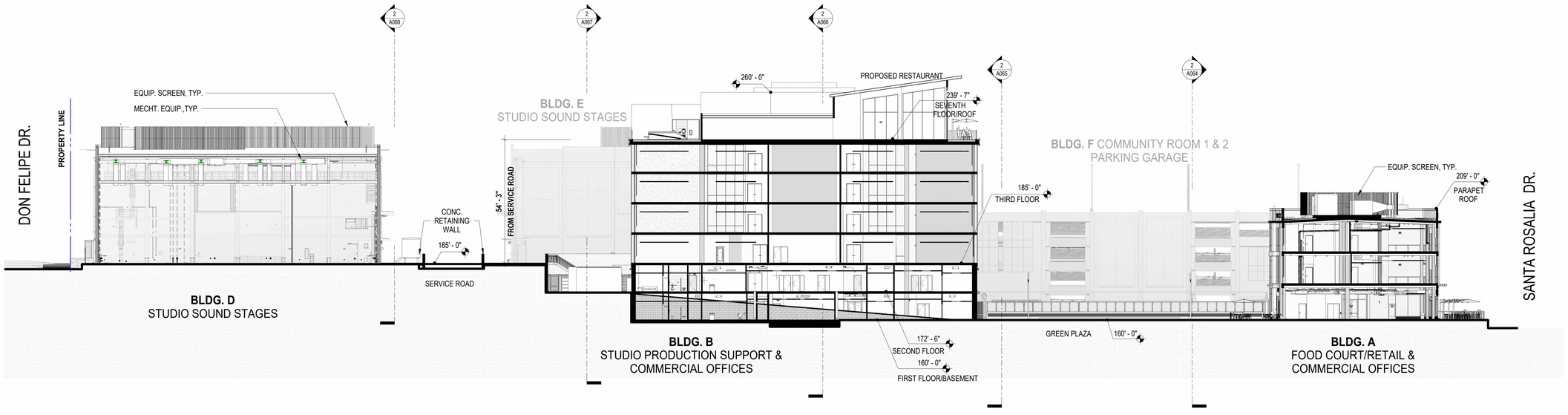




1 A063 **ISOMETRIC - SECTION WEST EAST AT BLDGS A, B & D**
N.T.S.



2 A063 **EAST-WEST SECTION AT BLDGS. A, B & D**
SCALE: 1" = 20'-0"

0 10' 20' 40'
SCALE: 1" = 20'-0"

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REV NO.	DATE	DESCRIPTION

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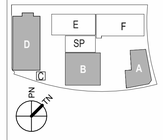


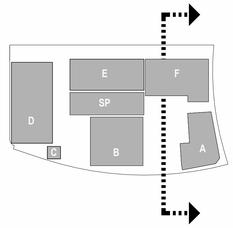
SHEET TITLE:
EAST-WEST SECTION AT BLDGS A, B & D

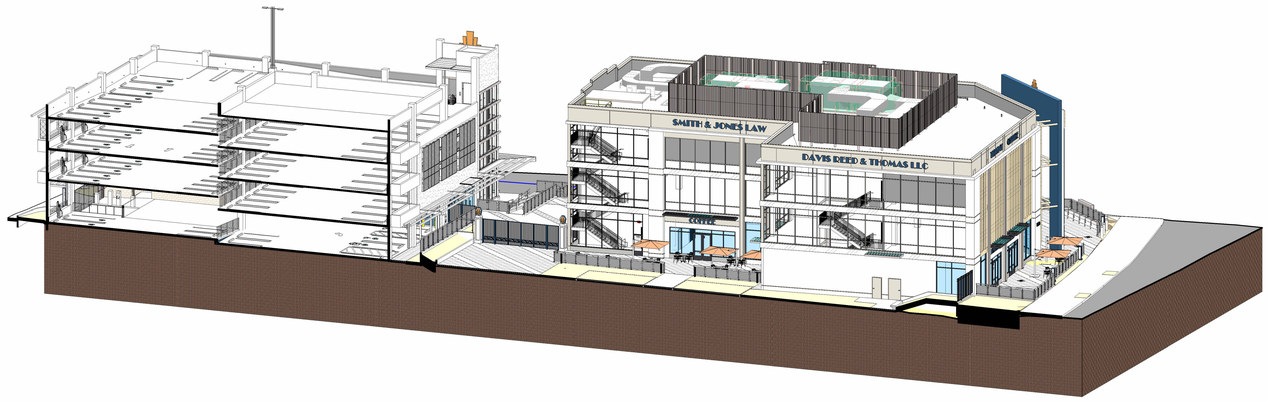
DATE	11/07/2022
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A063

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SID: 058 VOL: 1
PLOT DATE: 9/26/2025 1:26:18 PM

RESERVED FOR LADBS APPROVAL STAMP





1 A064 **ISOMETRIC - SOUTH SECTION AT BLDG. F & CENTRAL GARDEN**
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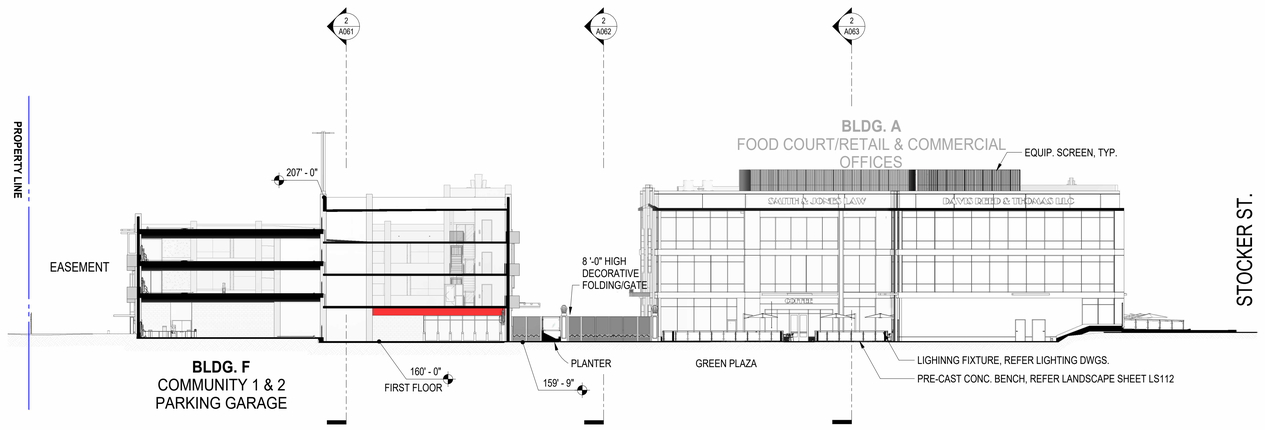

2 A064 **NORTH-SOUTH SECTION AT BLDG. F & GREEN PLAZA**
SCALE: 1" = 20'-0"

0 10' 20' 40'
SCALE: 1" = 20'-0"

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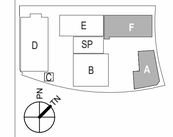
REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
NORTH-SOUTH SECTION AT BLDG F & OPEN COURTYARD (LOOKING AT BLDG A)

DATE	11/07/2022
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A064

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SIO: 1569 VOL: 1
PLOT DATE: 9/26/2025 1:26:39 PM

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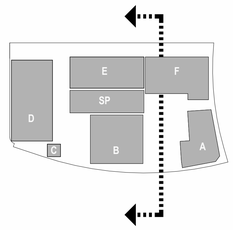

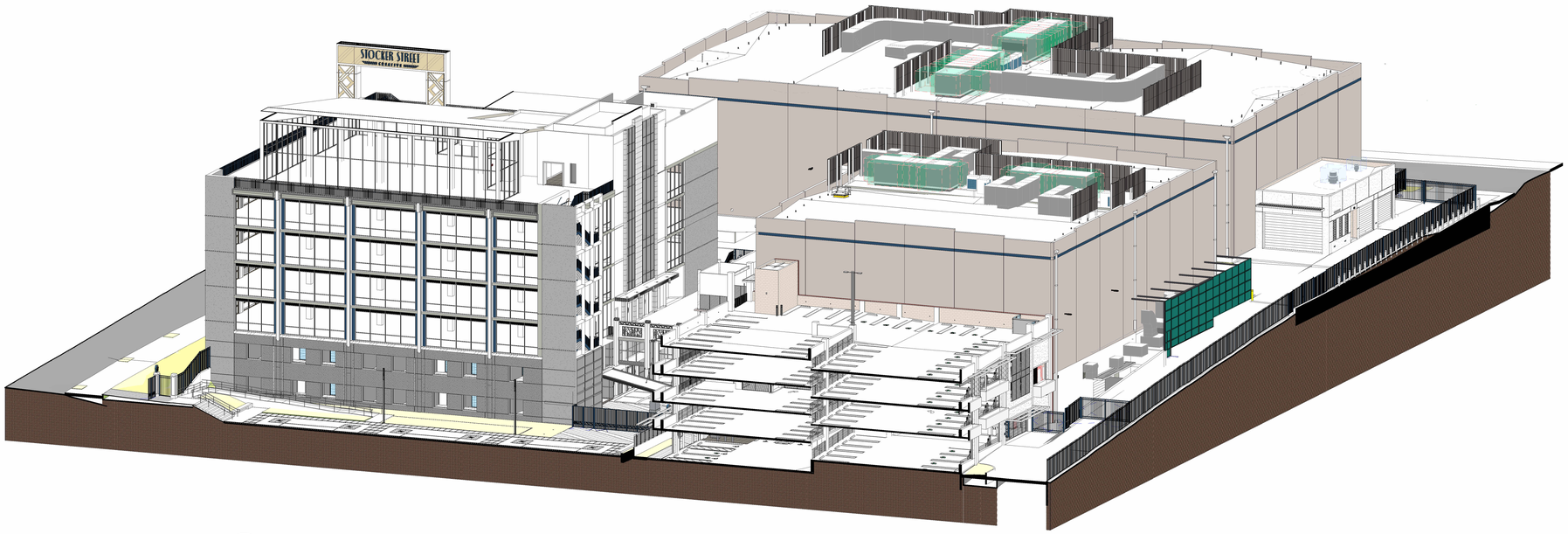

1 A065 **ISOMETRIC - SECTION NORTH SOUTH AT BLDG. F & GREEN PLAZA**
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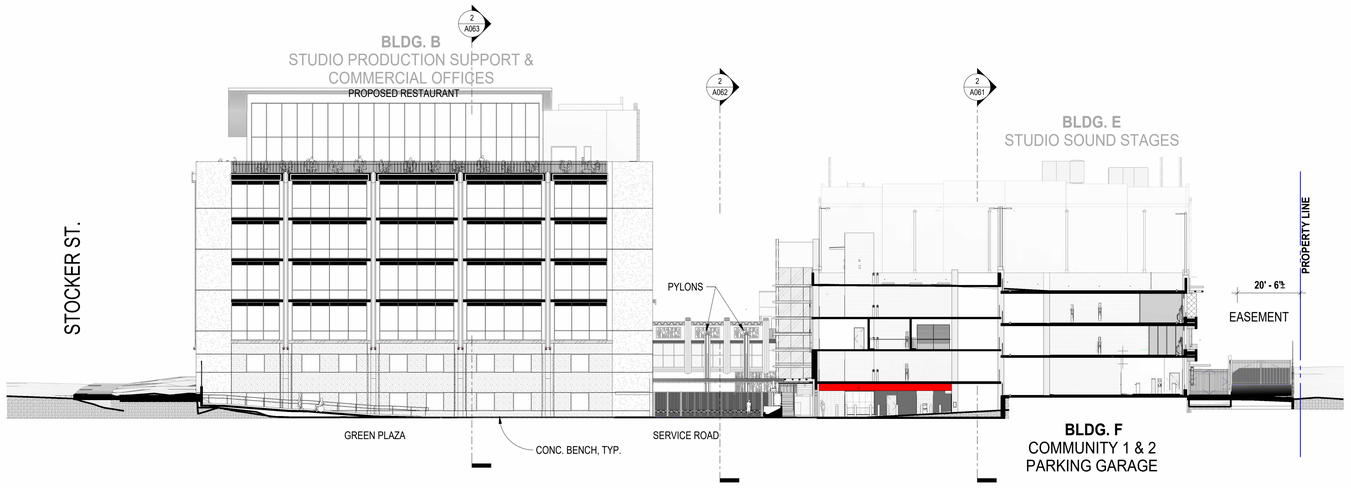

2 A065 **NORTH-SOUTH SECTION AT BLDG. F & GREEN PLAZA**
SCALE: 1" = 20'-0"

0 10' 20' 40'
SCALE: 1" = 20'-0"

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3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

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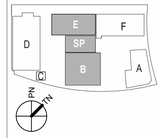
REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
NORTH-SOUTH SECTION AT GREEN PLAZA & BUILDG F (LOOKING AT BLDG B)

DATE	11/07/2022
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A065

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SID: /SS VOL: 1
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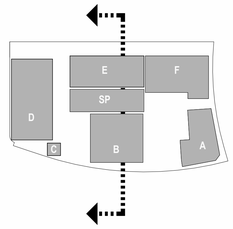
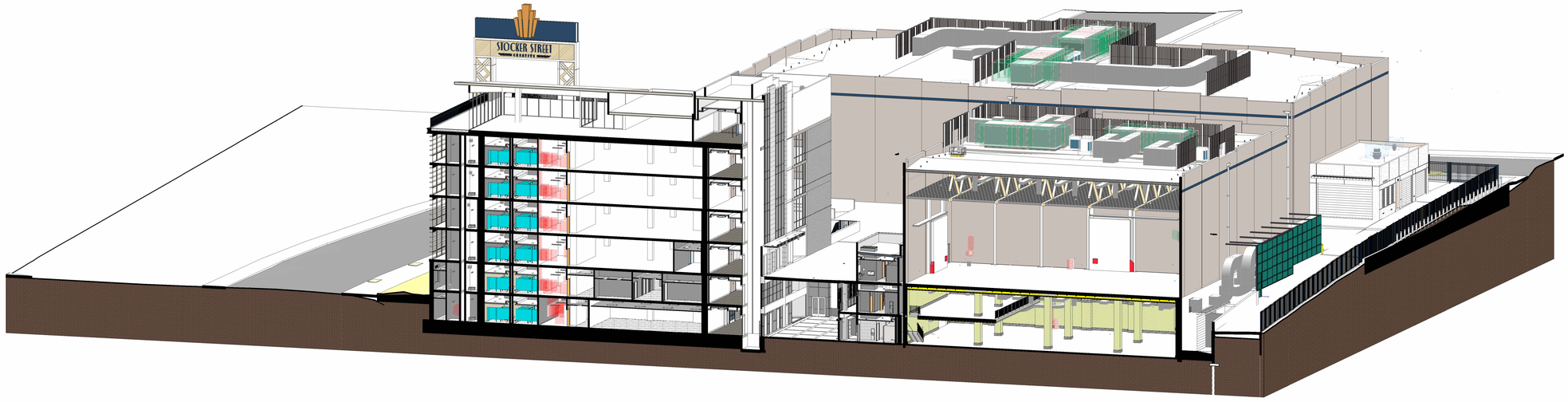
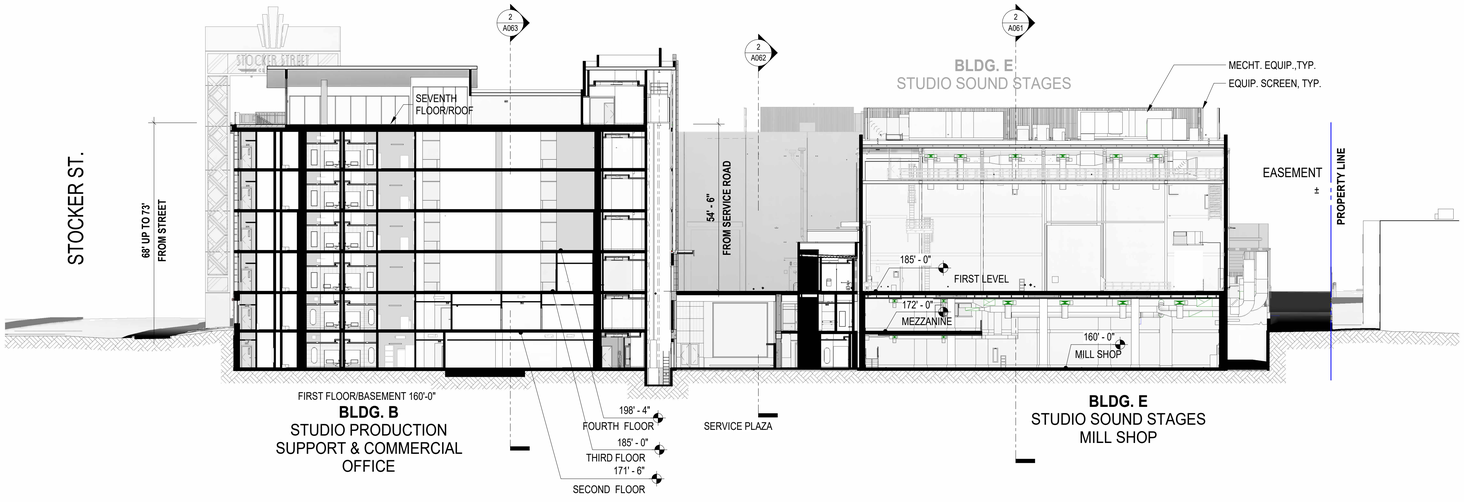




1 A066 ISOMETRIC - SECTION NORTH SOUTH AT BLDG. E & PLAZA

N.T.S.



2 A066 NORTH-SOUTH SECTION AT BLDGS. B, SERVICE PLAZA & E

SCALE: 1" = 20'-0"

0 10' 20' 40'
SCALE: 1" = 20'-0"

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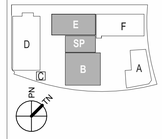
REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
NORTH-SOUTH SECTION AT BLDGS B, SERVICE PLAZA & E

DATE	11/07/2022
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A066

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SIO: 1358 VOL. 1
PLOT DATE: 9/26/2025 1:28:12 PM

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1 2 3 4 5 6

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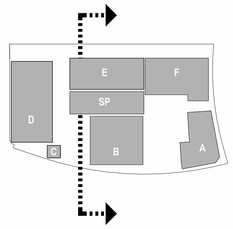
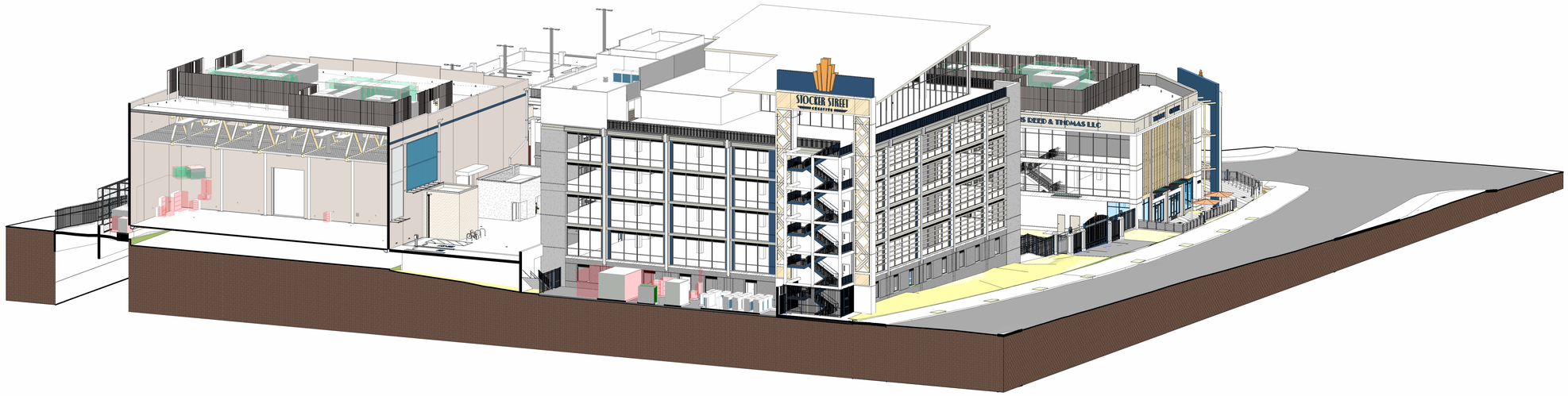
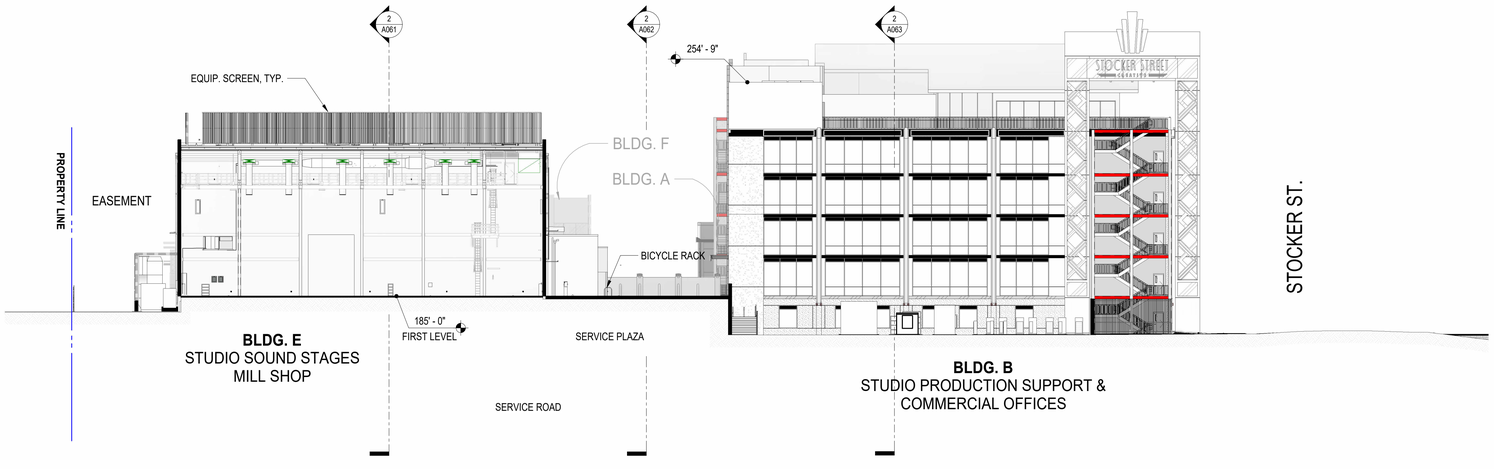




1 A067 **SOMETRIC - SECTION AT BLDGS. E, SERVICE PAZA & UTILITY YARD**
N.T.S.



2 A067 **NORTH-SOUTH SECTION AT BLDGS. E, SERVICE PLAZA & UTILITY YARD**
SCALE: 1" = 20'-0"

0 10' 20' 40'
SCALE: 1" = 20'-0"

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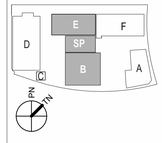
REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
NORTH-SOUTH SECTION AT BLDG E, SERVICE PLAZA & UTILITY YARD

DATE 11/07/2022
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A067

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SID: 056 VOL: 1
PLOT DATE: 9/26/2025 1:29:31 PM

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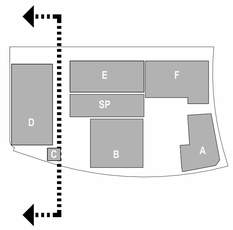
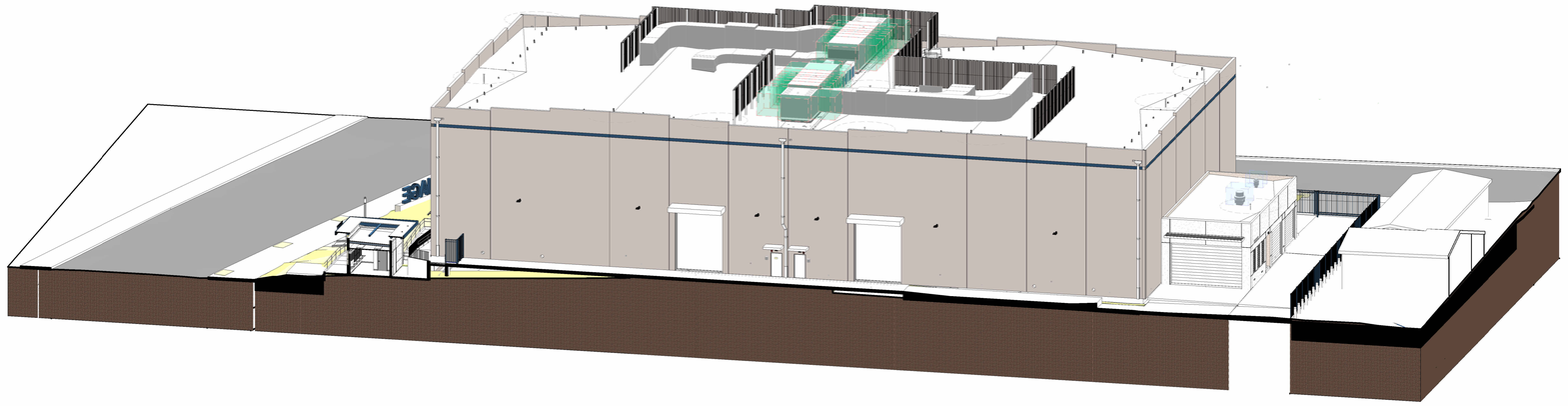
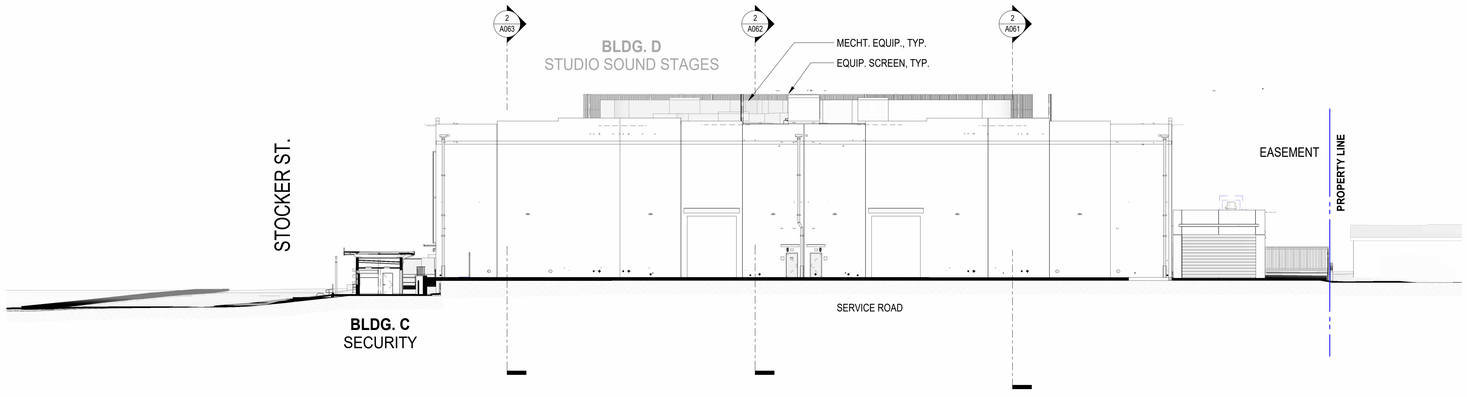




1 A068 **ISOMETRIC - SECTION NORTH SOUTH AT BLDG. C & SERVICE ROAD**
N.T.S.



2 A068 **NORTH-SOUTH SECTION AT BLDG. C & SERVICE ROAD**
SCALE: 1" = 20'-0"

0 10' 20' 40'
SCALE: 1" = 20'-0"

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SUITE 601
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CONSULTANTS:

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-3741 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

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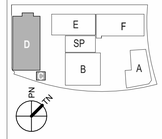
REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
NORTH-SOUTH SECTION AT BLDG C & SERVICE ROAD

DATE	11/07/2022
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A068

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
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CONSULTANTS:

(E) OFFICE BUILDING
(E) CONDOMINIUM BUILDING
(E) CONDOMINIUM BUILDING
DON FELIPE DRIVE
ROSALIA DRIVE
SANTA
(E) DRIVEWAY
(E) DRIVEWAY
8'-0" HT. SLIDING GATE, MOTORIZED W/ KNOX BOX & REMOTE CONTROL
183'-1" V.I.F.
NEW FENCE
EXISTING FENCE
EXISTING GATES ON ADJACENT PROPERTY TO REMAIN
EXISTING GATE ON ADJACENT PROPERTY TO REMAIN
STL. PICKET FENCE AT NORTH PROPERTY LINE SEE
12'-0" BI-PARTING SLIDING GATE
3'-6" GATE
(E) STL. FENCE
8'-0" HT. x 20'-0" WIDE GATE, MOTORIZED
8'-0" HT. x 10'-0" WIDE GATE, MOTORIZED
PARKING ENTRY
42" GATE W/PANIC HARDWARE
8'-0" HT. STL. PICKET FENCE
8'-0" HT. STL. PICKET FENCE, SEE
BLDG. E
BLDG. F GARAGE
SLIDING GATE, MOTORIZED
GLASS FENCE OVER CONC. WALL
BLDG. D
SERVICE ROAD
SERVICE PLAZA
ZONE C 2-1
ZONE C 2-1 SP
CONC. POST W/ LIGHTED SIGN
8'-0" HT. DECORATIVE STL./ FOLDING GATES
UTILITY YARD
GREEN PLAZA
42" HT. GLASS GUARDRAIL AT PATIO
(E) UTILITY EASEMENT
8'-0" HT. STL. PICKET FENCE, SEE
172'-0"
BLDG. C
BLDG. B GREEN ROOF
25'-0" SLIDING GATE, MOTORIZED
BLDG. A
ACCESSIBLE RAMP
CONC. POST, TYP.
8'-0" HT. STL. PICKET FENCE
42" HT. GLASS GUARDRAIL
8'-0" HT. STL. PICKET FENCE
CONC. POST W/ LIGHTED SIGN
CONC. POST W/ LIGHTED SIGN
42" HT. GLASS GUARDRAIL
TIME WARNER
54" RCP SD
(E) BUILDING
STOCKER STREET

1 A081 OVERALL SITE PLAN - FENCES & GATES
SCALE: 1" = 20'-0"

0 10' 20' 40'
SCALE: 1" = 20'-0"

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

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REV NO.	DATE	DESCRIPTION

KEY PLAN:

SHEET TITLE:
OVERALL SITE PLAN - FENCES & GATES

DATE	11/07/2022
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A081

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_A8_Site.rvt
DISCIPLINE: ARCHITECTURAL
SID: ISS VOL: 1
PLOT DATE: 9/26/2025 1:30:30 PM

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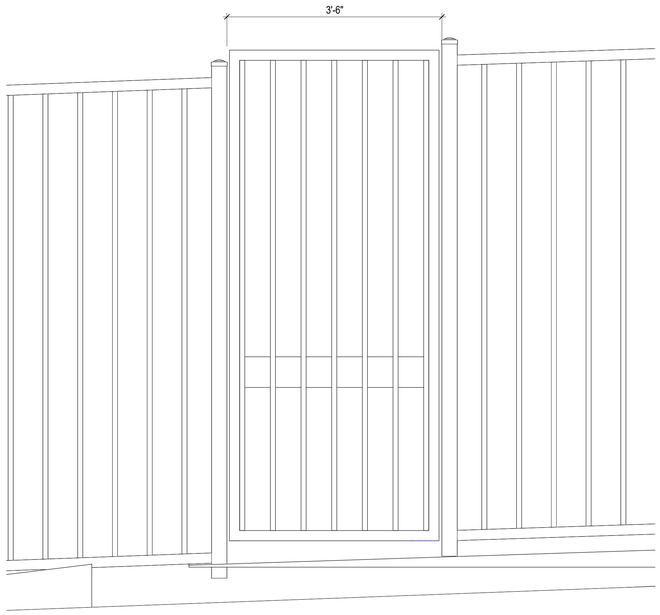
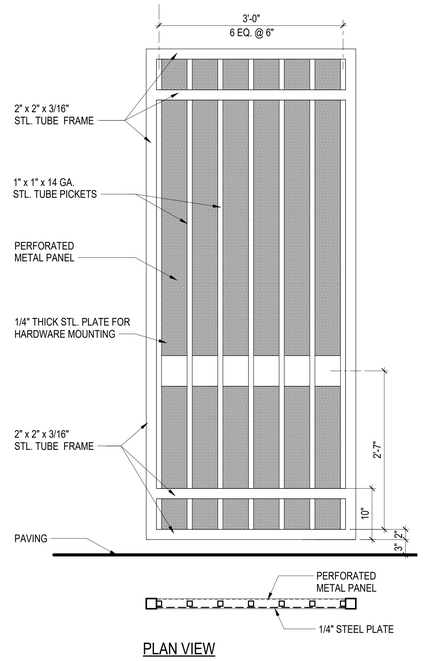
SSC GATE SCHEDULE

NO	LOCATION	PANEL MATERIAL	PANEL FINISH	PANIC HARDWARE	COMMENTS
B-G01-1	BUILDING B STAIR #1	STEEL	PT	YES	SEE SHEET A082
B-G02-1	BUILDING B STAIR #2	STEEL	PT	YES	SEE SHEET A082
G01-1	BUILDING F PEDESTRIAN ENTRANCE - EAST	STEEL	PT	YES	SEE SHEET A084 & A084.1
G01-2	BUILDING F PEDESTRIAN ENTRANCE - EAST	STEEL	PT	YES	SEE SHEET A084 & A084.1
G01-3	SANTA ROSALIA PEDESTRIAN ENTRANCE	STEEL	PT	YES	SEE SHEET A084 & A084.1
G01-4	SANTA ROSALIA PEDESTRIAN ENTRANCE	STEEL	PT		SEE SHEET A084 & A084.1
G01-5	SANTA ROSALIA PEDESTRIAN ENTRANCE	STEEL	PT	YES	SEE SHEET A084 & A084.1
G02-1	STOCKER GREEN PLAZA ENTRANCE	STEEL	PT	YES	SEE SHEET A087
G02-2	STOCKER GREEN PLAZA ENTRANCE	STEEL	PT		SEE SHEET A087
G02-3	STOCKER GREEN PLAZA ENTRANCE	STEEL	PT	YES	SEE SHEET A087
G03-1	UTILITY YARD	STEEL	PT	YES	SEE SHEET A093
G03-2	UTILITY YARD	STEEL	PT	YES	SEE SHEET A094
G03-3	UTILITY YARD	STEEL	PT		SEE SHEET A094
G03-4	UTILITY YARD	STEEL	PT		SEE SHEET A094
G04-1	STOCKER VEHICULAR ENTRANCE	STEEL	PT		SEE SHEET A088 & A088.1
G04-2	STOCKER PEDESTRIAN ENTRANCE	STEEL	PT	YES	SEE SHEET A088 & A088.1
G04-3	STOCKER PEDESTRIAN ENTRANCE	STEEL	PT	YES	SEE SHEET A088 & A088.1
G05-1	NORH EASMENT	STEEL	PT	YES	SEE SHEET A089
G05-2	DON FELIPE VEHICULAR ENTRANCE	STEEL	PT		SEE SHEET A089
G06-1	NORH EASMENT	STEEL	PT		SEE SHEET A090 & A090.1
G06-2	NORTH EASMENT - MECHANICAL SCREEN	STEEL	PT		SEE SHEET A090 & A090.1
G06-3	NORTH EASMENT - MECHANICAL SCREEN	STEEL	PT		SEE SHEET A090 & A090.1
G06-4	NORH EASMENT	STEEL	PT		SEE SHEET A091
G06-5	NORH EASMENT	STEEL	PT	YES	SEE SHEET A089
G06-6	NORH EASMENT - MILLSHOP	STEEL	PT		SEE SHEET A091
G07-1	BUILDING F PEDESTRIAN ENTRANCE - WEST	STEEL	PT		SEE SHEET A087
G07-2	BUILDING F PEDESTRIAN ENTRANCE - WEST	STEEL	PT	YES	SEE SHEET A087
G07-3	SERVICE PLAZA	STEEL	PT		SEE SHEET A093
G07-4	SERVICE PLAZA	STEEL	PT	YES	SEE SHEET A093
G07-5	SERVICE PLAZA	STEEL	PT	YES	SEE SHEET A093
G08-1	NORH EASMENT	STEEL	PT		SEE SHEET A095
G08-2	NORH EASMENT	STEEL	PT		SEE SHEET A095



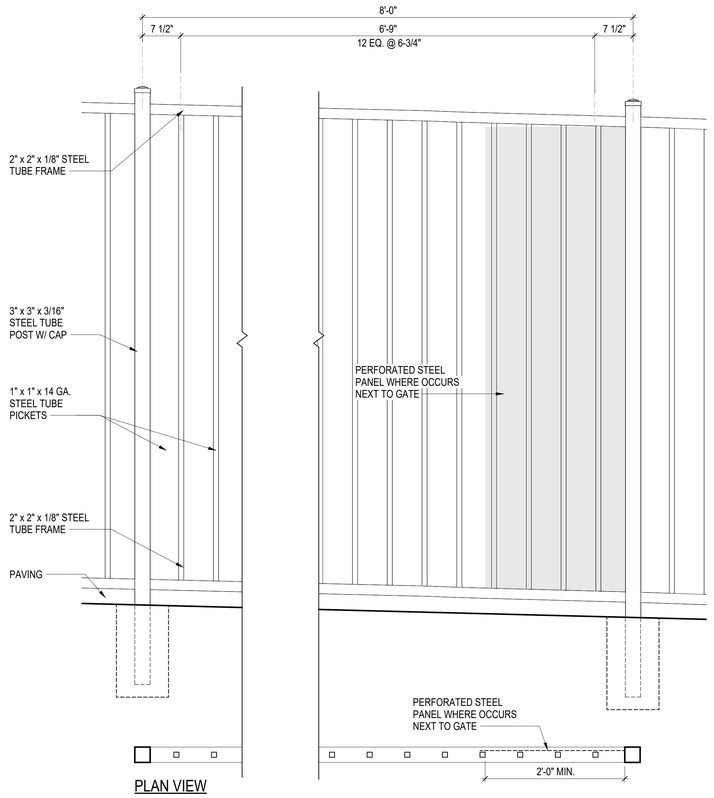
4 A082 **ELEVATION - PEDESTRIAN GATE & FENCE AT EASEMENT**
SCALE: 1" = 1'-0"



PLAN VIEW

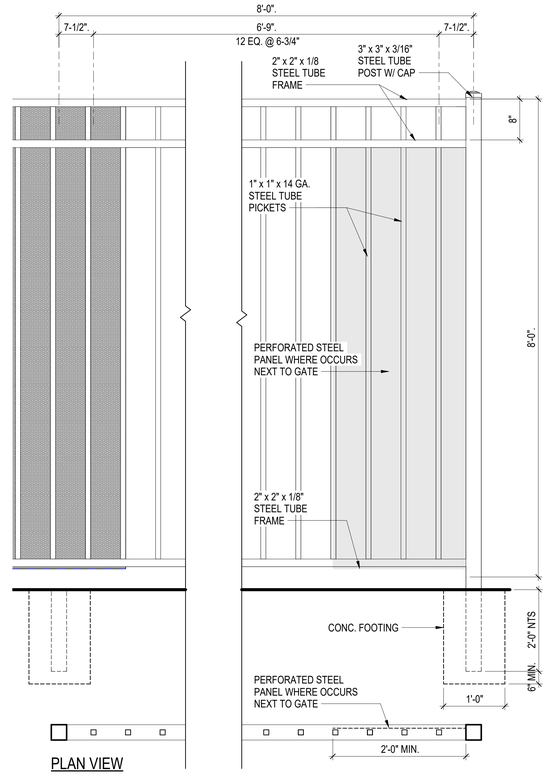
NOTE:
REFER TO FENCE & GATE ELEVATIONS FOR ADDITIONAL FEATURES.

3 A082 **PEDESTRIAN GATE 3'-6"**
SCALE: 1" = 1'-0"



PLAN VIEW

2 A082 **FENCE AT NORTH PROPERTY LINE**
SCALE: 1" = 1'-0"



PLAN VIEW

1 A082 **TYPICAL FENCE ELEVATION**
SCALE: 1" = 1'-0"

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09/26/2025
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REV NO.	DATE	DESCRIPTION

SHEET TITLE:
SITE GATE SCHEDULE

DATE 11/07/2022
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A082

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
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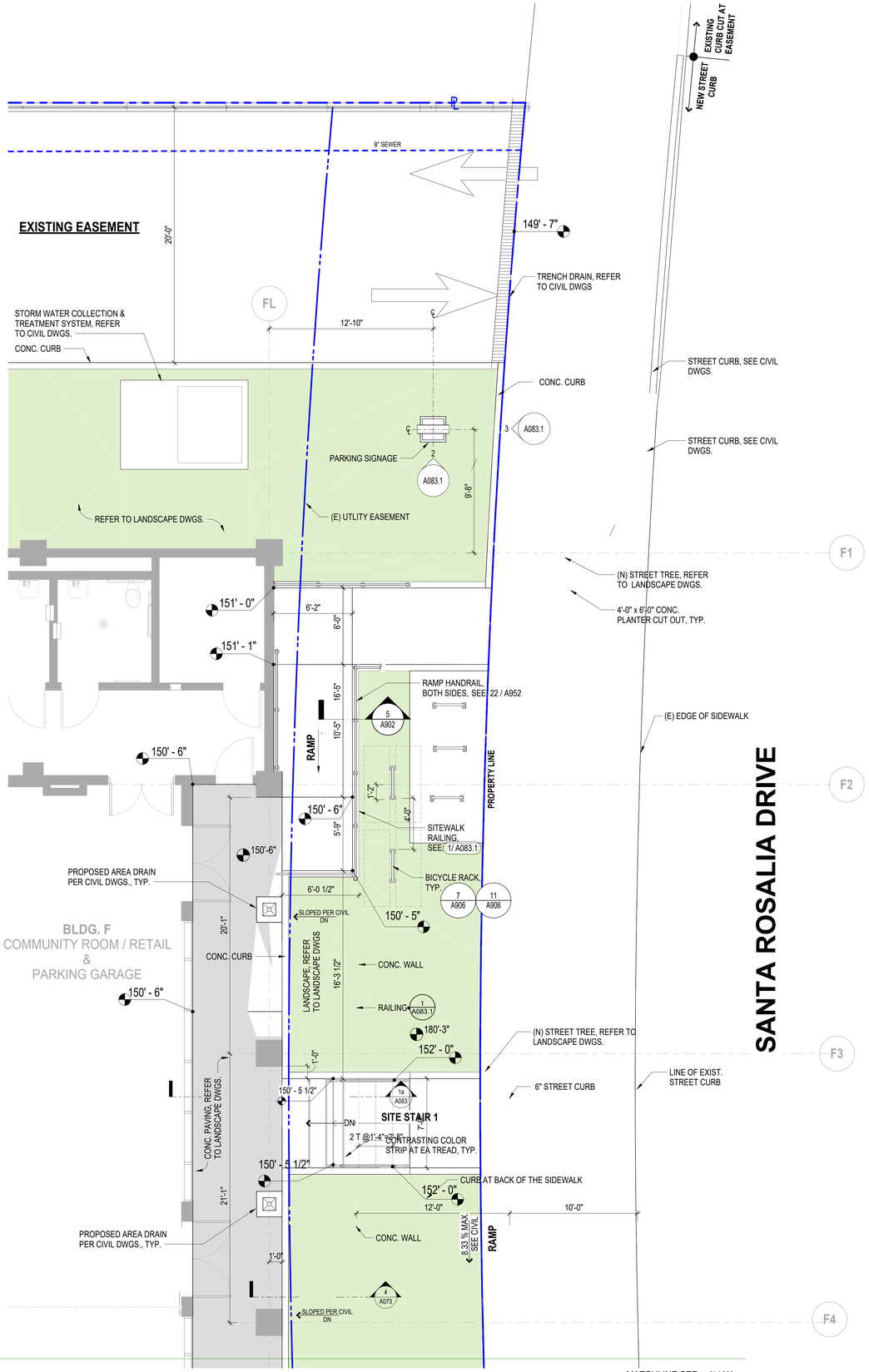
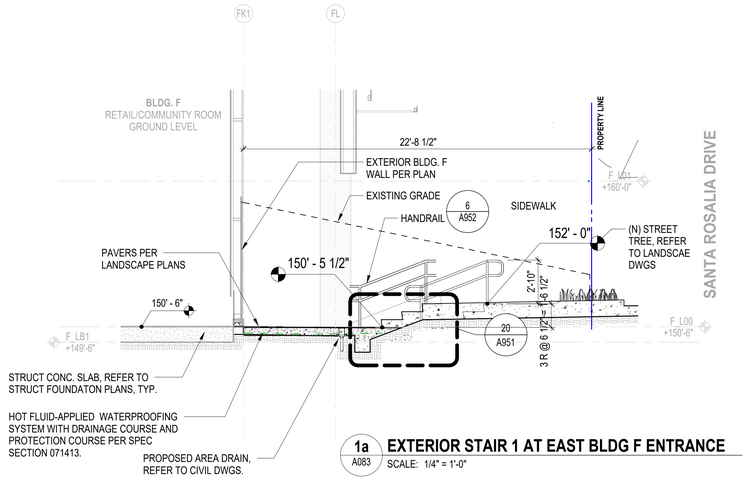
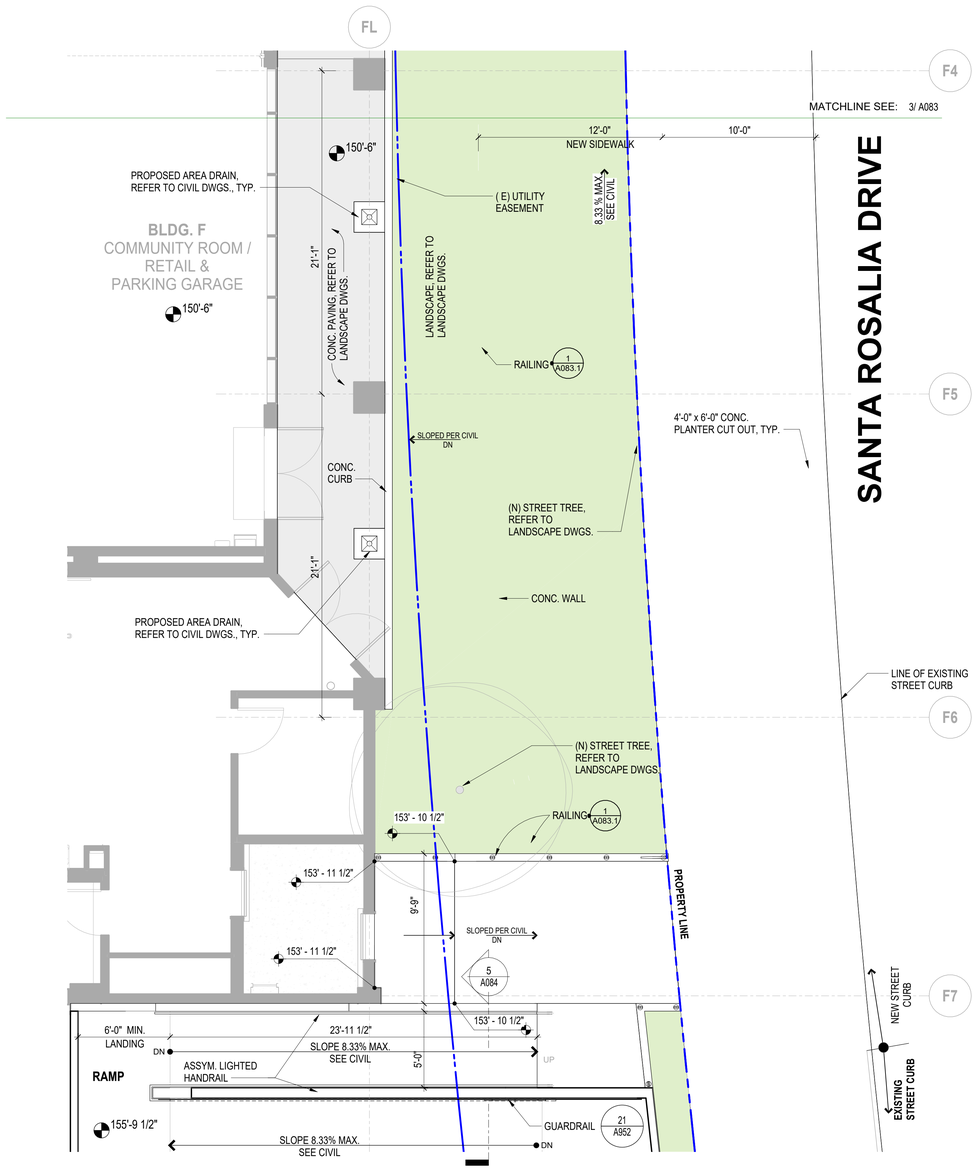


3 A083 **BLDG. F - EAST ENTRANCE @ SANTA ROSALIA DRIVE**
SCALE: 1/4" = 1'-0"



1a A083 **EXTERIOR STAIR 1 AT EAST BLDG F ENTRANCE**
SCALE: 1/4" = 1'-0"



2 A083 **BLDG. F - EAST ENTRANCE AT SANTA ROSALIA DRIVE**
SCALE: 1/4" = 1'-0"

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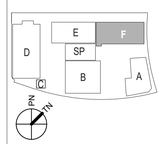

SHEET TITLE:
BUILDING F EAST ENTRANCE

DATE 08/10/2023
DRAWN BY GA
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SHEET NO.:
A083

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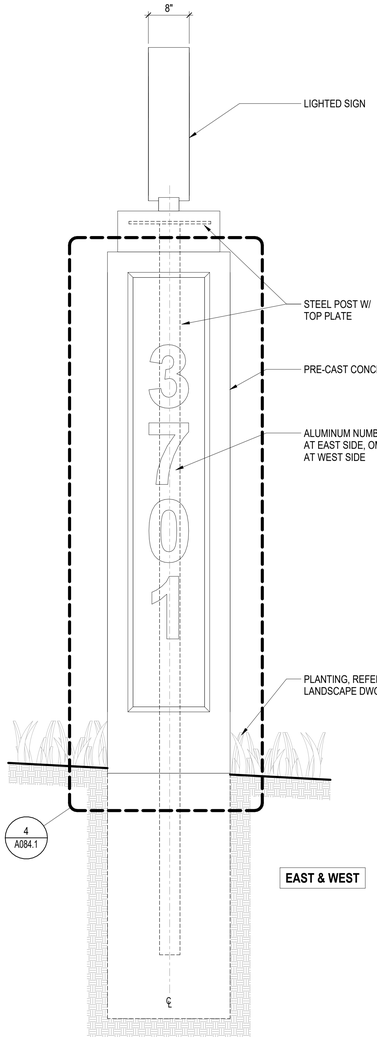
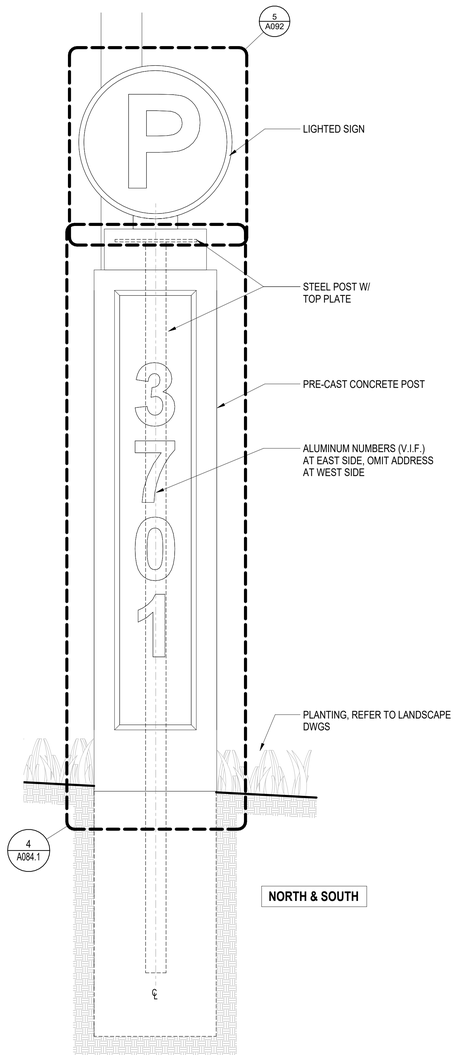
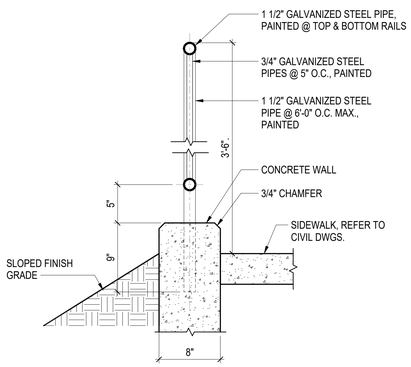


3 A083.1 **PARKING SIGN POST - SIDE ELEVATION**
SCALE: 1" = 1'-0"



2 A083.1 **PARKING SIGN POST - FRONT ELEVATION**
SCALE: 1" = 1'-0"



1 A083.1 **GUARDRAIL AT BACK OF SIDEWALK**
SCALE: 1 1/2" = 1'-0"

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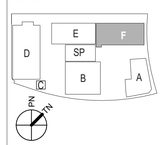

SHEET TITLE:
SANTA ROSALIA PARKNG SIGN POST & RAILING

DATE 08/10/2023
DRAWN BY GA/CP
CHECKED BY CHKR

SHEET NO.:
A083.1

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
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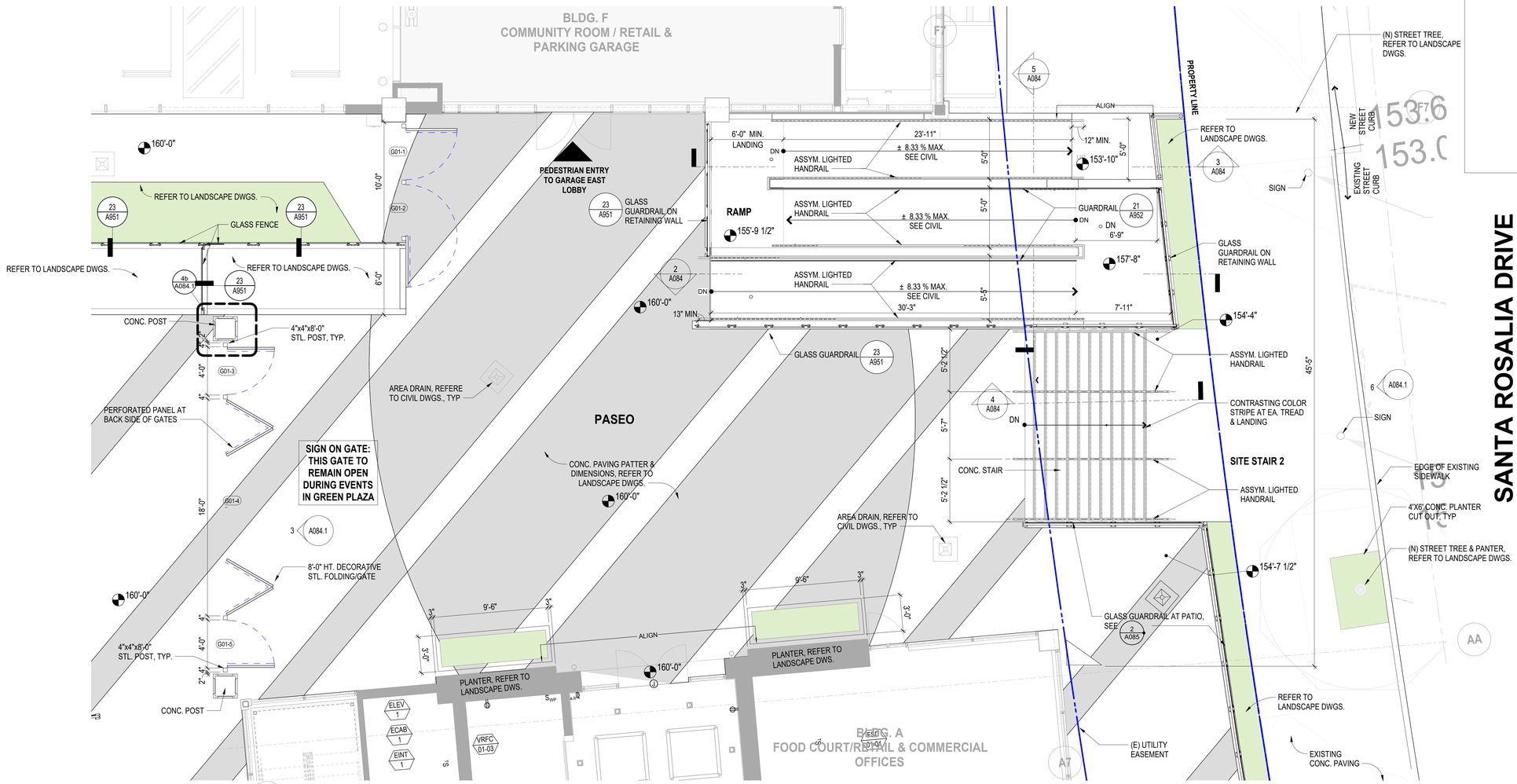
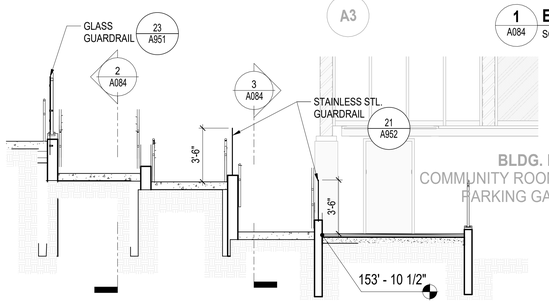


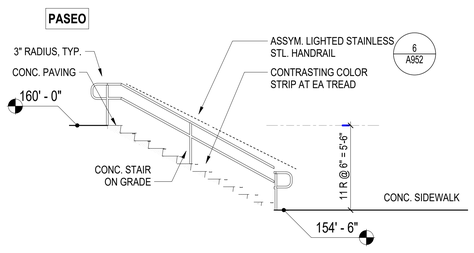
1 A084 ENLARGED PLAN - SANTA ROSALIA PEDESTRIAN ENTRANCE

SCALE: 1/4" = 1'-0"



5 A084 SECTION AT RAMP

SCALE: 1/4" = 1'-0"



4 A084 SECTION 3 - SANTA ROSALIA SITE STAIR 2

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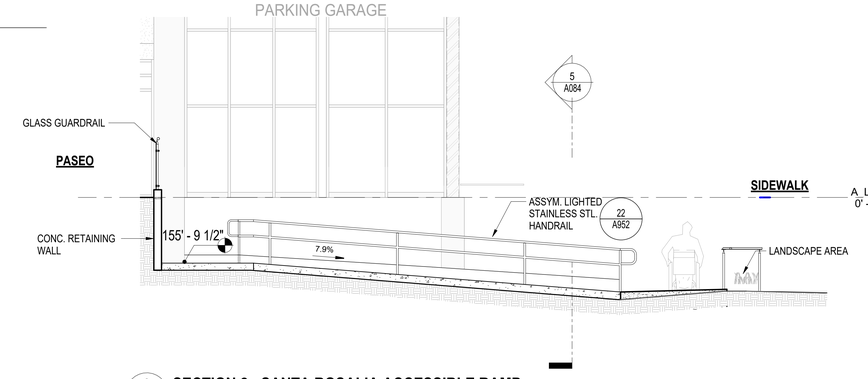
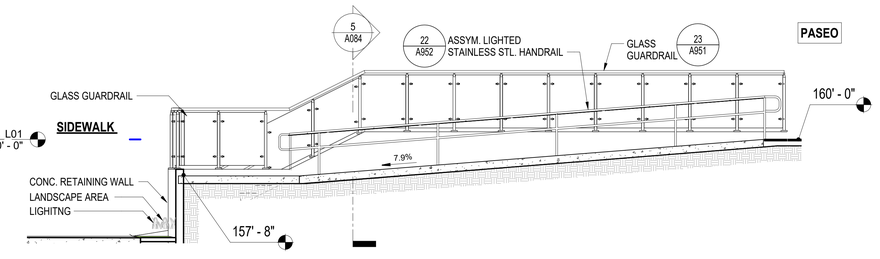


3 A084 SECTION 2 - SANTA ROSALIA ACCESSIBLE RAMP

SCALE: 1/4" = 1'-0"



2 A084 SECTION 1 - SANTA ROSALIA ACCESSIBLE RAMP

SCALE: 1/4" = 1'-0"

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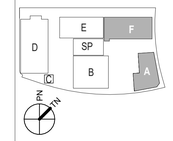
KEY PLAN:



SHEET TITLE:
SANTA ROSALIA PEDESTRIAN ENTRANCE

DATE 08/10/2023
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A084

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SID: 058
VOL: 1
PLOT DATE: 9/26/2025 1:30:48 PM

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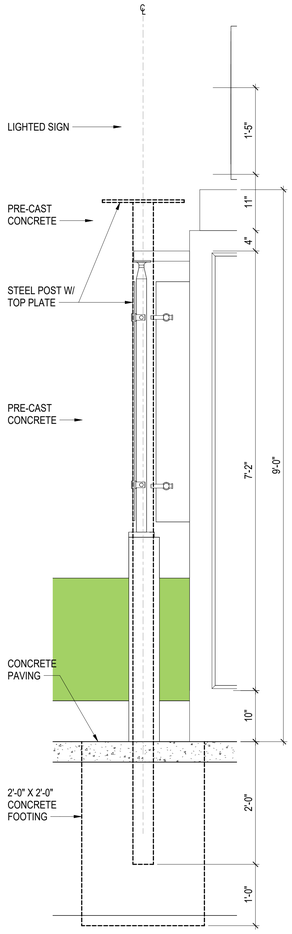
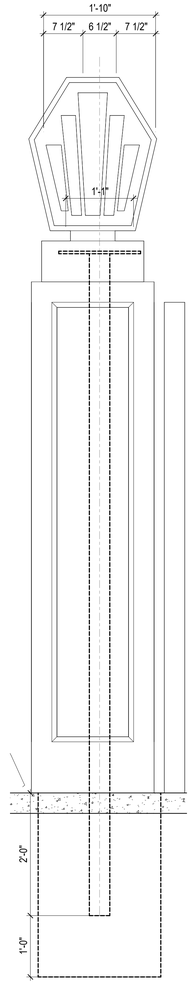
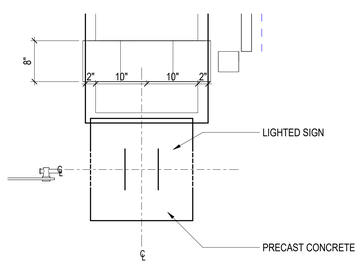


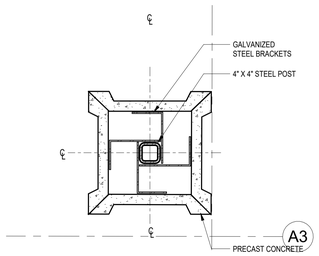
5 SIDE ELEV. CONC. POST W/ LIGHTED SIGN
A084.1 SCALE: 1" = 1'-0"



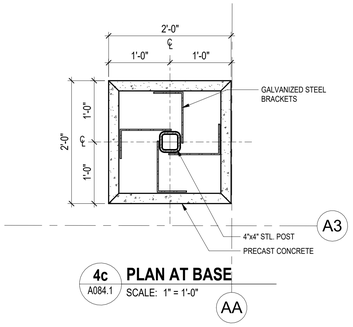
4 FRONT ELEV. CONC. POST W/ LIGHTED SIGN
A084.1 SCALE: 1" = 1'-0"



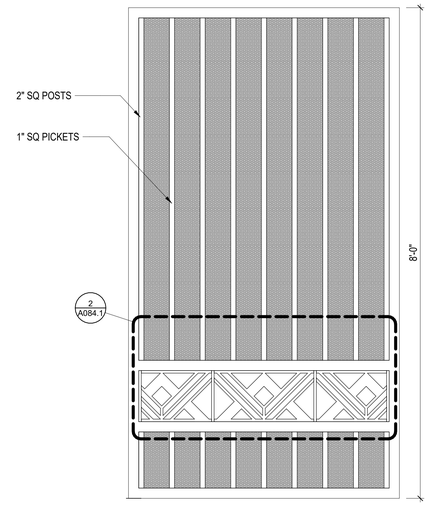
4a PLAN AT TOP
A084.1 SCALE: 1" = 1'-0"



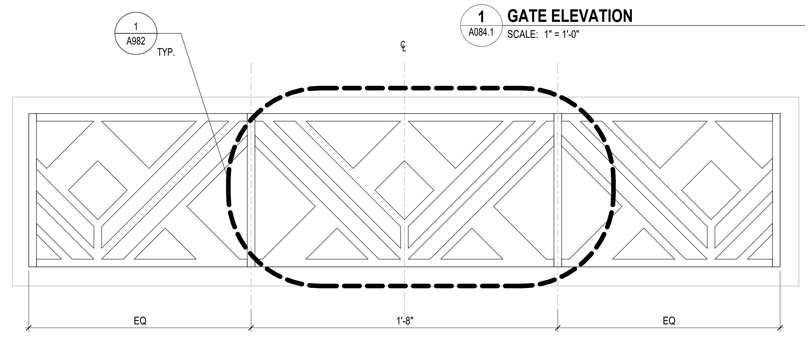
4b PLAN
A084.1 SCALE: 1" = 1'-0" AA



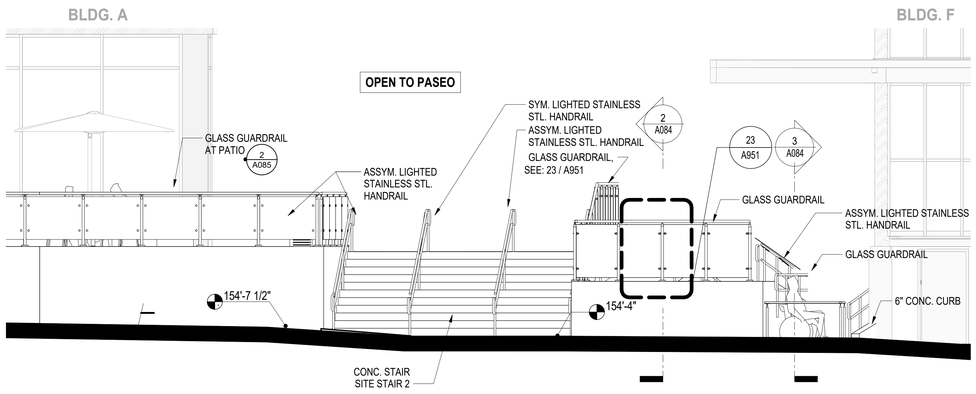
4c PLAN AT BASE
A084.1 SCALE: 1" = 1'-0"
AA



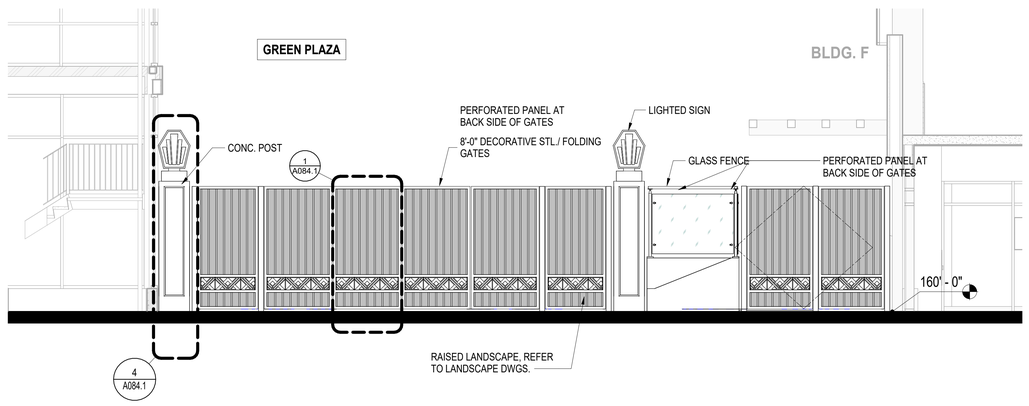
1 GATE ELEVATION
A084.1 SCALE: 1" = 1'-0"



2 ENLARGED GATE PANEL
A084.1 SCALE: 3" = 1'-0"



6 ELEVATION - SANTA ROSALIA ACCESSIBLE RAMP RAILING
A084.1 SCALE: 1/4" = 1'-0"



3 ELEVATION - SANTA ROSALIA PASEO GATE
A084.1 SCALE: 1/4" = 1'-0"

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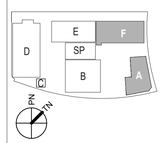

SHEET TITLE:
SANTA ROSALIA LIGHTED POST, RAILING & GATES

DATE 08/10/2023
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A084.1

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
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SIO: 056 VOL: 1
PLOT DATE: 9/26/2025 1:30:59 PM

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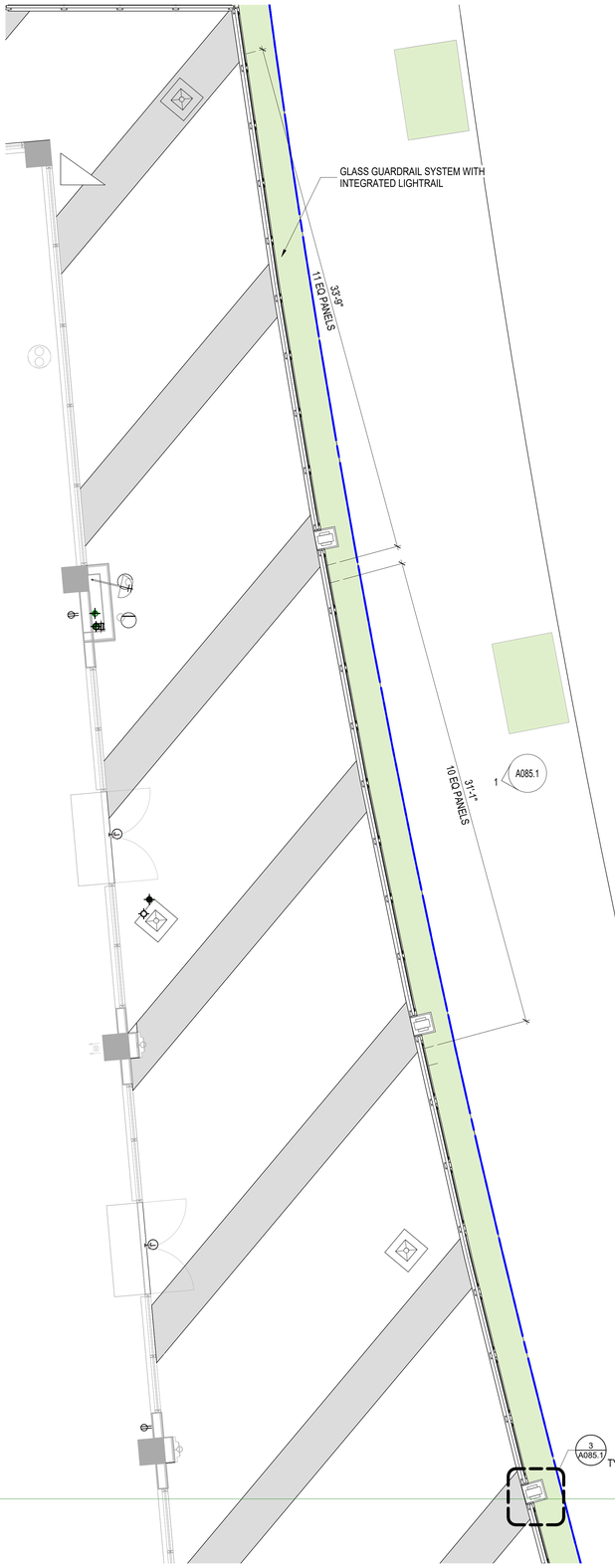
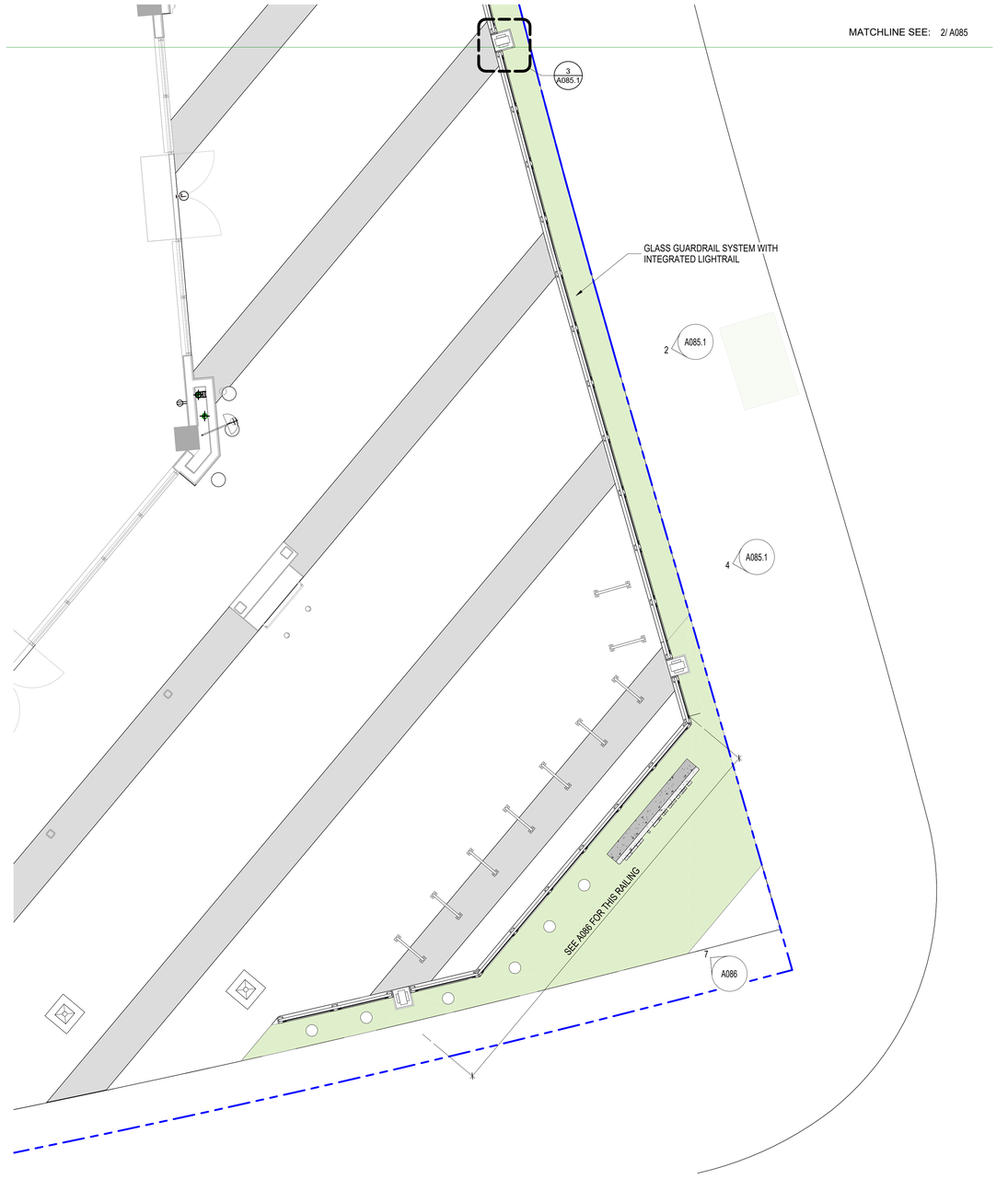


2 A085 **ENLARGED PLAN - SANTA ROSALIA PATIO RAILING NORTH**
SCALE: 1/4" = 1'-0"



1 A085 **ENLARGED PLAN - SANTA ROSALIA PATIO RAILING SOUTH**
SCALE: 1/4" = 1'-0"

0 2' 4' 8'
SCALE: 1/4" = 1'-0"

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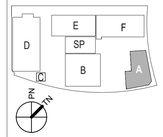

SHEET TITLE:
SANTA ROSALIA PATIO

DATE 04/21/2022
DRAWN BY IA
CHECKED BY CHKR

SHEET NO.:
A085

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SIO: 1356 VOL: 1
PLOT DATE: 9/26/2025 1:31:02 PM

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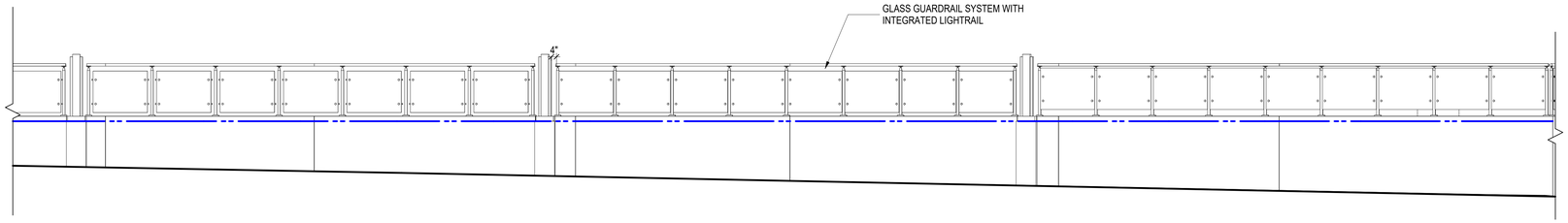
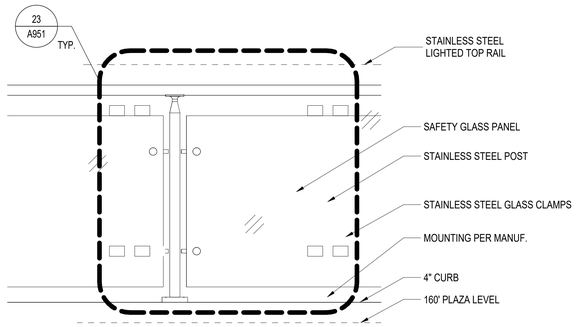
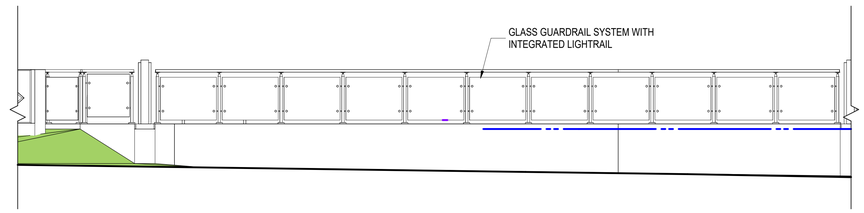


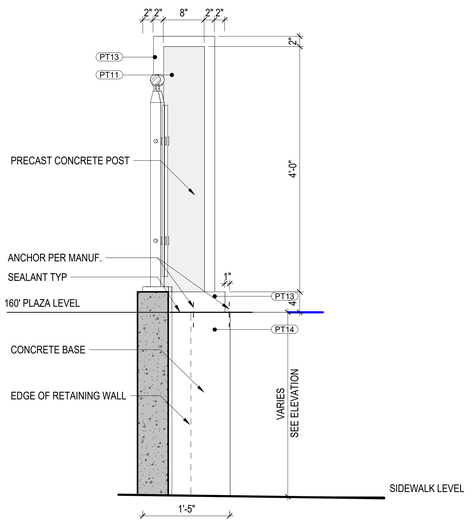
1 A085.1 ENLARGED ELEVATION - SANTA ROSALIA PATIO NORTH
SCALE: 1/4" = 1'-0"



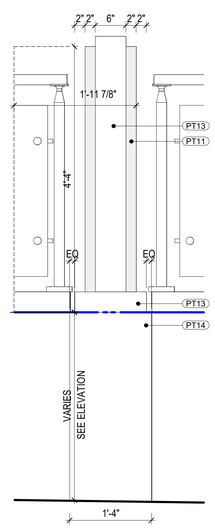
4 A085.1 GLASS RAILING & POSTS ELEVATION
SCALE: 1" = 1'-0"



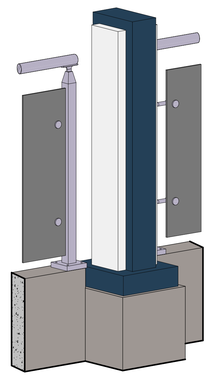
2 A085.1 ENLARGED ELEVATION - SANTA ROSALIA PATIO SOUTH
SCALE: 1/4" = 1'-0"



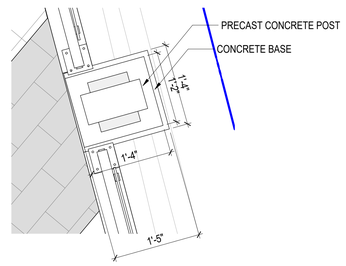
7 A085.1 PRECAST CONC DECO POST SIDE ELEVATION
SCALE: 1" = 1'-0"



6 A085.1 PRECAST CONC DECO POST FRONT ELEVATION
SCALE: 1" = 1'-0"



5 A085.1 DETAIL AXON PRECAST CONCRETE DECO POST
SCALE:



3 A085.1 PRECAST CONCRETE DECO POST PLAN
SCALE: 1" = 1'-0"

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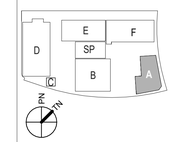
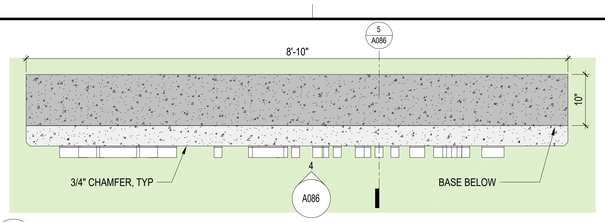


SHEET TITLE:
RAILING CONCRETE POST, PLAN, ELEVATIONS & SECTIONS

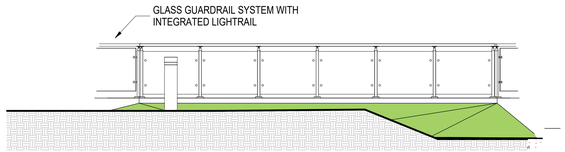
DATE	04/21/2022
DRAWN BY	IA
CHECKED BY	CHKR

SHEET NO.:
A085.1

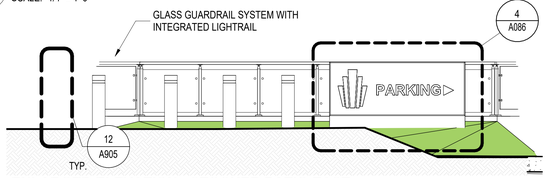
FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SID: 058
VOL: 1
PLOT DATE:
9/26/2025 1:31:09 PM



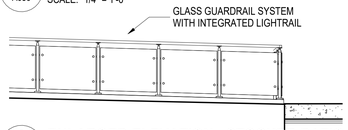
8 A086 **ENLARGED PLAN - PARKING SIGN MONUMENT**
SCALE: 1" = 1'-0"



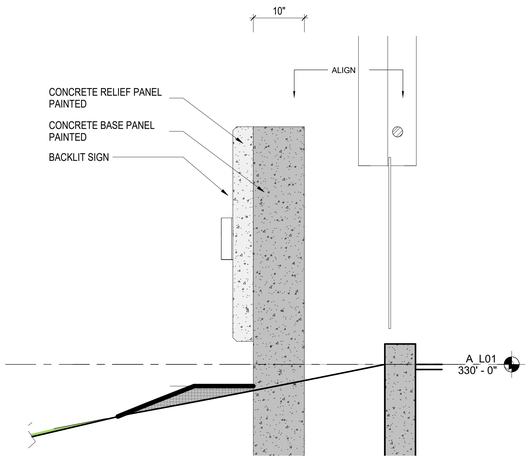
7 A086 **ENLARGED ELEVATION - STOCKER PATIO EAST MINUS SIGN**
SCALE: 1/4" = 1'-0"



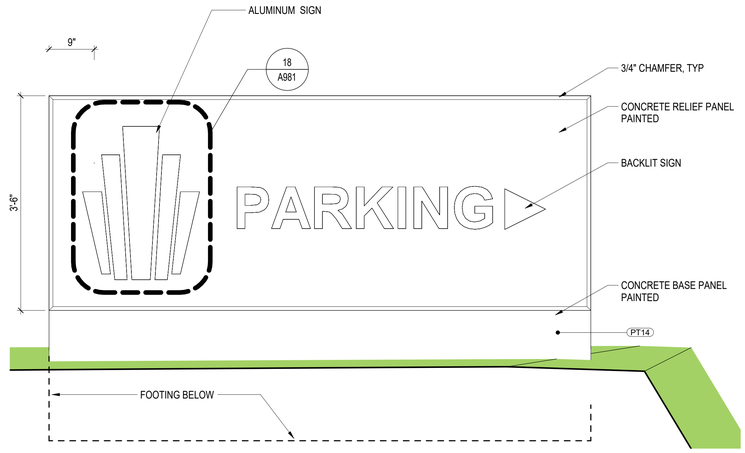
6 A086 **ENLARGED ELEVATION - STOCKER PATIO EAST**
SCALE: 1/4" = 1'-0"



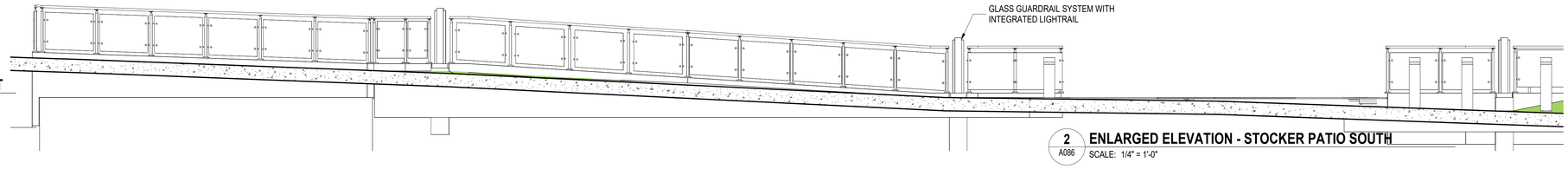
3 A086 **ENLARGED ELEVATION - STOCKER PATIO WEST**
SCALE: 1/4" = 1'-0"



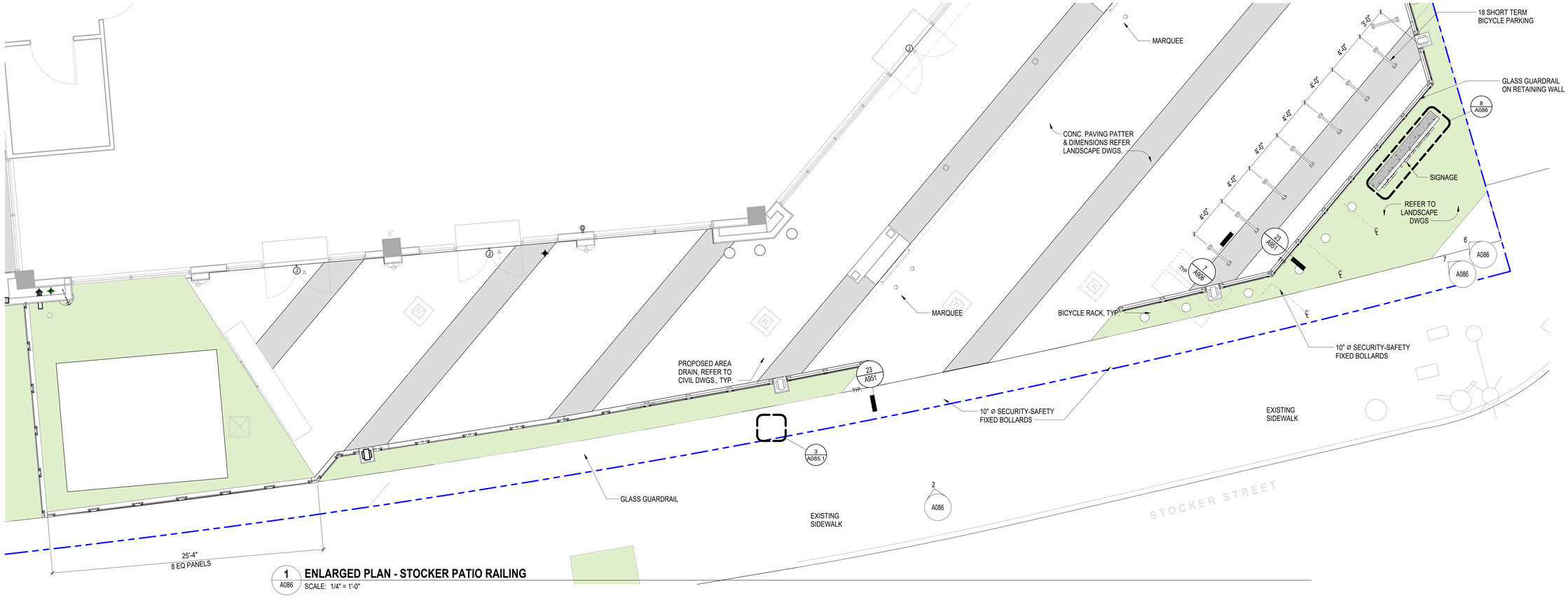
5 A086 **SECTION - PARKING SIGN MONUMENT**
SCALE: 1" = 1'-0"



4 A086 **ENLARGED ELEVATION - PARKING SIGN MONUMENT**
SCALE: 1" = 1'-0"



2 A086 **ENLARGED ELEVATION - STOCKER PATIO SOUTH**
SCALE: 1/4" = 1'-0"



1 A086 **ENLARGED PLAN - STOCKER PATIO RAILING**
SCALE: 1/4" = 1'-0"

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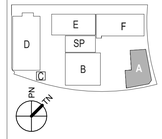

SHEET TITLE:
BUILDING A STOCKER ENTRANCE

DATE	04/21/2022
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A086

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
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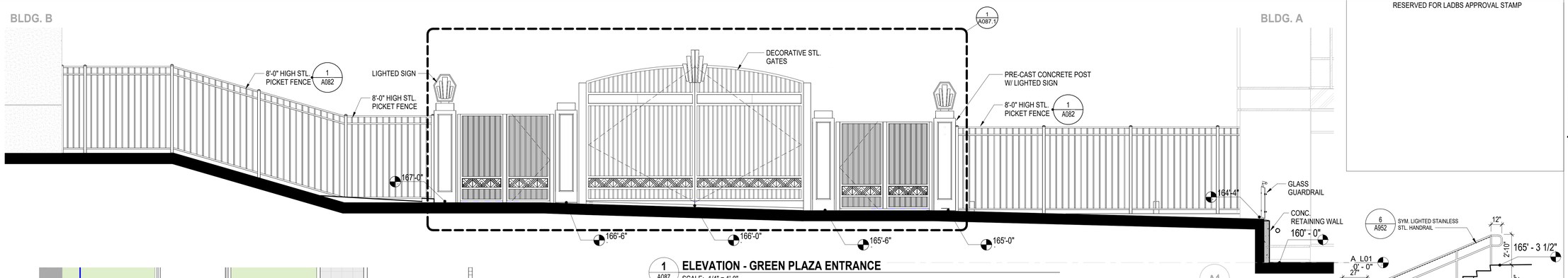
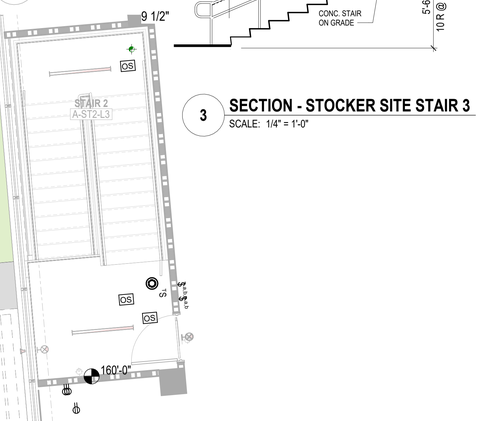


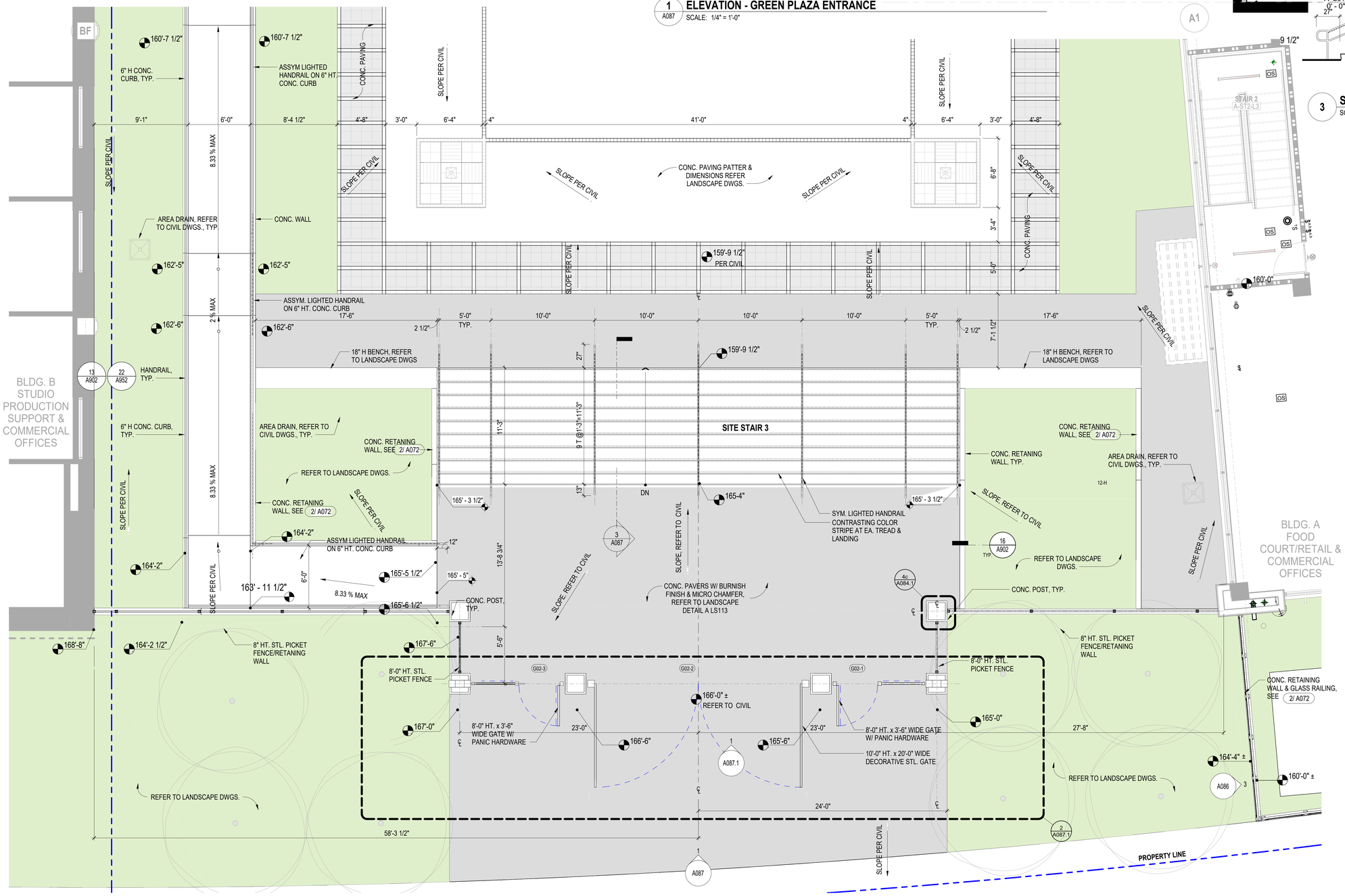
1 A087 ELEVATION - GREEN PLAZA ENTRANCE

SCALE: 1/4" = 1'-0"



3 SECTION - STOCKER SITE STAIR 3

SCALE: 1/4" = 1'-0"



2 A087 STOCKER GREEN PLAZA ENTRANCE

SCALE: 1/4" = 1'-0"

0 2' 4' 8'
SCALE: 1/4" = 1'-0"

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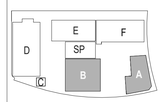

SHEET TITLE:
STOCKER GREEN PLAZA ENTRANCE

DATE 06/27/2022
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A087

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
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VOL: 1
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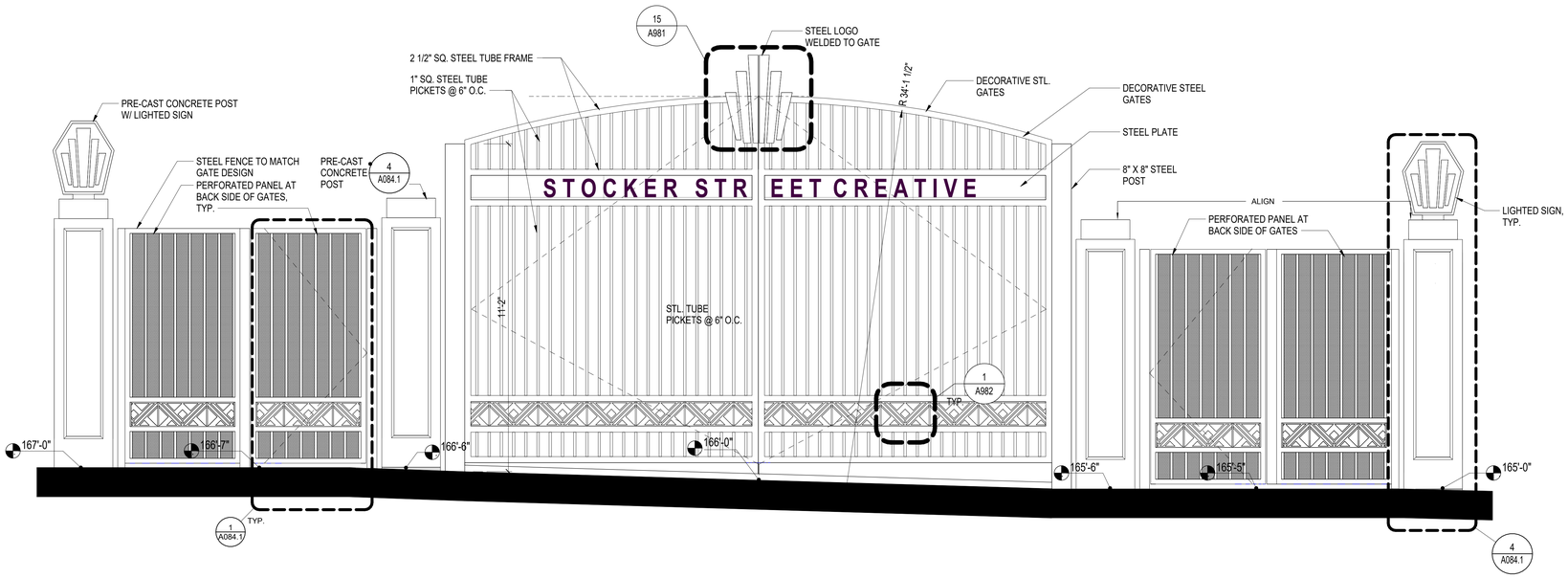
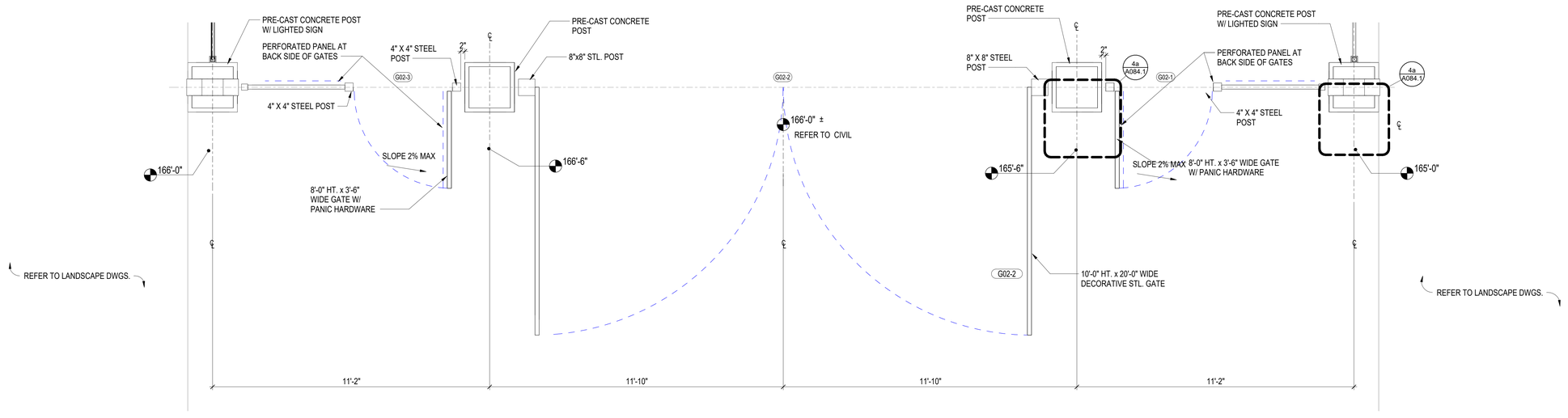


1 A087.1 STOCKER GREEN PLAZA GATE ELEVATION
SCALE: 1/2" = 1'-0"



2 A087.1 ENLARGED PLAN - STOCKER GREEN PLAZA GATES
SCALE: 1/2" = 1'-0"

SCALE: 1/4" = 1'-0"

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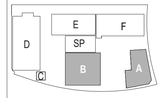

SHEET TITLE:
STOCKER GREEN PLAZA GATE ELEVATION

DATE 06/27/2022
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A087.1

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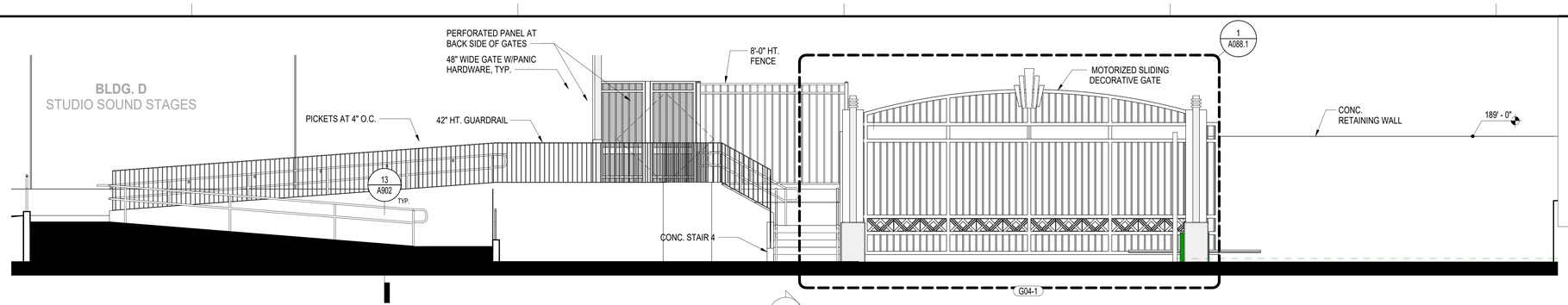
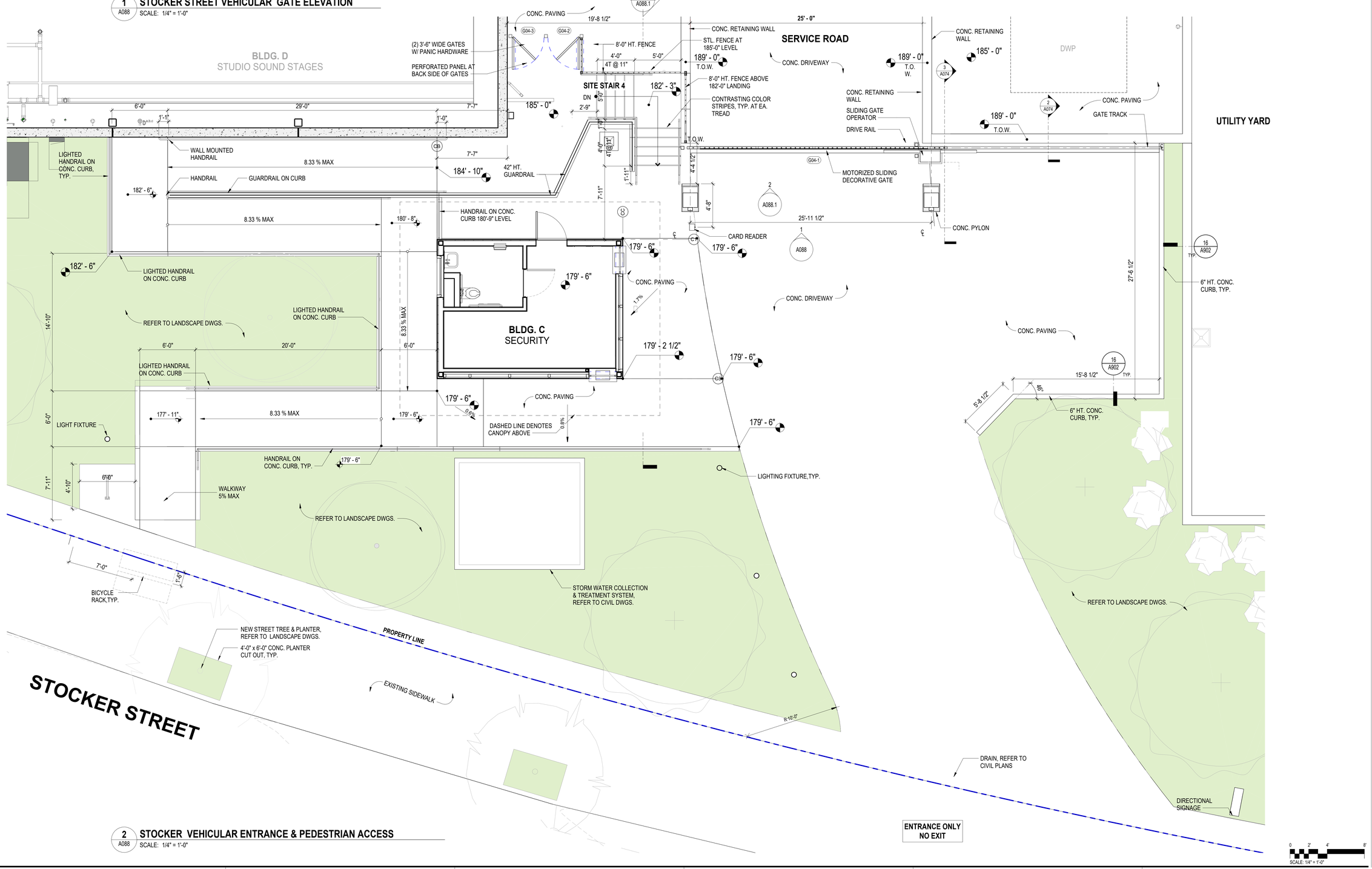


1 A088 STOCKER STREET VEHICULAR GATE ELEVATION

SCALE: 1/4" = 1'-0"



2 A088 STOCKER VEHICULAR ENTRANCE & PEDESTRIAN ACCESS

SCALE: 1/4" = 1'-0"

0 2' 4' 8'

SCALE: 1/4" = 1'-0"

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CONSULTANTS:

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-3741 STOCKER OPPORTUNITY LLC & 3751-3761 STOCKER TRADITIONAL LLC

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REV NO.	DATE	DESCRIPTION

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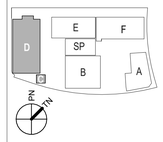

SHEET TITLE:
STOCKER VEHICULAR ENTRANCE & PEDESTRIAN ACCESS

DATE	09/10/2023
DRAWN BY	GA/WB/IA
CHECKED BY	CHKR

SHEET NO.:
A088

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SIO: 1569 VOL: 1
PLOT DATE: 9/26/2025 1:31:32 PM

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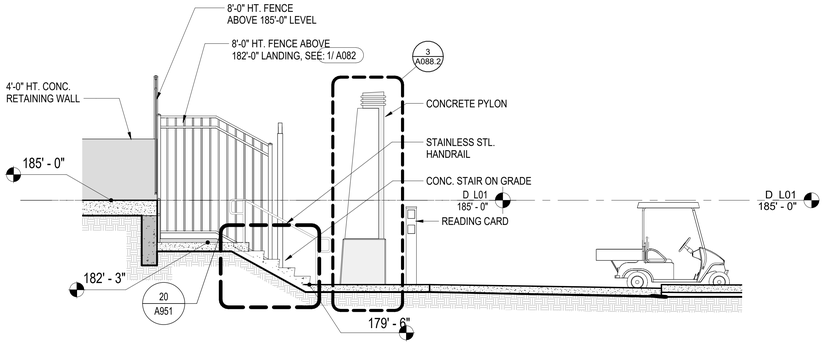
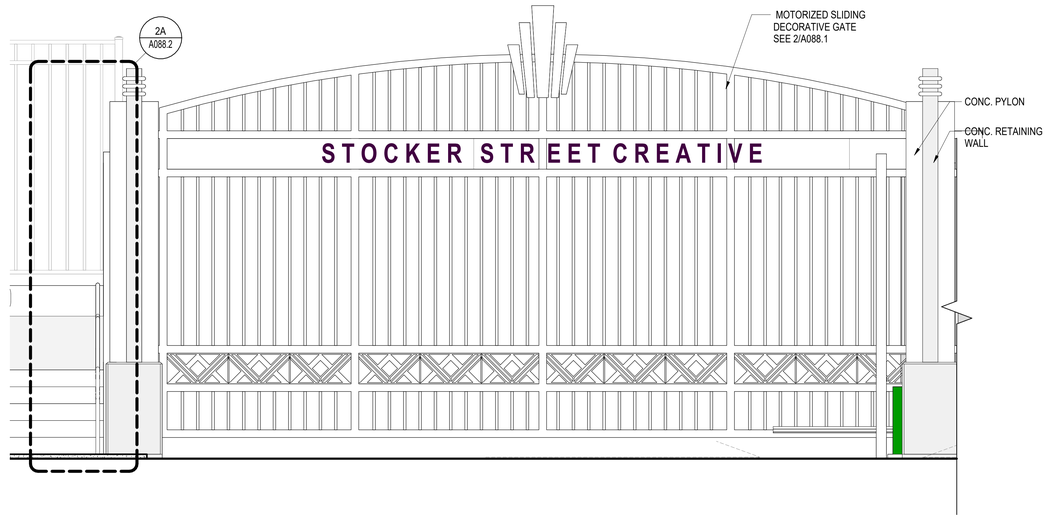
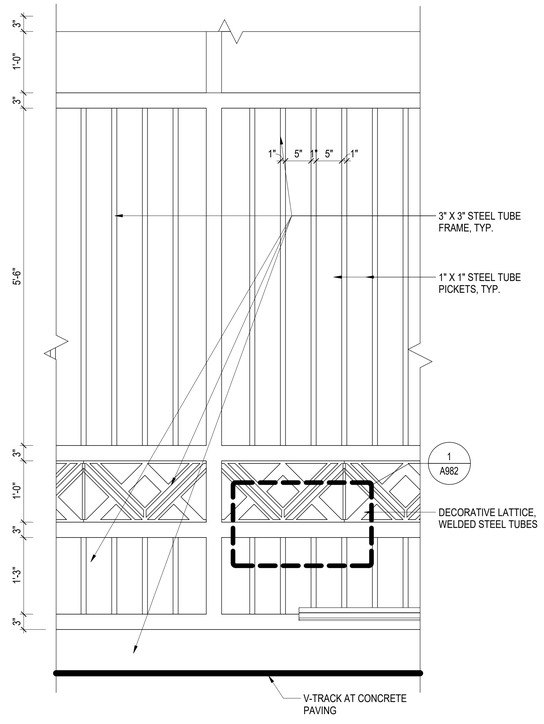


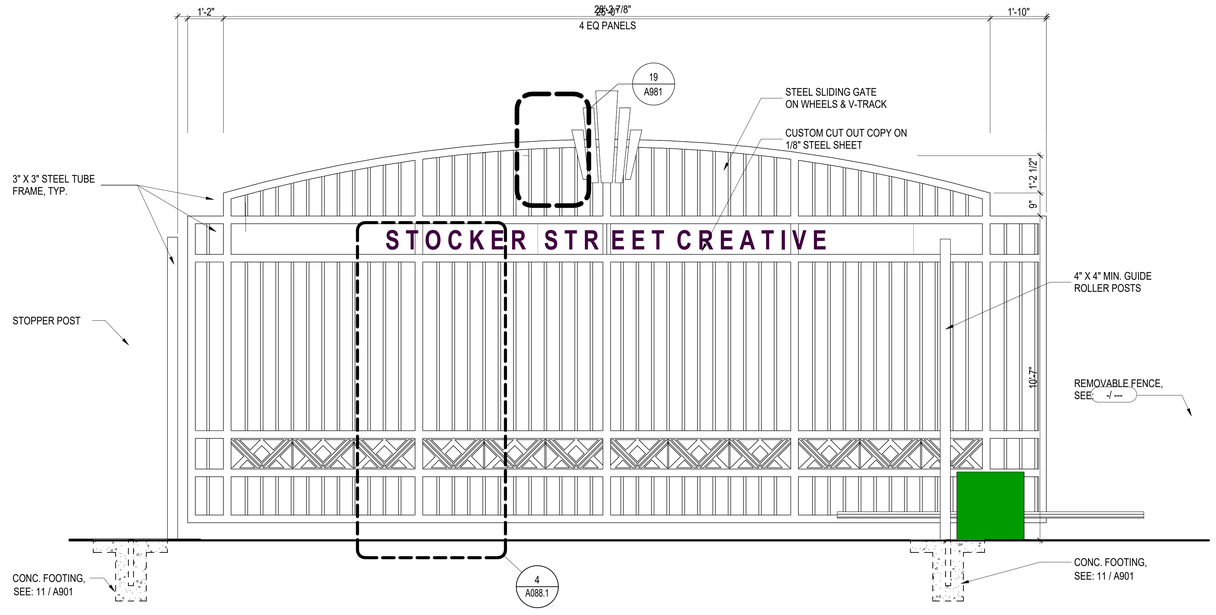
3 A088.1 SECTION - SITE STAIR 4
SCALE: 1/4" = 1'-0"



1 A088.1 STOCKER STREET VEHICULAR ENTRANCE ELEVATION
SCALE: 1/2" = 1'-0"



4 A088.1 ENLARGED GATE DETAIL
SCALE: 1" = 1'-0"



2 A088.1 STOCKER STREET VEHICULAR GATE ELEVATION (MINUS PYLONS)
SCALE: 1/2" = 1'-0"

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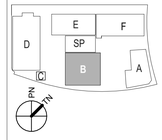

SHEET TITLE:
STOCKER VEHICULAR ENTRANCE & PEDESTRIAN ACCESS

DATE	08/10/2023
DRAWN BY	GA/IA
CHECKED BY	CHKR

SHEET NO.:
A088.1

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SID: /0$ VOL: 1
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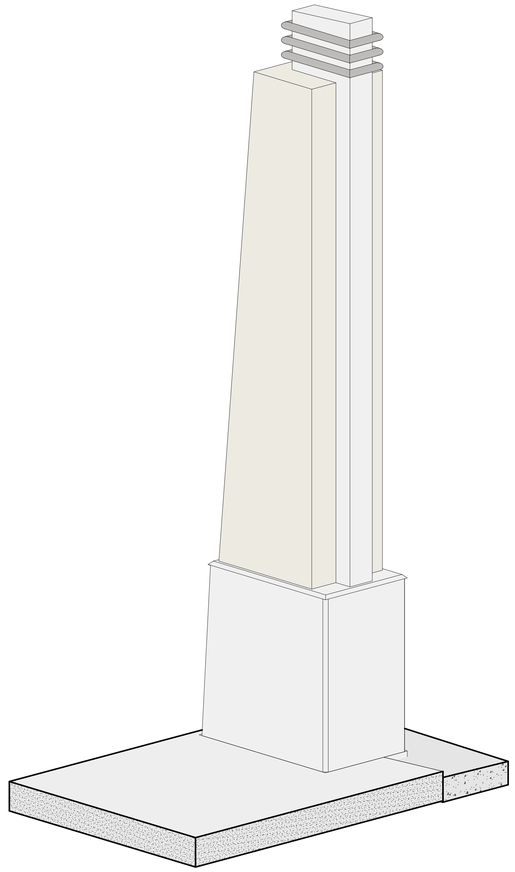
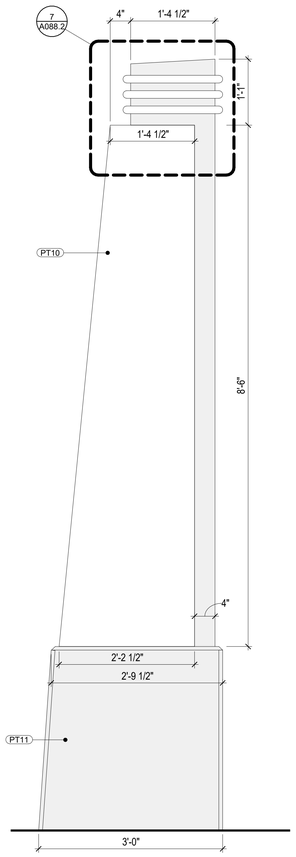
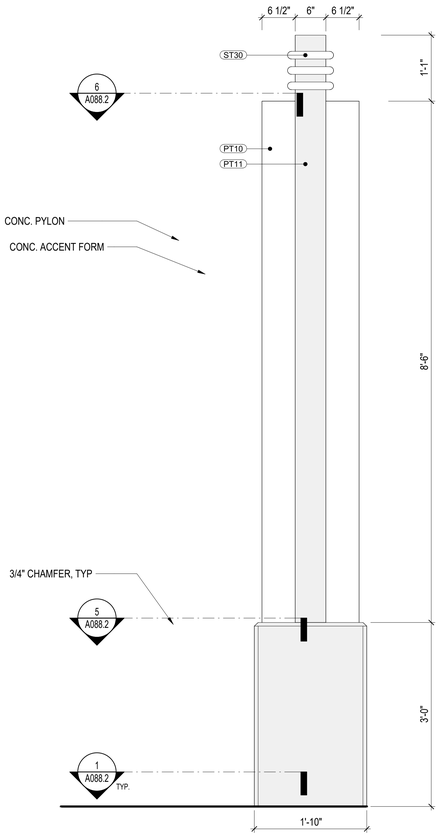


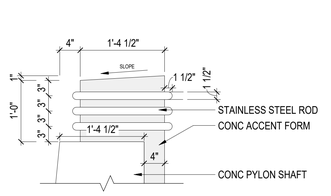
4 3D VIEW AT CONCRETE PYLON
A088.2 SCALE:



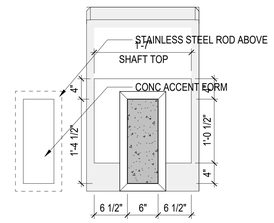
3 SIDE ELEVATION - CONCRETE PYLON
A088.2 SCALE: 1" = 1'-0"



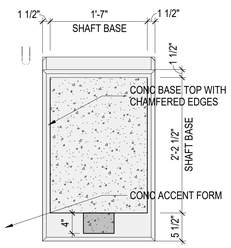
2A FRONT ELEVATION - CONCRETE PYLON
A088.2 SCALE: 1" = 1'-0"



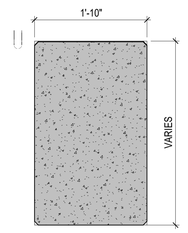
7 PYLON TOP - SIDE VIEW
A088.2 SCALE: 1" = 1'-0"



6 CONCRETE PYLON TOP PLAN
A088.2 SCALE: 1" = 1'-0"



5 CONCRETE PYLON SHAFT PLAN
A088.2 SCALE: 1" = 1'-0"



1 CONCRETE PYLON BASE PLAN
A088.2 SCALE: 1" = 1'-0"

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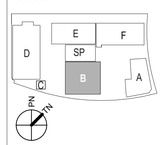

SHEET TITLE:
STOCKER VEHICULAR ENTRANCE & PEDESTRIAN ACCESS

DATE 08/10/2023
DRAWN BY IA
CHECKED BY CHKR

SHEET NO.:
A088.2

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
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SID: ISS VOL: 1
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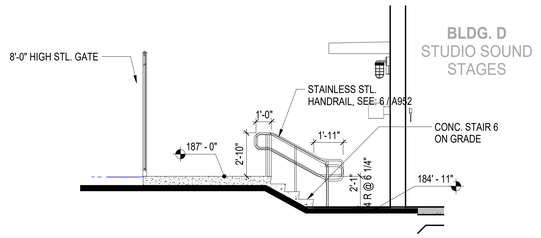
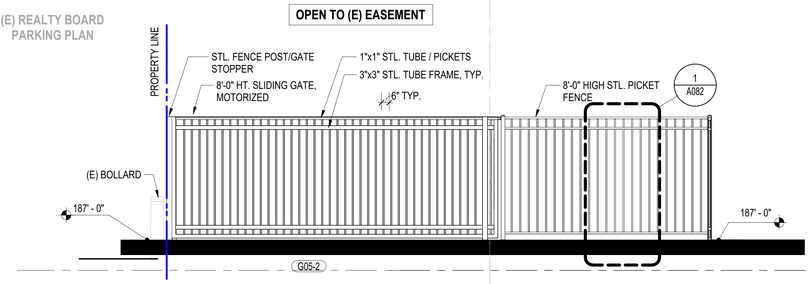
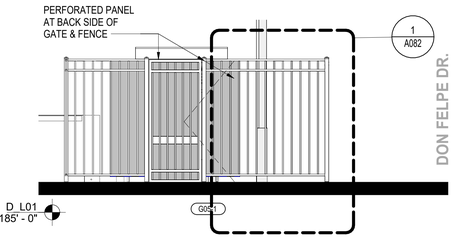


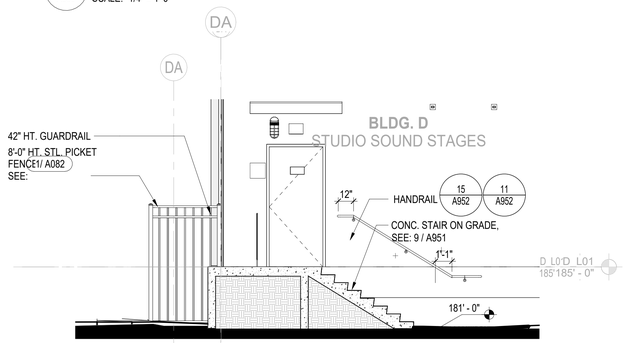
4 A089 SITE STAIR 6 - SECTION
SCALE: 1/4" = 1'-0"



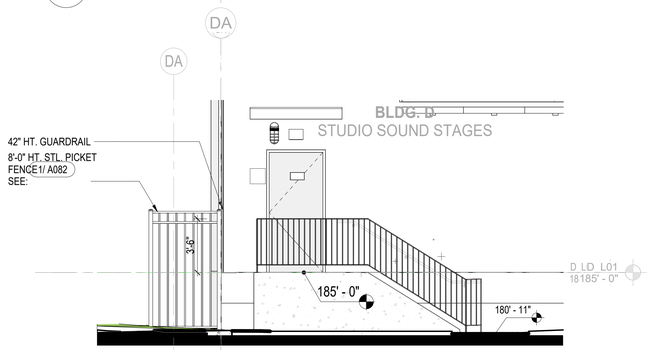
3 A089 ELEVATION - DON FELIPE DRIVE VEHICULAR GATE
SCALE: 1/4" = 1'-0"



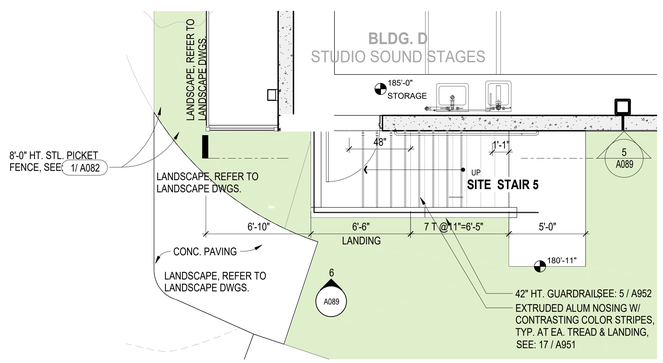
1 A089 ELEVATION - BLDG. E
SCALE: 1/4" = 1'-0"



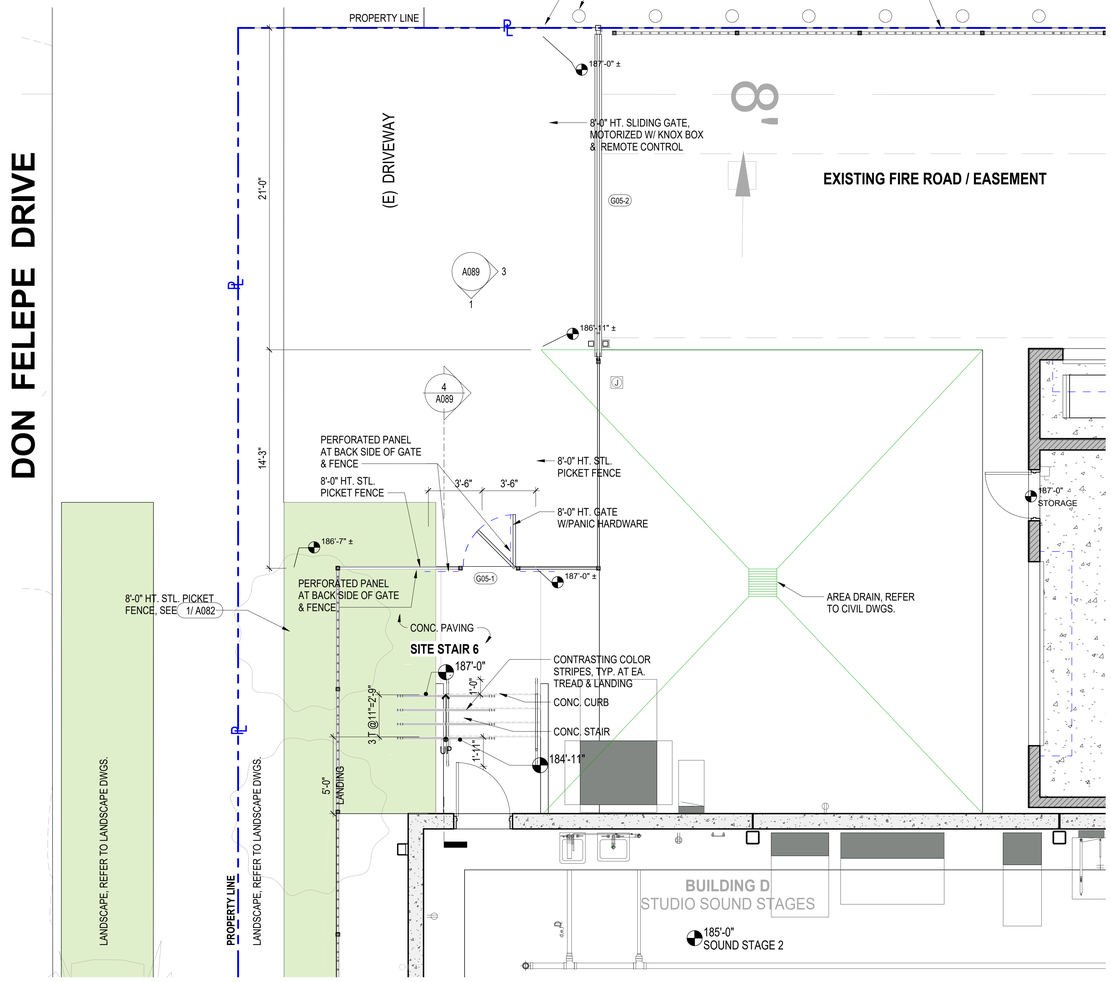
5 A089 SITE STAIR 5 - SECTION
SCALE: 1/4" = 1'-0"



6 A089 SITE STAIR 5 - ELEVATION
SCALE: 1/4" = 1'-0"



7 A089 SITE STAIR 5 - BLDG. D SOUTH WEST EXIT
SCALE: 1/4" = 1'-0"



2 A089 ENLARGED PLAN - DON FELIPE VEHICULAR ENTRANCE
SCALE: 1/4" = 1'-0"

0 2' 4' 8'
SCALE: 1/4" = 1'-0"

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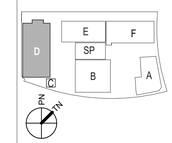
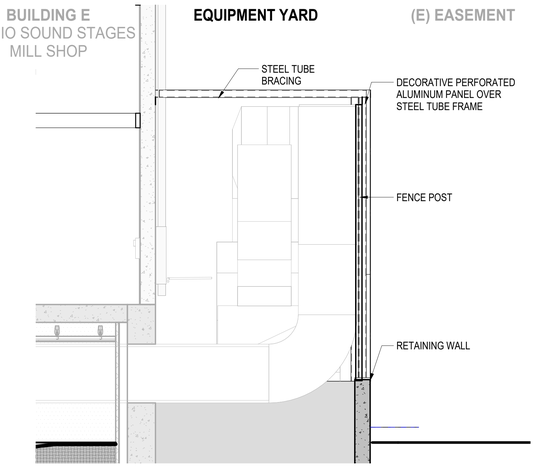


SHEET TITLE:
DON FELIPE VEHICULAR ENTRANCE

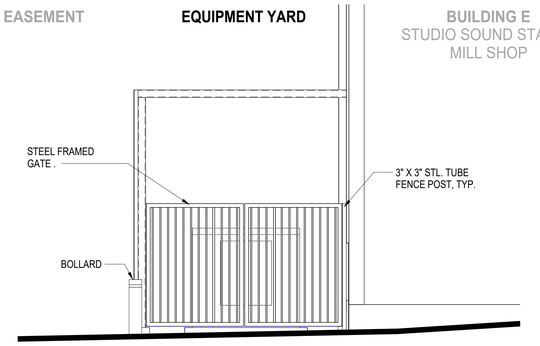
DATE 08/10/2023
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A089

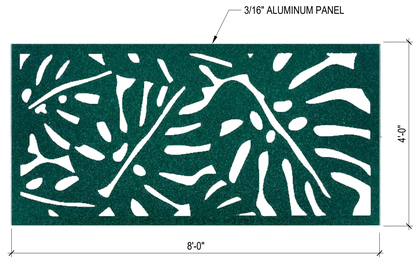
FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SIZ: ISS VOL: 1
PLOT DATE: 9/26/2025 1:31:54 PM



3 A090 EAST ELEVATION - BLDG. E EQUIPMENT
SCALE: 1/4" = 1'-0"



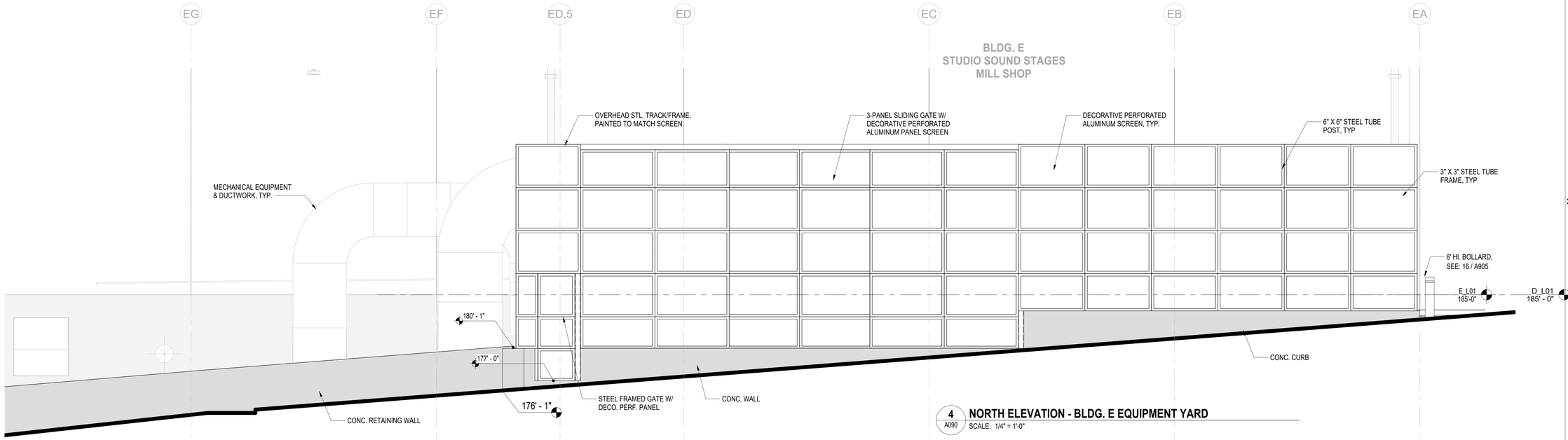
2 A090 WEST ELEVATION - BLDG. E EQUIPMENT
SCALE: 1/4" = 1'-0"



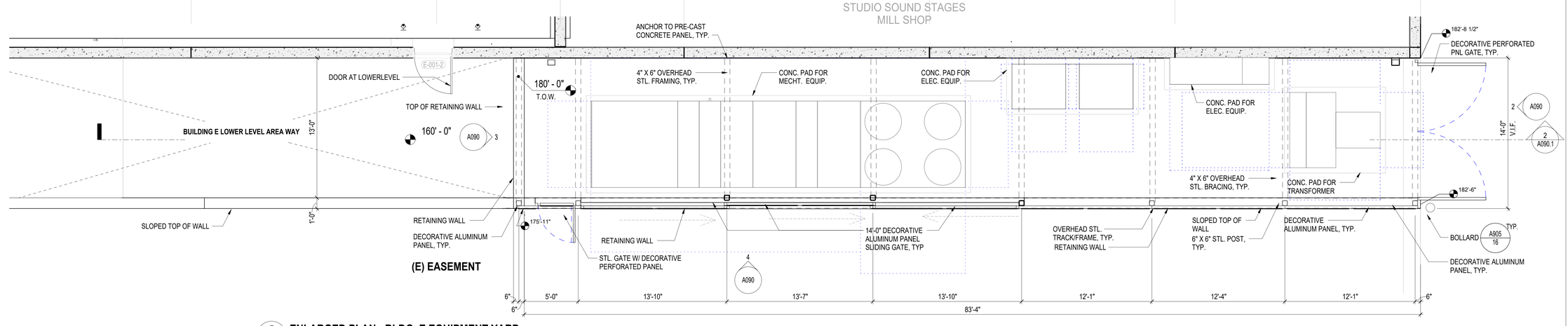
NOTE: ATTACH ALUMINUM PANEL TO STEEL FRAME W/ STAINLESS STEEL FASTENERS & DI-ELECTRIC ISOLATION WASHERS

TROPICAL EMERALD SAND

1 A090 DECORATIVE PERFORATED ALUMINUM PANEL
SCALE: 3/4" = 1'-0"



4 A090 NORTH ELEVATION - BLDG. E EQUIPMENT YARD
SCALE: 1/4" = 1'-0"



5 A090 ENLARGED PLAN - BLDG. E EQUIPMENT YARD
SCALE: 1/4" = 1'-0"

SCALE: 1/4" = 1'-0"

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SHEET TITLE:
BULDING E EQUIPMENT YARD ENLARGED PLAN, ELEVATION & DETAILS

DATE	01/11/2024
DRAWN BY	GA/CP
CHECKED BY	CHKR

SHEET NO.:
A090

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
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SID: I.058 VOL. 1
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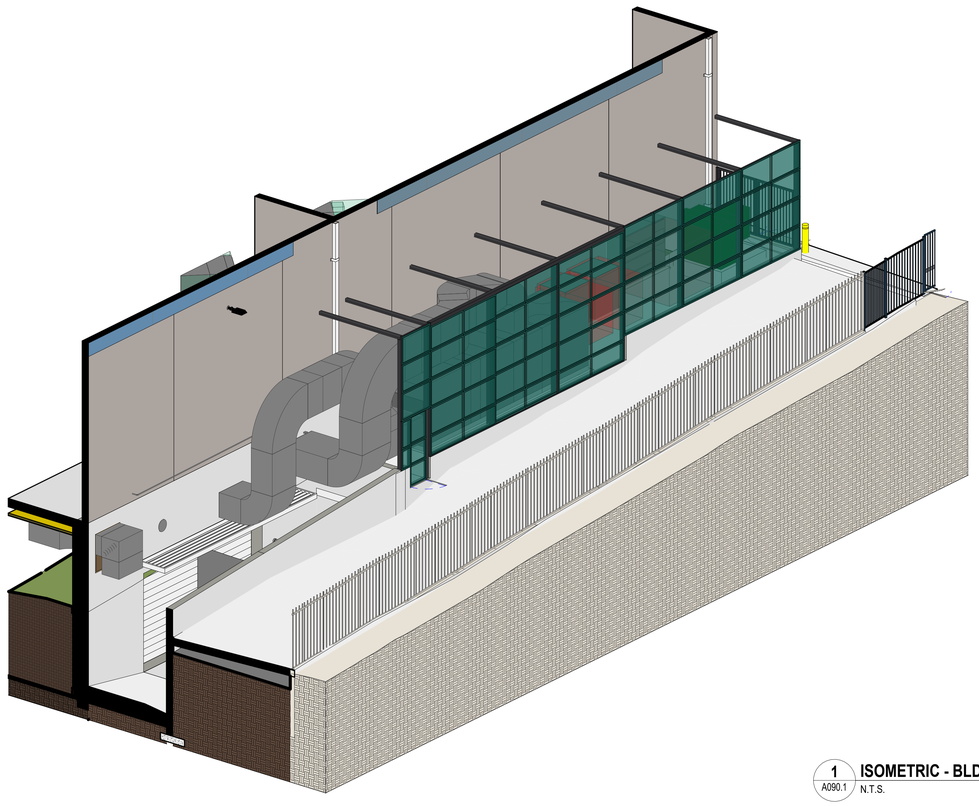

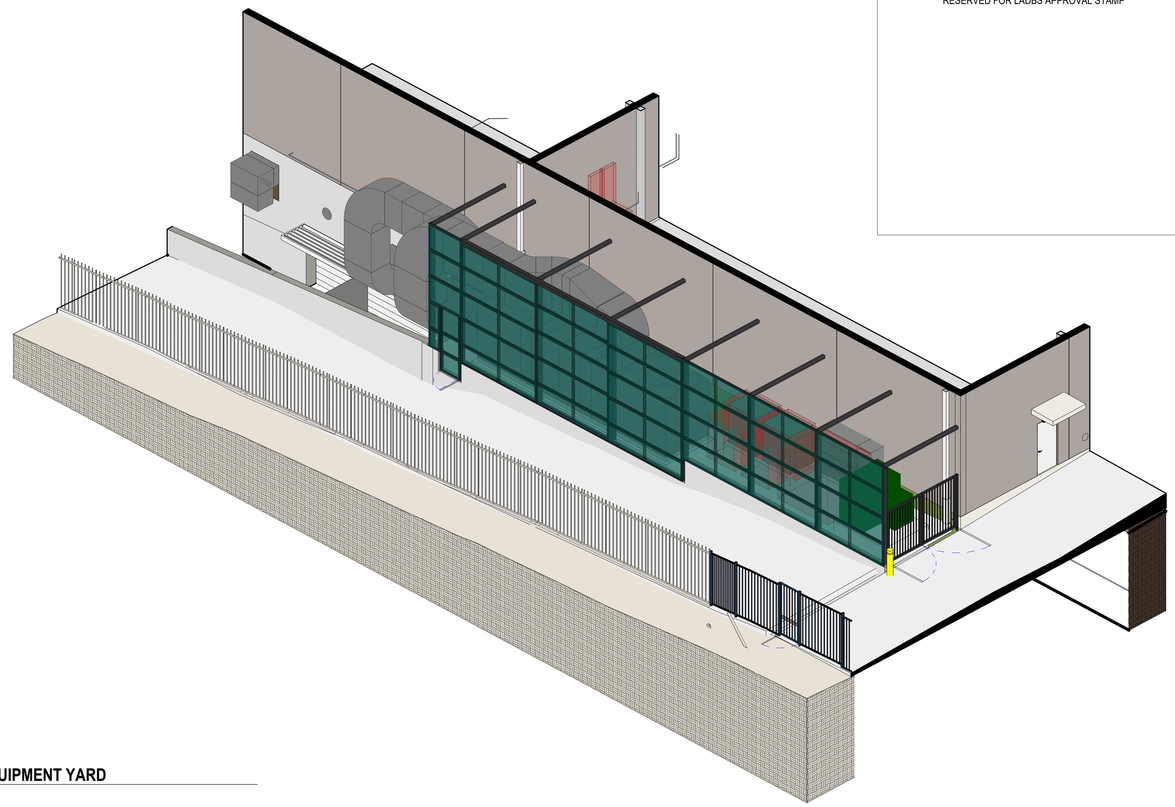

1 / A090.1 **ISOMETRIC - BLDG. E EQUIPMENT YARD**
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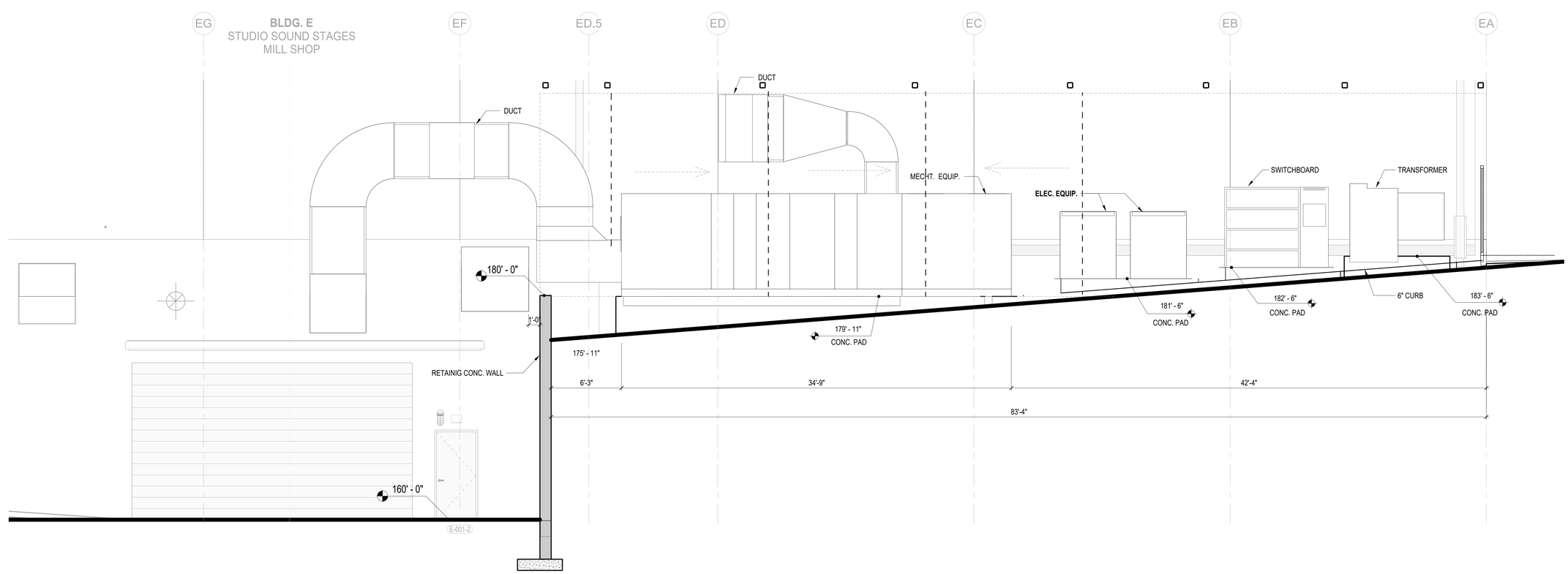

2 / A090.1 **SECTION - BLDG. E EQUIPMENT YARD**
SCALE: 1/4" = 1'-0"

SCALE: 1/4" = 1'-0"

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REV NO.	DATE	DESCRIPTION

SHEET TITLE:
BULDING E EQUIPMENT YARD ISOMETRIC, SECTION & DETAILS

DATE	01/11/2024
DRAWN BY	GA/CP
CHECKED BY	CHKR

SHEET NO.:
A090.1

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
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SIZ: ISS
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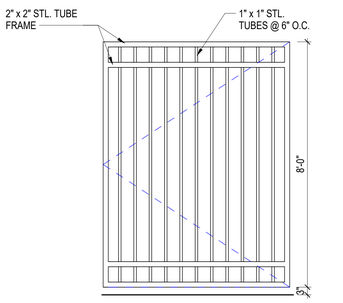
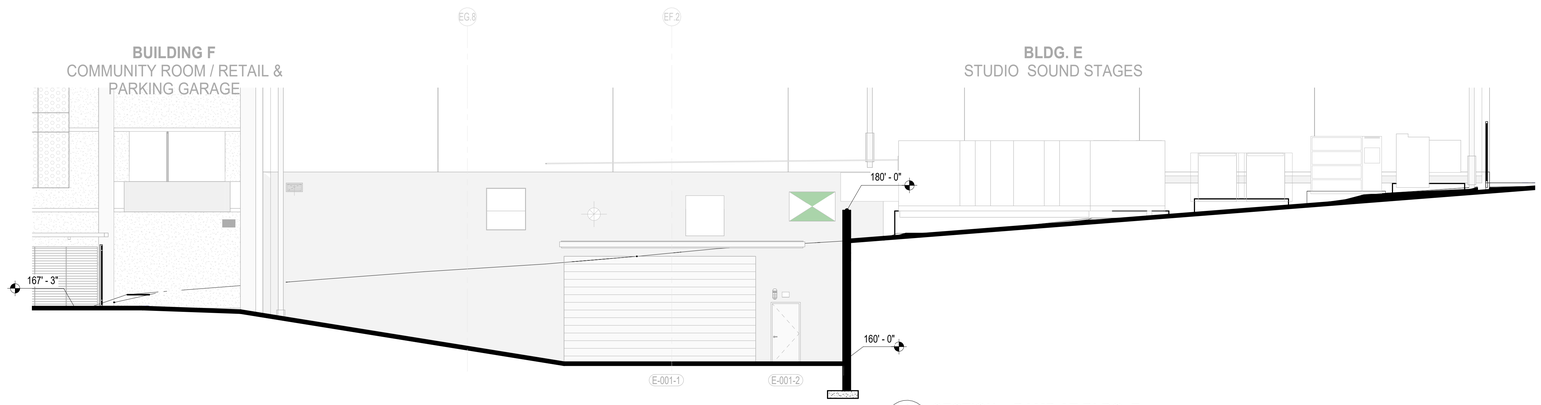


3 A091 **GATE ELEVATION**
SCALE: 1/2" = 1'-0"



1 A091 **SECTION - RAMP AT BLDG. E**
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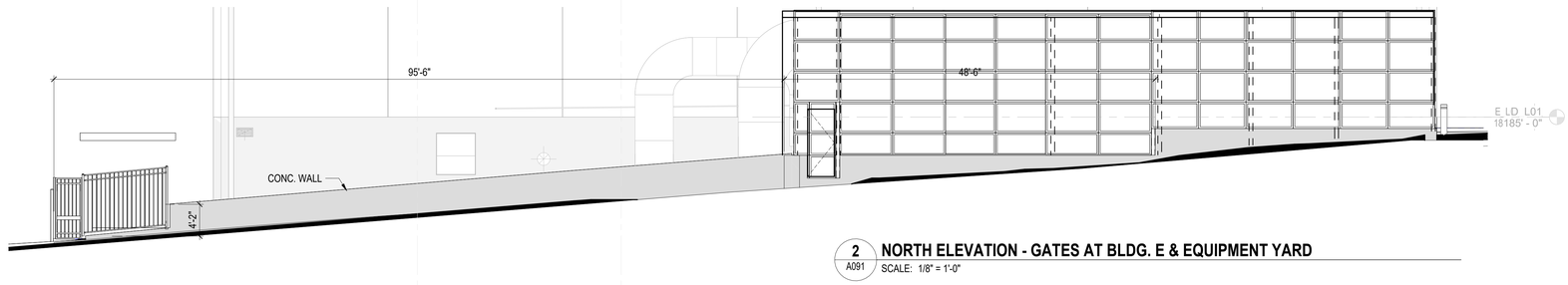
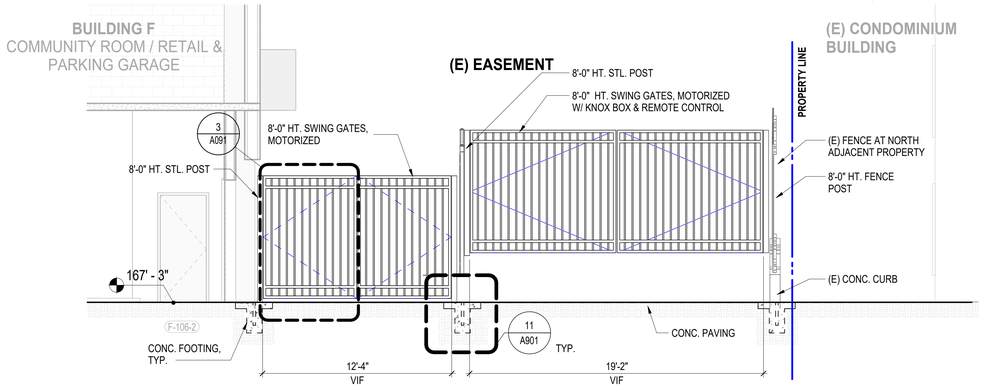
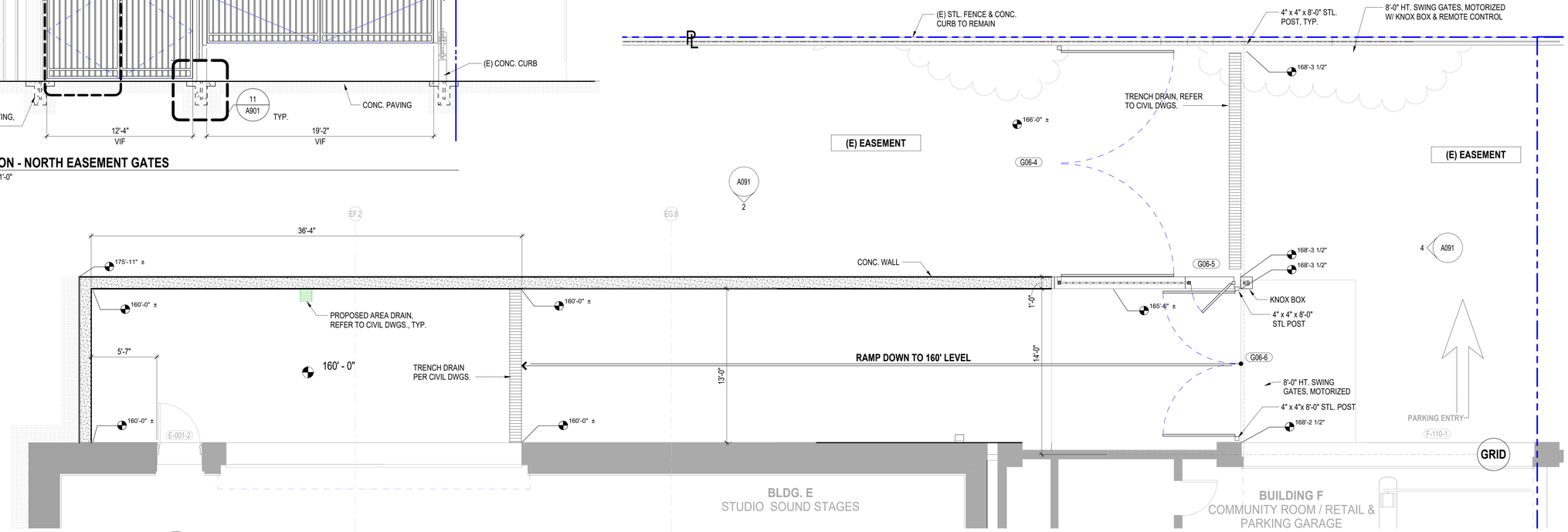


2 A091 **NORTH ELEVATION - GATES AT BLDG. E & EQUIPMENT YARD**
SCALE: 1/8" = 1'-0"



4 A091 **ELEVATION - NORTH EASEMENT GATES**
SCALE: 1/4" = 1'-0"



5 A091 **GATES AT BLDG. E NORTH SIDE**
SCALE: 1/4" = 1'-0"

6033 WEST CENTURY BLVD.
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LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 670-8721
www.jgminc.com

CONSULTANTS:

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-3741 STOCKER OPPORTUNITY LLC & 3751-3761 STOCKER TRADITIONAL LLC

PHASE:
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09/26/2025
PLANNING SUBMITTAL

REV NO.	DATE	DESCRIPTION

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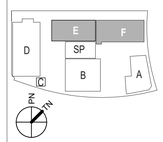


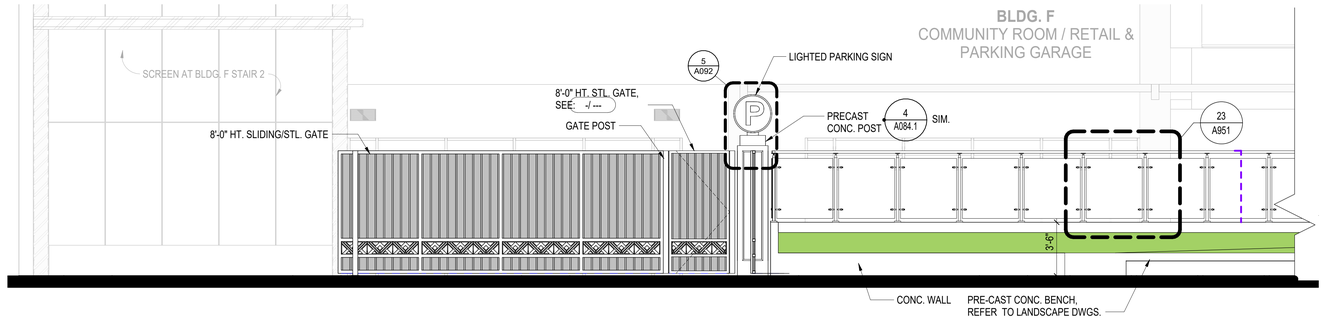
SHEET TITLE:
GATES AT NORTH EASEMENT

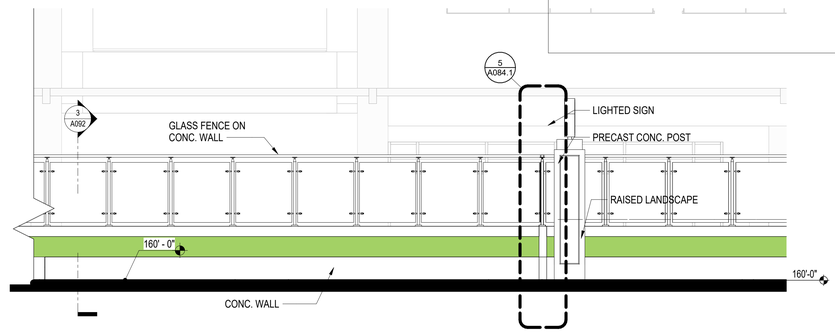
DATE 01/1120/24
DRAWN BY GA
CHECKED BY CHKR

SHEET NO.:
A091

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SIO: 1556 VOL: 1
PLOT DATE: 9/26/2025 1:32:08 PM

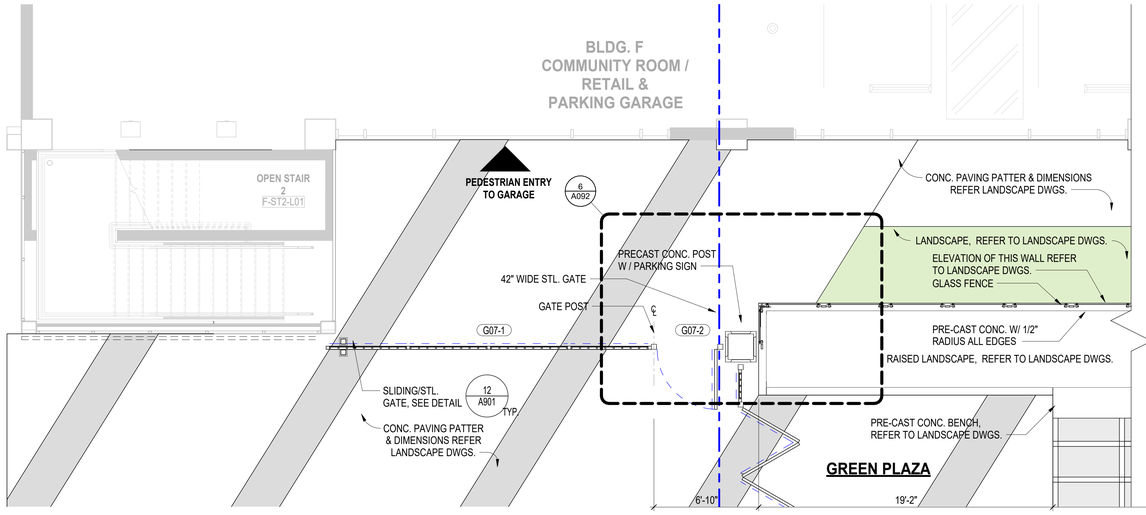
RESERVED FOR LADBS APPROVAL STAMP

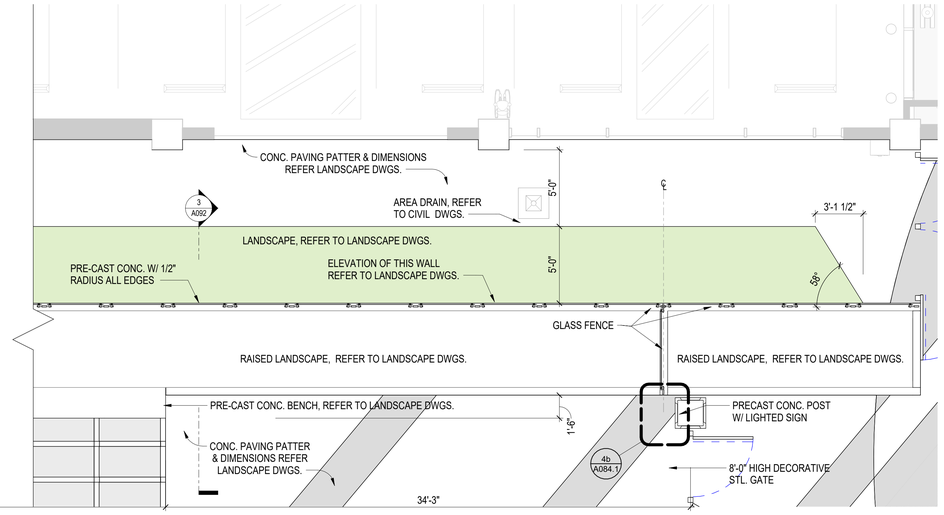




1 A092 ELEVATION - BLDG. F / WEST PEDESTRIAN ENTRANCE & FENCE

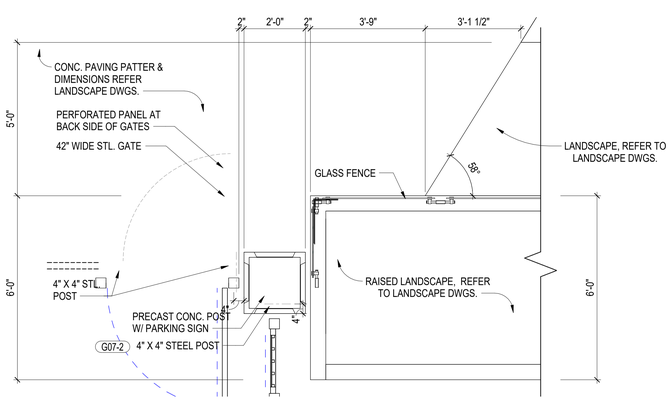
SCALE: 1/4" = 1'-0"





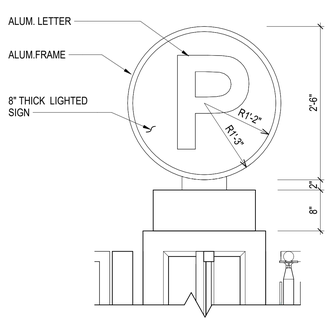
2 A092 ENLARGED PLAN - BLDG. F / WEST PEDESTRIAN ENTRANCE & PLANTER

SCALE: 1/4" = 1'-0"



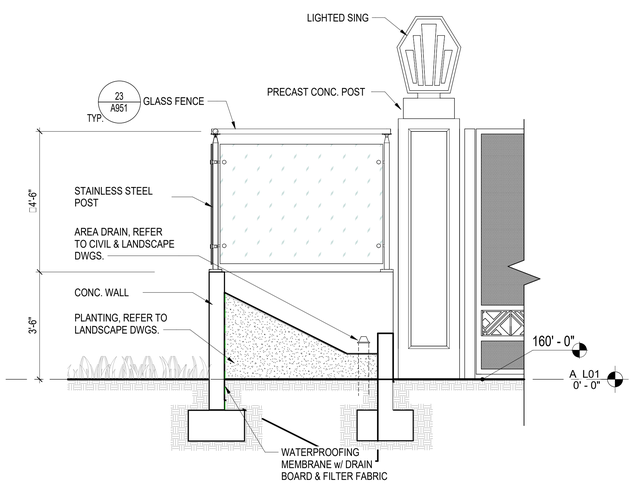
6 A092 ENLARGED PLAN - CONCRETE POST W/ PARKING SIGN

SCALE: 1/2" = 1'-0"



5 A092 LIGHTED PARKING SIGN

SCALE: 1" = 1'-0"



3 A092 SECTION AT PLANTER

SCALE: 1/2" = 1'-0"

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LOS ANGELES, CA 90008

CLIENT:

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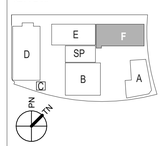
09/26/2025
PLANNING SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:

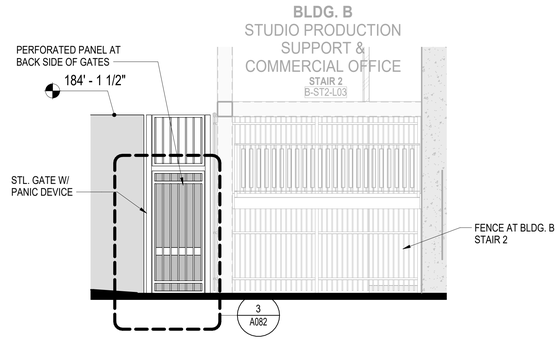
BUILDING F PEDESTRIAN ENTRANCE

DATE	08/10/2023
DRAWN BY	GA
CHECKED BY	CHKR

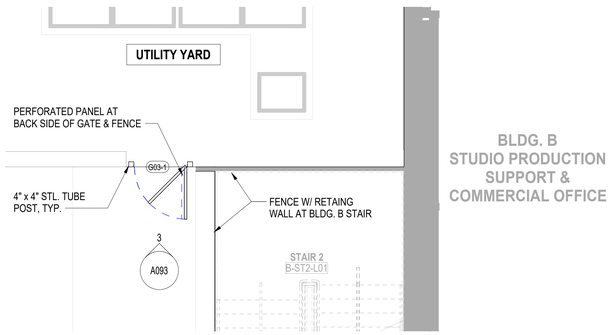
SHEET NO.:

A092

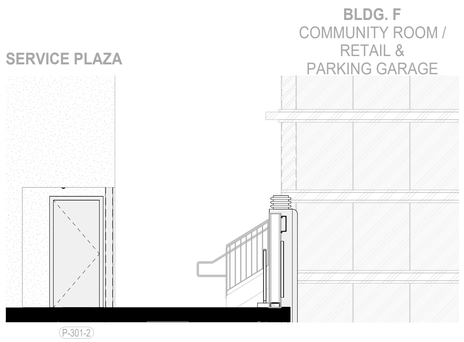
FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SID: ISS VOL: 1
PLOT DATE: 9/26/2025 1:32:14 PM



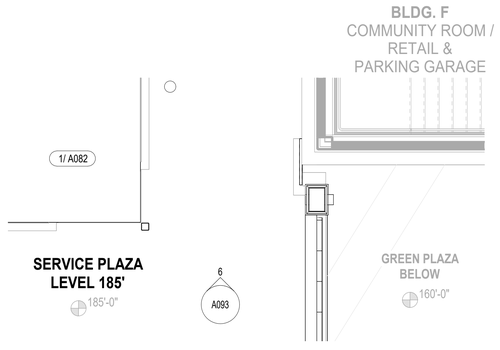
3 A093 ENLARGED ELEVATION - GATE AT UTILITY YARD
SCALE: 1/4" = 1'-0"



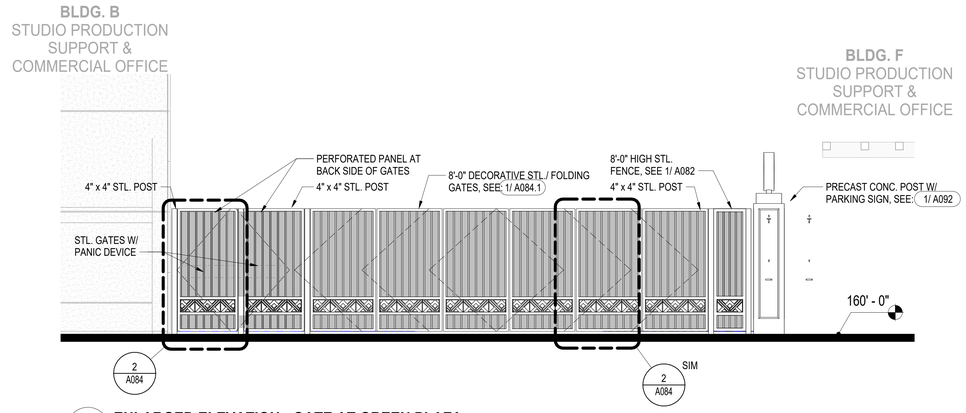
4 A093 ENLARGED PLAN - GATE AT UTILITY YARD
SCALE: 1/4" = 1'-0"



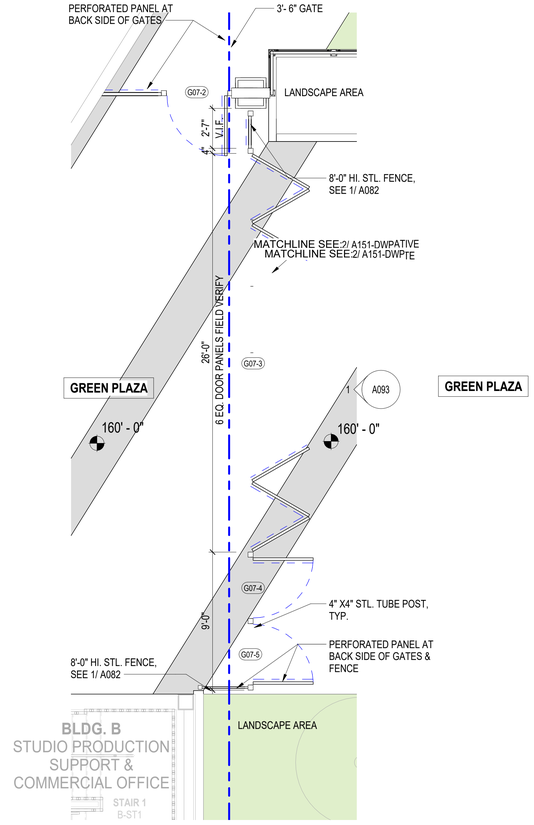
6 A093 ENLARGED ELEVATION - GATES AT SERVICE PLAZA
SCALE: 1/4" = 1'-0"



5 A093 ENLARGED PLAN - GATES AT SERVICE PLAZA
SCALE: 1/4" = 1'-0"



1 A093 ENLARGED ELEVATION - GATE AT GREEN PLAZA
SCALE: 1/4" = 1'-0"



2 A093 ENLARGED PLAN - GATES & FENCE AT GREEN PLAZA
SCALE: 1/4" = 1'-0"

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FAX: (310) 670-8721
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CONSULTANTS:

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3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
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CONSTRUCTION DOCUMENTS

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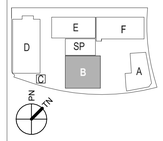
09/26/2025
PLANNING
SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
GATES & FENCE AT GREEN PLAZA

DATE	08/10/2023
DRAWN BY	GA
CHECKED BY	CHKR

SHEET NO.:
A093

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
SID: 058
VOL: 1
PLOT DATE:
9/26/2025 1:32:21 PM

BRAND IDENTITY

STOCKER STREET
CREATIVE

TYPOGRAPHY

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z
1 2 3 4 5 6 7 8 9 0

Acme Condensed Gothic - Regular

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z
1 2 3 4 5 6 7 8 9 0

Gill Sans Nova - Condensed Bold

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z
1 2 3 4 5 6 7 8 9 0

Gill Sans Nova - Medium

PROJECT COLOR

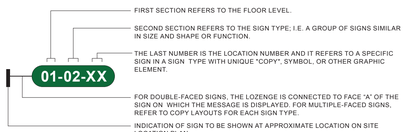
P1 BLACK IS BLACK MP59647	P2 BLACK 12 PANTONE BLACK C	P3 DEEP RIVER MP07102	P4 DESIGNER WHITE MP31645	P5 MATTE WHITE 100 3M 7725-10	P6 SAFETY RED PMS 485C
P7 LIGHT MUSTARD MP00052	P8 CHALK WHITE MP05317	P9 COY GREY MP03066	P10 SALTY DOG	P11 VINE CHARCOAL MP42359	P12 TACKLE BOX GREEN MP15953
P13 CHAMPAGNE	P14 PLUMB LINE MP05491	P15 CREAM TANGERINE MP12463	P16 BLUE AND GREY MP04510	P17 ARDOSIA SLATE MP15901	P18 MINERAL HILL MP11661

ARROWS AND SYMBOLS



LOCATION PLAN EXPLANATION

THIS DRAWING EXPLAINS THE LOZENGE SYMBOLS FOUND ON EACH LOCATION PLAN. REFER TO THE GRAPHICS SCHEDULE (INCLUDED IN SPECIFICATIONS) FOR ALL SIGN COPY.



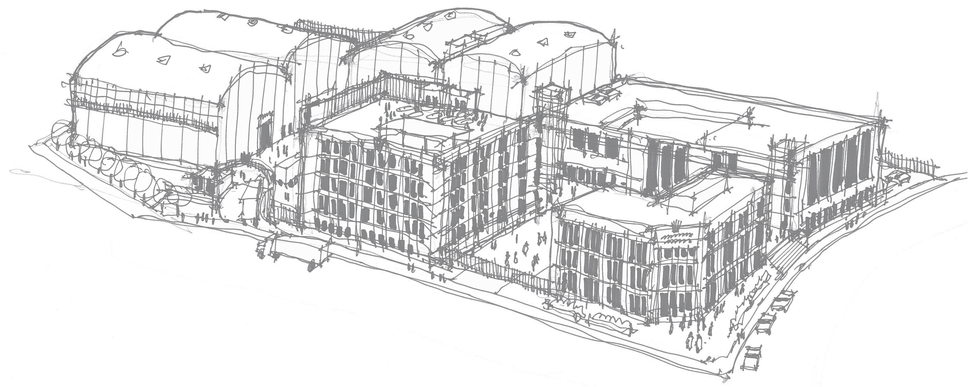
NOTE: THIS SHAPE IS NOT TO SCALE ON THE LOCATION PLANS.

GENERAL NOTES

1. ALL TYPESETTING SHALL BE PROVIDED BY SIGN CONTRACTOR. LETTER SPACING SHALL BE "NORMAL" SPACING FOR ALL SIGNS EXPECT AS SPECIFIED OTHERWISE. SIGN CONTRACTOR SHALL PROVIDE SKA WITH TYPICAL SPACING PATTERNS FOR APPROVAL PRIOR TO FABRICATION.
2. ALL INSTALLATION LOCATIONS & CONDITIONS SHALL BE FIELD VERIFIED PRIOR TO FABRICATION. SIGN CONTRACTOR SHALL COORDINATE ALL SIGNAGE INSTALLATION WITH GENERAL CONTRACTOR.
3. SIGN CONTRACTOR SHALL REFER TO SPECIFICATIONS FOR ALL MATERIAL DETAILS & SPECIFIC INSTRUCTIONS.
4. SIGN CONTRACTOR SHALL PROVIDE ALL ENGINEERING OF SIGN & GRAPHIC ITEMS INCLUDING, BUT NOT LIMITED TO, INTERNAL SIGN STRUCTURE, ELECTRICAL & MECHANICAL PARTS, CONCRETE FOOTING & BASES. ALL ITEMS SHALL BE ENGINEERED TO SATISFY APPLICABLE CODES & REGULATIONS. SHOP DRAWINGS SHALL CARRY THE ENGINEER'S STAMP & BE SIGNED BY A CALIFORNIA REGISTERED CIVIL ENGINEER.
5. ALL ATTACHMENT DETAILS SHALL BE SHOWN ON FABRICATOR'S SHOP DRAWINGS & SHALL BE SUBMITTED TO SKA FOR APPROVAL PRIOR TO FABRICATION. ALL SIGNS SHALL BE INSTALLED AS PER EXISTING/CURRENT CODE REQUIREMENTS FOR SAFE AND SECURE MOUNTING.
6. EVACUATION MAPS: IT SHALL BE THE RESPONSIBILITY OF THE SIGN CONTRACTOR TO PREPARE ALL GRAPHIC LAYOUT OF FLOOR PLANS OR THE EVACUATION MAPS BASED ON THE MAP DESIGN SHOWN IN THE CONTRACT DOCUMENTS. SIGN CONTRACTOR SHALL INCLUDE ON THE SIGN LAYOUTS ALL REQUIRED INFORMATION. SIGN CONTRACTOR SHALL OBTAIN ALL APPROVALS FROM THE APPROPRIATE FIRE DEPARTMENT REPRESENTATIVES & PREPARE ALL CAMERA-READY ART, IN ADDITION TO THE FABRICATION OF ALL SIGNS. CAMERA-READY ART SHALL BE SUBMITTED FOR REVIEW BY CITY REPRESENTATIVES PRIOR TO FABRICATION.

SHEET INDEX

SG001	COVER SHEET, GRAPHIC STANDARDS, SIGN TYPE MENU & SHEET INDEX
SG100	SITE LOCATION PLAN
SG101	SIGN AREA CALCULATIONS
SG101	SIGN AREA CALCULATIONS (CONT.)
SG300	SIGNAGE DETAILS- SIGN TYPE: 1, 3, 8, & 9
SG301	SIGNAGE DETAILS- SIGN TYPE: 11, 14, 20, & 21
SG302	SIGNAGE DETAILS- SIGN TYPE: 22, 74, & 80
SG303	ARCHITECTURAL BRANDING DECOR: A1, A2, A3, & A4



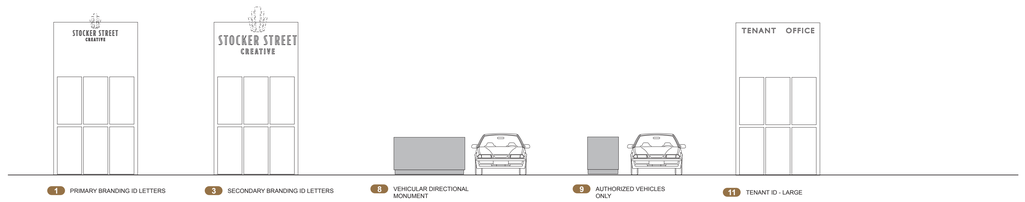
Stocker Street Creative

Signage Entitlement Package

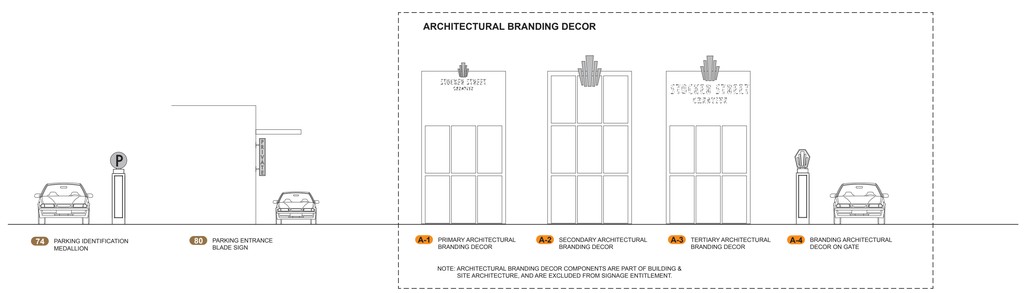
Job #: 21.068
Submittal: 09.26.2025

SKADESIGN

EXTERIOR SIGNAGE







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472 East Colorado Boulevard
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W skadesign.com

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3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
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&
3751-3761 STOCKER TRADITIONAL LLC

PHASE:
SIGNAGE ENTITLEMENT

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09/26/2025
PLANNING
SUBMITTAL

REV NO.	DATE	DESCRIPTION

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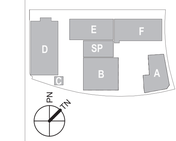

SHEET TITLE:
COVER SHEET, GRAPHIC STANDARDS, SIGN TYPE MENU & SHEET INDEX

DATE 09/26/2025
DRAWN BY AL
CHECKED BY MM

SHEET NO.:
SG001

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_E_AR_SIGN.rvt
DISCIPLINE: SIGNAGE
SID: E28 VOL: 1
PLOT DATE: 5/1/2024 11:39:50 AM

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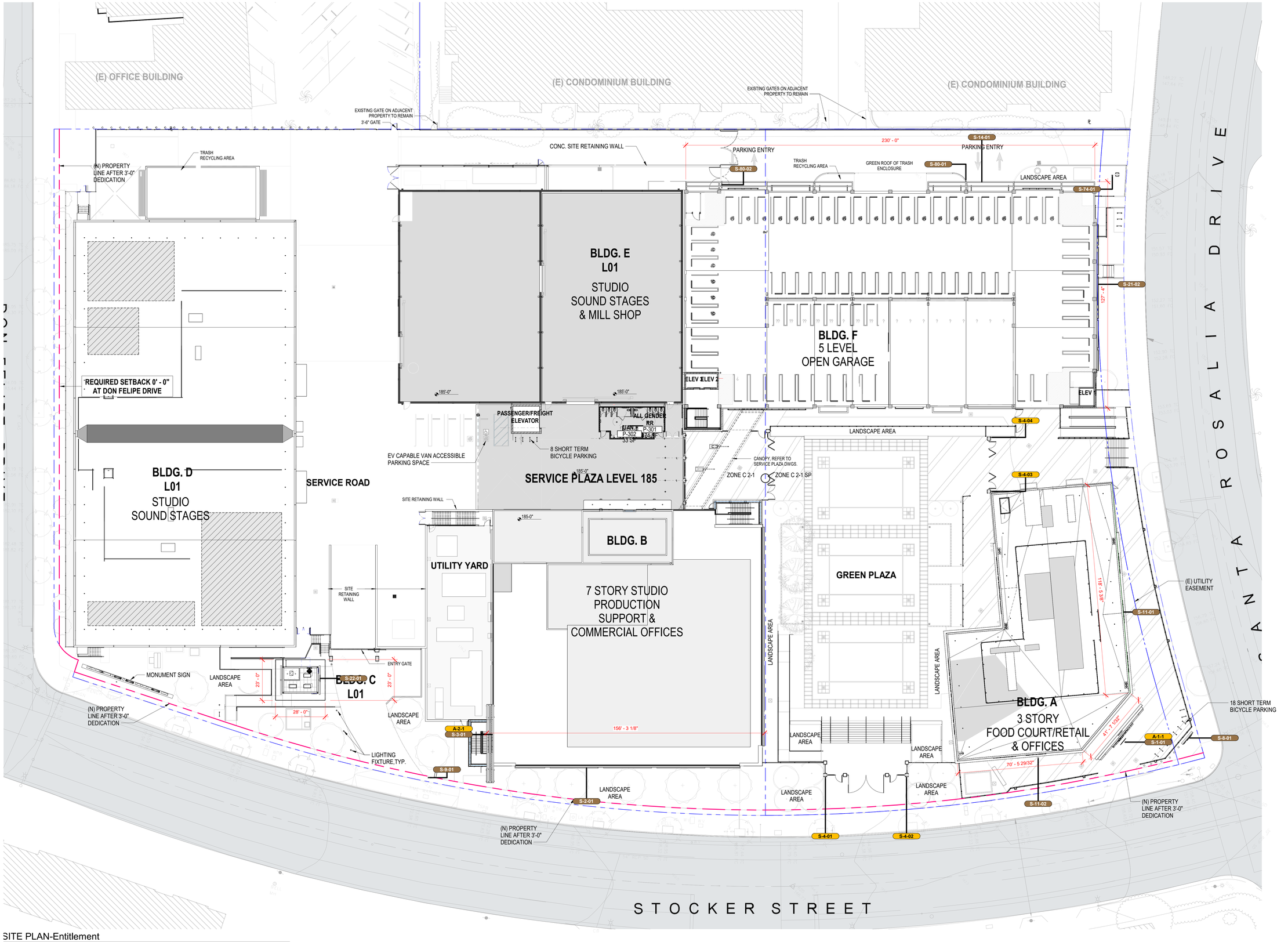
A B C D



SITE PLAN-Entitlement

1" = 20'-0"

SCALE: 1/8" = 1'-0"

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_E_AR_SIGN.rvt

DISCIPLINE: SIGNAGE
SID: E28
VOL: 1

PLOT DATE: 5/1/2024 11:39:50 AM

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W skadesign.com

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LOS ANGELES, CA 90008

CLIENT:
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&
3751-3761 STOCKER TRADITIONAL LLC

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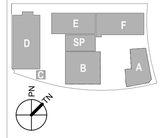
PLANNING
SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
SITE LOCATION PLAN

DATE	09/26/2025
DRAWN BY	AL
CHECKED BY	MM

SHEET NO.:
SG100

	PROPOSED SIGN PROGRAM							CITY OF LOS ANGELES MUNICIPAL CODE					
	SIGN LOCATION	SHEET / SIGN NUMBER	SIGN DESCRIPTION	WIDTH	HEIGHT	COPY AREA	QTY.	LAMC SIGN CATEGORY	LAMC CODE SECTIONS	STREET FRONTAGE	MAX. SIGN AREA PERMITTED	ACTUAL SIGN AREA	TOTAL MAX. SIGN AREA PER ELEVATION
1	BUILDING - A SOUTH-EAST ELEVATION	SG300 S-1-01	Primary Branding ID Letters STOCKER STREET CREATIVE	17'-11"	4'-2"	75 Sq. Ft.	1	Wall Sign	SEC. 14.4.10. WALL SIGN. A. Area. 1. The total sign area of wall signs facing a street shall not exceed two square feet for each foot of street frontage, plus one square foot for each foot of building frontage for a single-story building. 2. For buildings more than one story in height, the combined wall sign area shall not exceed that permitted for a single story by more than ten percent for each additional story. In no event, shall the combined wall sign area exceed by 50 percent that area permitted for a single-story building. 3. For wall signs that are made up of individual letters that use the wall of the building as background, the allowable sign area may be increased by 20 percent, provided there is no change in color between the background and the surrounding wall area. 4. The combined sign area of illuminated architectural canopy signs, roof signs and wall signs facing the same direction shall not exceed two square feet for each foot of street frontage, plus one square foot for each foot of building frontage. 5. The combined sign area of wall signs, projecting signs, monument signs, illuminated architectural canopy signs, pole signs, roof signs and window signs shall not exceed four square feet for each foot of street frontage.	41'-7"	124.75 Sq. Ft.	75 Sq. Ft.	75 Sq. Ft.
2	BUILDING - A EAST ELEVATION	SG301 S-11-01	Building Identification Tenant Letters TENANT OFFICE	24'-4"	2'-0"	49 Sq. Ft.	1	Wall Sign		118'-5"	355.25 Sq. Ft.	49 Sq. Ft.	49 Sq. Ft.
3	BUILDING - A SOUTH ELEVATION	SG301 S-11-02	Building Identification Tenant Letters TENANT OFFICE	24'-4"	2'-0"	49 Sq. Ft.	1	Wall Sign		70'-5"	211.25 Sq. Ft.	49 Sq. Ft.	49 Sq. Ft.
4	BUILDING - B SOUTH ELEVATION	SG300 S-2-01	Primary Branding ID Letters STOCKER STREET CREATIVE	17'-11"	4'-2"	75 Sq. Ft.	1	Wall Sign		156'-3"	468.75 Sq. Ft.	75 Sq. Ft.	75 Sq. Ft.
5	BUILDING - B WEST ELEVATION	SG300 S-3-01	Secondary Branding ID Letters STOCKER STREET CREATIVE	5'-8"	23'-10"	136 Sq. Ft.	1	Wall Sign		143'-6"	430.5 Sq. Ft.	136 Sq. Ft.	136 Sq. Ft.
6	BUILDING - C EAST ELEVATION	SG302 S-22-01	Security Identification SECURITY	7'-5"	1'-0"	7.5 Sq. Ft.	1	Wall Sign		23'-0"	69 Sq. Ft.	7.5 Sq. Ft.	7.5 Sq. Ft.
7	BUILDING - F EAST ELEVATION	SG301 S-21-01	Tenant Identification - Small COMMUNITY ROOM	9'-4"	8"	6.5 Sq. Ft.	1	Wall Sign		127'-4"	382 Sq. Ft.	6.5 Sq. Ft.	8 Sq. Ft.
8	BUILDING - F EAST ELEVATION	SG301 S-20-01	Address Numerals 3701	2'-3"	8"	1.5 Sq. Ft.	1	Wall Sign		127'-4"	382 Sq. Ft.	1.5 Sq. Ft.	8 Sq. Ft.
9	BUILDING - F NORTH ELEVATION	SG301 S-14-01	Parking Entrance Identification EXIT ENTER	13'-2"	1'-0"	13.5 Sq. Ft.	1	Wall Sign		230'-0"	690 Sq. Ft.	13.5 Sq. Ft.	25.5 Sq. Ft.
10	BUILDING - F NORTH ELEVATION	SG302 S-80-01	Parking Identification Blade Sign PUBLIC	1'-0"	6'-0"	6 Sq. Ft.	1	Projecting Sign	SEC. 14.4.2 & 14.4.9. PROJECTING SIGN. A. Area. 1. Area of all projecting signs visible to the same direction of traffic shall not exceed 25 square feet plus 1.5 square feet per foot of street frontage up to a maximum of 300 square feet. 2. Combined area of projecting, wall, monument, illuminated architectural canopy, pole, roof, and window signs shall not exceed 4 square feet per foot of street frontage.	230'-0"	690 Sq. Ft.	6 Sq. Ft.	25.5 Sq. Ft.
11	BUILDING - F NORTH ELEVATION	SG302 S-80-02	Parking Identification Blade Sign PRIVATE	1'-0"	6'-0"	6 Sq. Ft.	1	Projecting Sign		230'-0"	690 Sq. Ft.	6 Sq. Ft.	25.5 Sq. Ft.

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LOS ANGELES, CA 90008

CLIENT:
3731-41 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

PHASE:
SIGNAGE ENTITLEMENT

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REV NO.	DATE	DESCRIPTION

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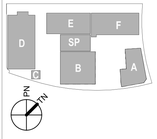

SHEET TITLE:
SIGNAGE AREA CALCULATIONS

DATE 09/26/2025
DRAWN BY AL
CHECKED BY MM

SHEET NO.:
SG101

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_E_AR_SIGN.rvt
DISCIPLINE: SIGNAGE
SID: E28
VOL: 1
PLOT DATE: 5/1/2024 11:39:50 AM

	PROPOSED SIGN PROGRA (CONT.)							CITY OF LOS ANGELES MUNICIPAL CODE					
	SIGN LOCATION	SHEET / SIGN NUMBER	SIGN DESCRIPTION	WIDTH	HEIGHT	COPY AREA	QTY.	LAMC SIGN CATEGORY	LAMC CODE SECTIONS	PROPERTY STREET FRONTAGE	MAX. SIGN AREA PERMITTED	ACTUAL SIGN AREA	TOTAL MAX. SIGN AREA
12	SITE SIGNAGE EAST SIDE	SG300 S-8-01	Primary Vehicular Directional 	8'-10"	4'-6"	40 Sq. Ft.	1	Monument Sign	SEC. 14.4.2 & 14.4.8. MONUMENT SIGN. A sign that is erected directly upon the existing or artificially created grade or that is raised no more than 12" from grade to the bottom of the sign and has a horizontal dimension equal to or greater than its vertical dimension. 1. Height shall be maximum 8' above sidewalk grade or edge of roadway grade nearest the sign. 2. Location shall be at least 7.5' from interior lot lines and 15' from another monument, pole or projecting sign. Monument signs shall not project over the building line. 3. Area of all monument signs shall not exceed 1.5 square feet per foot of street frontage nor a maximum of 75 square feet for the sign face visible to the same direction of traffic. 4. Combined sign area of monument, projecting, wall, illuminated architectural canopy, pole, roof, and window signs shall not exceed 4 square feet for each foot of street frontage.	356'-0"	356 Sq. Ft.	40 Sq. Ft.	40 Sq. Ft.
13	SITE SIGNAGE SOUTH SIDE	SG300 S-9-01	Authorized Vehicles Only 	5'-4"	4'-6"	24 Sq. Ft.	1	Monument Sign		643'-0"	643 Sq. Ft.	24 Sq. Ft.	24 Sq. Ft.
14	SITE SIGNAGE EAST SIDE	SG302 S-74-01	Parking Identification Medallion 	2'-6"	9'-8"	24 Sq. Ft.	1	Pole Sign	SEC. 14.4.2 & 14.4.12. POLE SIGN. A freestanding sign that is erected or affixed to one or two poles or posts, raised more than 12" from grade, and that does not meet the requirements of a monument sign. 1. Street frontage shall be minimum 50' and only one pole sign or projecting sign allowed for each 200' or fraction of street frontage, if the street frontage does not contain an existing pole sign or projecting sign..	356'-0"	356 Sq. Ft.	24 Sq. Ft.	24 Sq. Ft.

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REV NO.	DATE	DESCRIPTION

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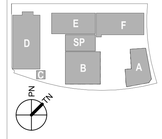

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SIGNAGE AREA CALCULATIONS

DATE 09/26/2025
DRAWN BY AL
CHECKED BY MM

SHEET NO.:
SG102

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SID. E28 \ VOL. 1
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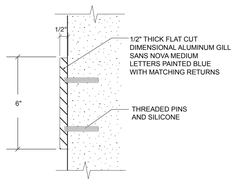
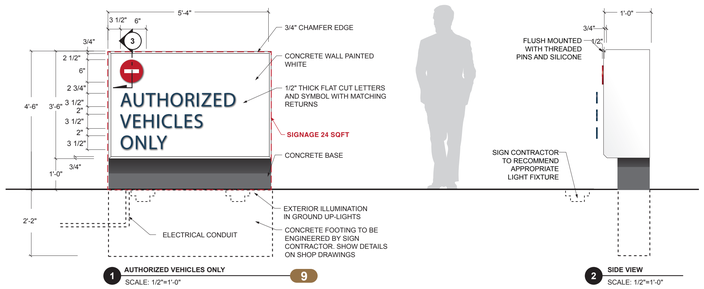


3 **SECTION DETAIL**
SCALE: 3" = 1'-0"



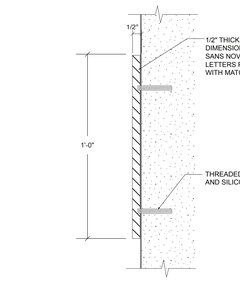
3 **CONTEXT ELEVATION**
SCALE: 1/4"=1'-0"



1 **AUTHORIZED VEHICLES ONLY** 9
SCALE: 1/2"=1'-0"

2 **SIDE VIEW**
SCALE: 1/2"=1'-0"

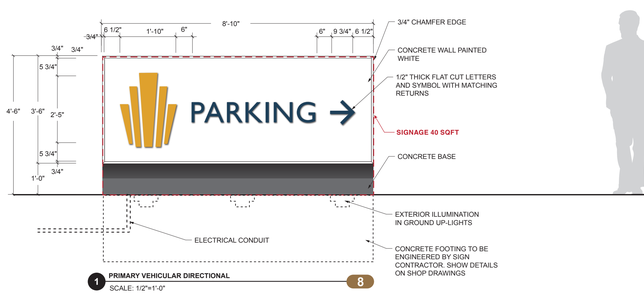
SIGN TYPE 9 AUTHORIZED VEHICLES ONLY 4



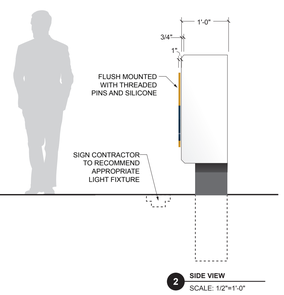
3 **SECTION DETAIL**
SCALE: 3" = 1'-0"



4 **CONTEXT ELEVATION**
SCALE: 1/4"=1'-0"

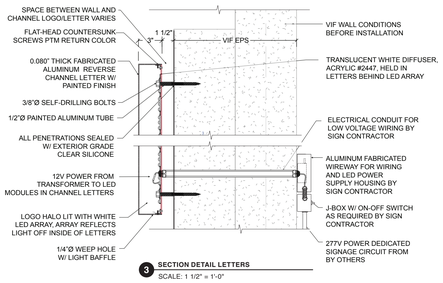


1 **PRIMARY VEHICULAR DIRECTIONAL** 8
SCALE: 1/2"=1'-0"

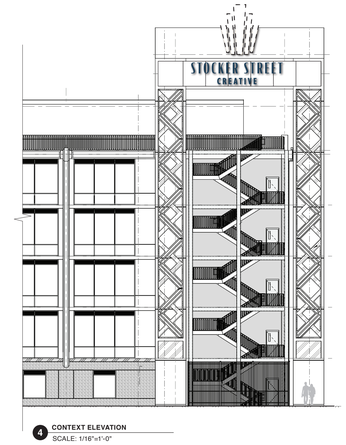


2 **SIDE VIEW**
SCALE: 1/2"=1'-0"

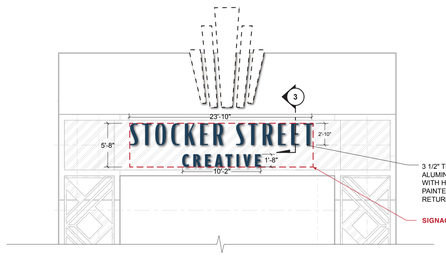
SIGN TYPE 8 PRIMARY VEHICULAR DIRECTIONAL 3



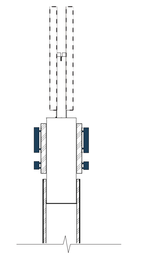
3 **SECTION DETAIL LETTERS**
SCALE: 1 1/2" = 1'-0"



4 **CONTEXT ELEVATION**
SCALE: 1/16"=1'-0"

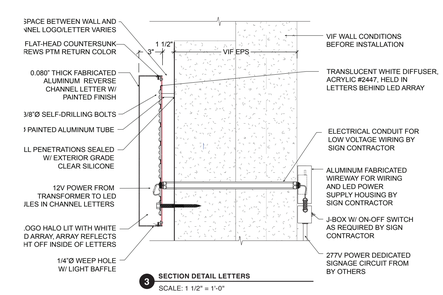


1 **SECONDARY BRANDING ID LETTERS** 3
SCALE: 1/8"=1'-0"

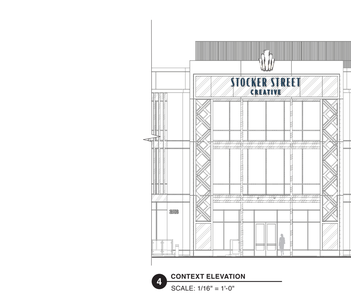


2 **SIDE VIEW**
SCALE: 1/8"=1'-0"

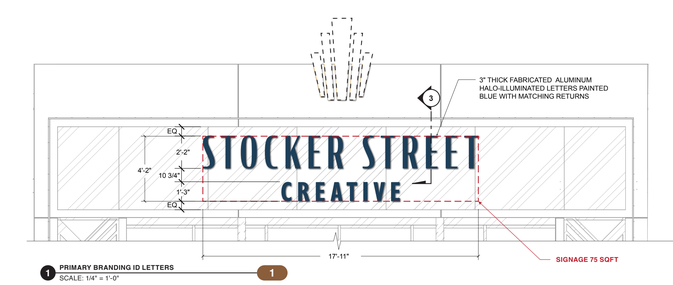
SIGN TYPE 3 TERTIARY BRANDING ID LETTERS 2



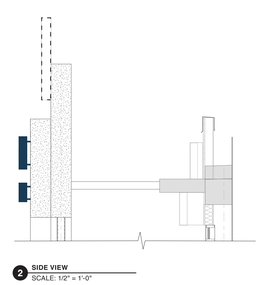
3 **SECTION DETAIL LETTERS**
SCALE: 1 1/2" = 1'-0"



4 **CONTEXT ELEVATION**
SCALE: 1/16" = 1'-0"



1 **PRIMARY BRANDING ID LETTERS** 1
SCALE: 1/4" = 1'-0"



2 **SIDE VIEW**
SCALE: 1/2" = 1'-0"

SIGN TYPE 1 PRIMARY BRANDING ID LETTERS 1

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REV NO.	DATE	DESCRIPTION

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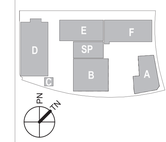

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SIGNAGE DETAILS - SIGN TYPE: 1, 2, 8, & 9

DATE 09/26/2025
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SHEET NO.:
SG300

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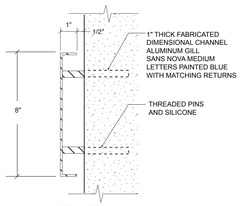
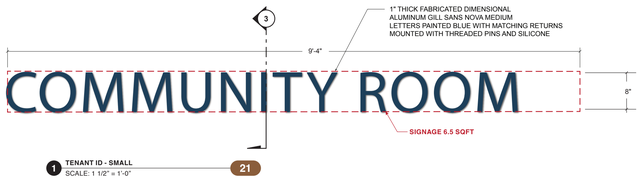


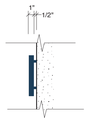
3 SECTION DETAIL
SCALE: 3" = 1'-0"



4 CONTEXT ELEVATION
SCALE: 1/8"=1'-0"

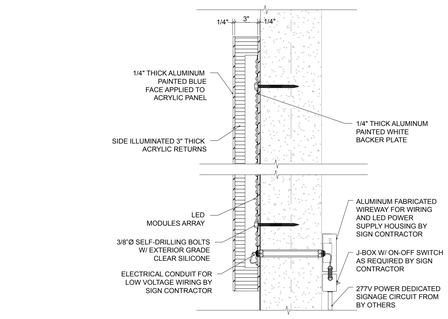


1 TENANT ID - SMALL
SCALE: 1 1/2" = 1'-0"
21



2 SIDE VIEW
SCALE: 1"=1'-0"

SIGN TYPE 21 TENANT ID - SMALL 4



3 SECTION DETAIL
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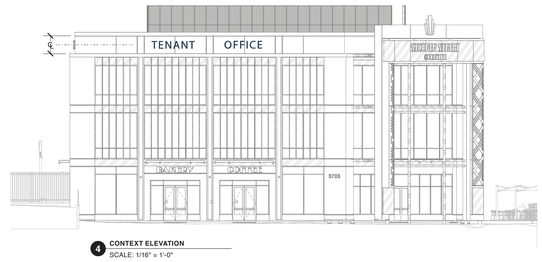
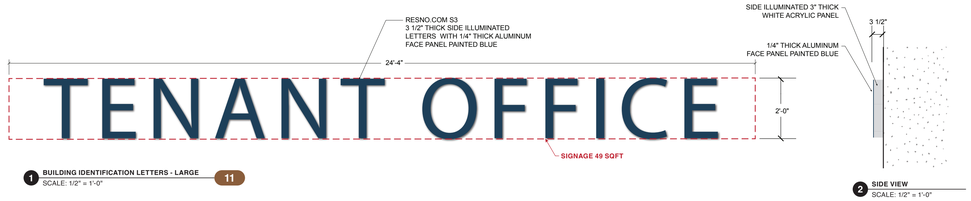


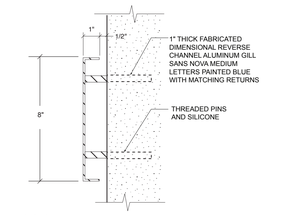
4 CONTEXT ELEVATION
SCALE: 1/16" = 1'-0"



1 BUILDING IDENTIFICATION LETTERS - LARGE
SCALE: 1/2" = 1'-0"
11

2 SIDE VIEW
SCALE: 1/2" = 1'-0"

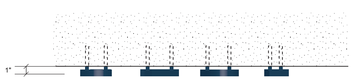
SIGN TYPE 11 TENANT ID - LARGE 2



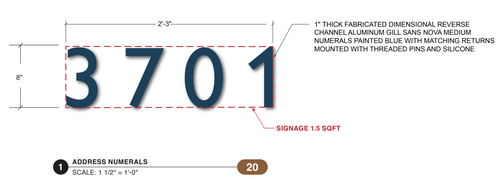
4 SECTION DETAIL
SCALE: 1 1/2" = 1'-0"



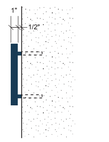
5 CONTEXT ELEVATION
SCALE: 1/8"=1'-0"



3 PLAN VIEW
SCALE: 1 1/2" = 1'-0"

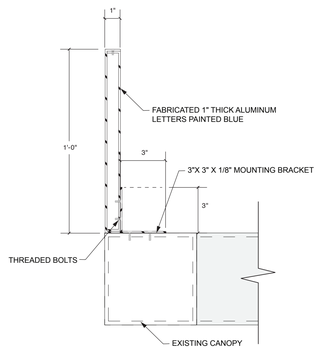


1 ADDRESS NUMERALS
SCALE: 1 1/2" = 1'-0"
20



2 SIDE VIEW
SCALE: 1 1/2" = 1'-0"

SIGN TYPE 20 ADDRESS NUMERALS 3



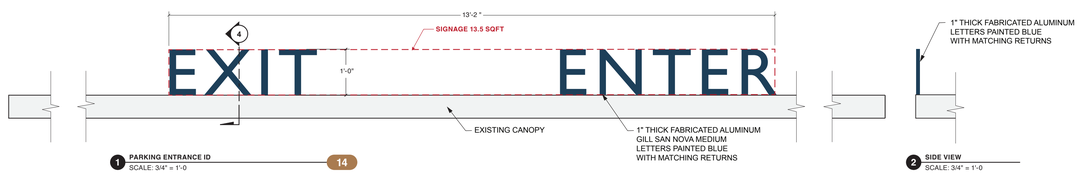
4 SECTION DETAIL
SCALE: 1/2" = 1'-0



5 CONTEXT ELEVATION
SCALE: 1/8" = 1'-0



3 PLAN VIEW
SCALE: 3/4" = 1'-0



1 PARKING ENTRANCE ID
SCALE: 3/4" = 1'-0
14

2 SIDE VIEW
SCALE: 3/4" = 1'-0

SIGN TYPE 14 PARKING ENTRANCE IDENTIFICATION 1

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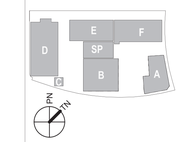

SHEET TITLE:
SIGNAGE DETAILS - SIGN TYPE: 11, 14, 20, & 21

DATE 09/26/2025
DRAWN BY AL
CHECKED BY MM

SHEET NO.:
SG301

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_E_AR_SIGN.rvt
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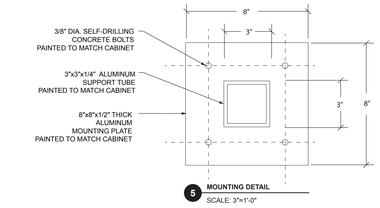
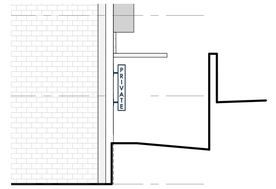
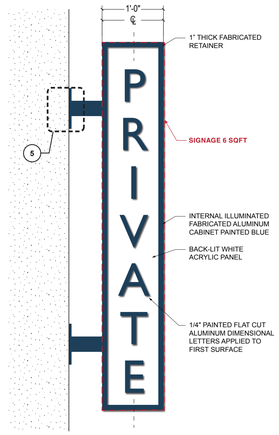
SID: E28 VOL: 1
PLOT DATE: 5/1/2024 11:39:50 AM



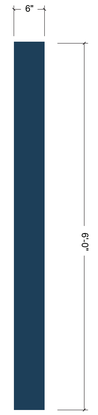
5 MOUNTING DETAIL
SCALE: 3"=1'-0"



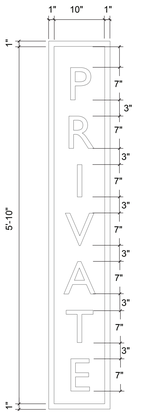
6 CONTEXT ELEVATION
SCALE: 1/8"=1'-0"



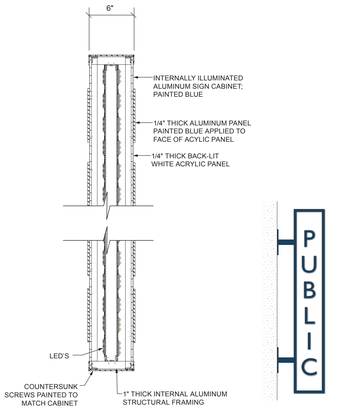
1 PARKING IDENTIFICATION BLADE SIGN
SCALE: 1"=1'-0"
80



2 SIDE VIEW
SCALE: 1"=1'-0"

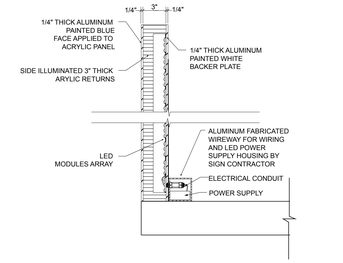


3 DETAIL
SCALE: 1"=1'-0"

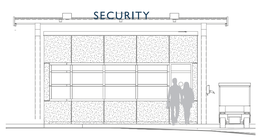


4 SECTION DETAIL
SCALE: 1 1/2"=1'-0"

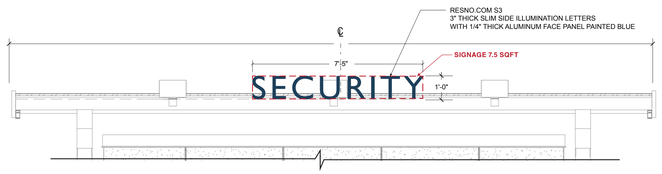
7 ADDITIONAL LAYOUT
SCALE: 1"=1'-0"



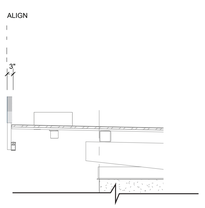
4 SECTION DETAIL ARCHITECTURAL FEATURE
SCALE: 1 1/2" = 1'-0"



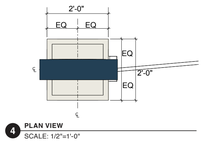
4 CONTEXT ELEVATION
SCALE: 1/8" = 1'-0"



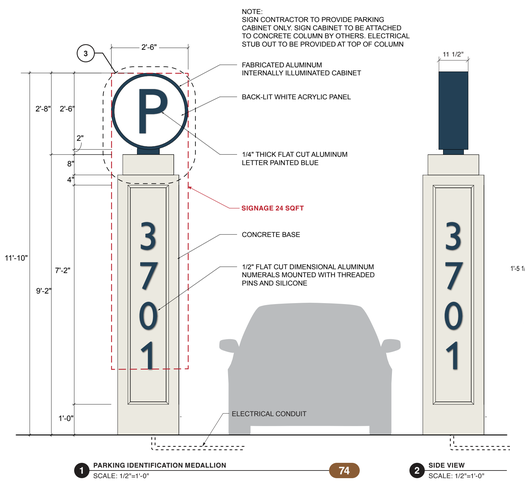
1 SECURITY IDENTIFICATION
SCALE: 3/8" = 1'-0"
22



2 SIDE VIEW
SCALE: 3/8" = 1'-0"

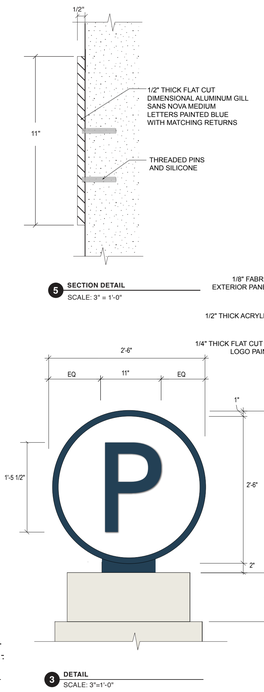


4 PLAN VIEW
SCALE: 1/2"=1'-0"

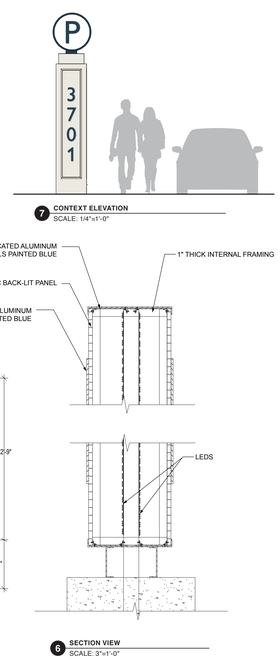


1 PARKING IDENTIFICATION MEDALLION
SCALE: 1/2"=1'-0"
74

2 SIDE VIEW
SCALE: 1/2"=1'-0"



3 DETAIL
SCALE: 3"=1'-0"



5 SECTION DETAIL
SCALE: 3" = 1'-0"

6 SECTION VIEW
SCALE: 3"=1'-0"

7 CONTEXT ELEVATION
SCALE: 1/4"=1'-0"

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472 East Colorado Boulevard
Pasadena, California 91101-2025
T 626.403.5870
F 626.403.5871
W skadesign.com

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-41 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

PHASE:
SIGNAGE ENTITLEMENT

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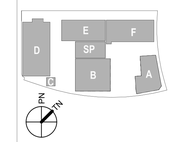
09/26/2025
PLANNING SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



SHEET TITLE:
SIGNAGE DETAILS - SIGN TYPE: 22, 74 & 80

DATE 09/26/2025
DRAWN BY AL
CHECKED BY MM

SHEET NO.:
SG302

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_E_AR_SIGN.rvt
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SID: E28 VOL: 1
PLOT DATE: 5/1/2024 11:39:50 AM

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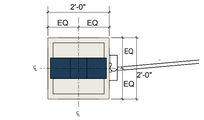
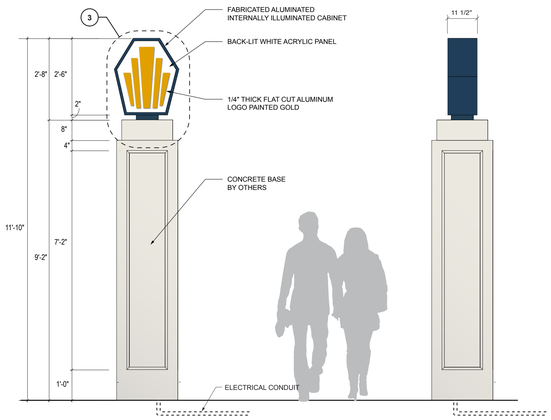


4 **PLAN VIEW**
SCALE: 1/2"=1'-0"



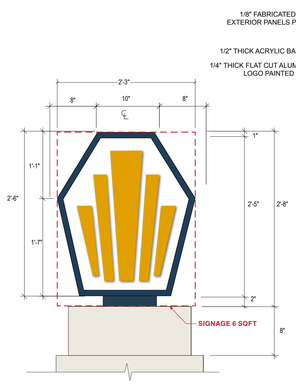
6 **CONTEXT ELEVATION**
SCALE: 1/4"=1'-0"

NOTE:
SIGN CONTRACTOR TO PROVIDE LOGO CABINET ONLY. SIGN CABINET TO BE ATTACHED TO CONRETE COLUMN BY OTHERS. ELECTRICAL STUB OUT TO BE PROVIDED AT TOP OF COLUMN

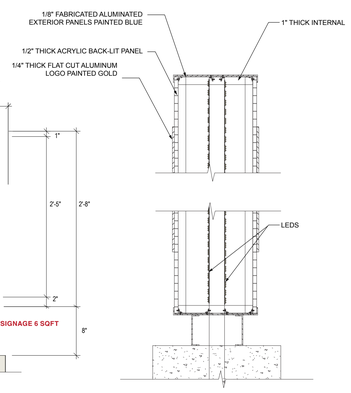


1 **BRANDING ARCHITECTURAL DECOR ON GATE** A-4
SCALE: 1/2"=1'-0"

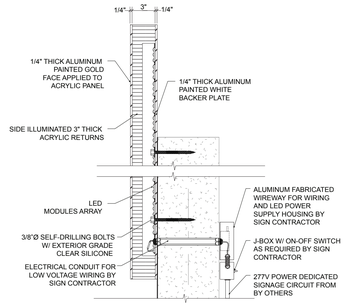
2 **SIDE VIEW**
SCALE: 1/2"=1'-0"



3 **DETAIL**
SCALE: 1"=1'-0"



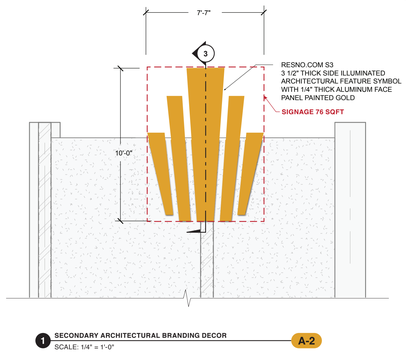
5 **SECTION VIEW**
SCALE: 3"=1'-0"



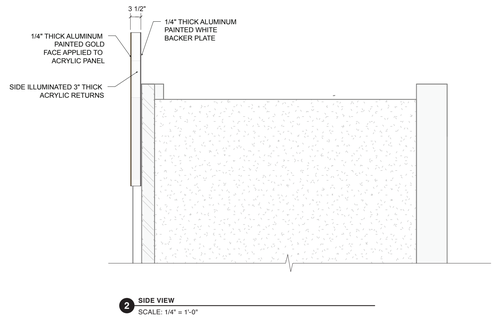
3 **SECTION DETAIL ARCHITECTURAL FEATURE**
SCALE: 1 1/2" = 1'-0"



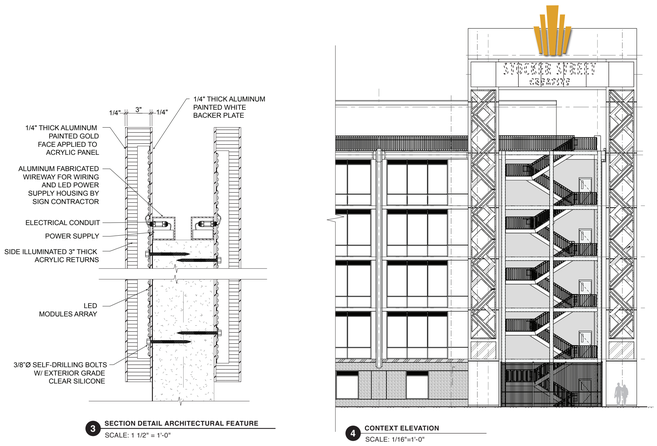
4 **CONTEXT ELEVATION**
SCALE: 1/16" = 1'-0"



1 **SECONDARY ARCHITECTURAL BRANDING DECOR** A-2
SCALE: 1/4" = 1'-0"

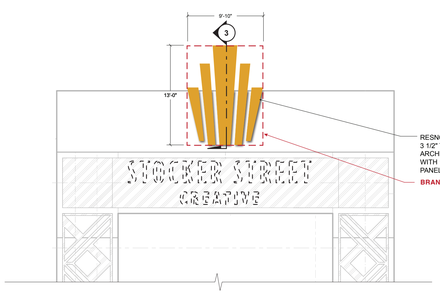


2 **SIDE VIEW**
SCALE: 1/4" = 1'-0"

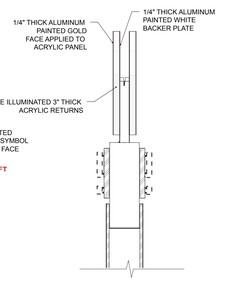


3 **SECTION DETAIL ARCHITECTURAL FEATURE**
SCALE: 1 1/2" = 1'-0"

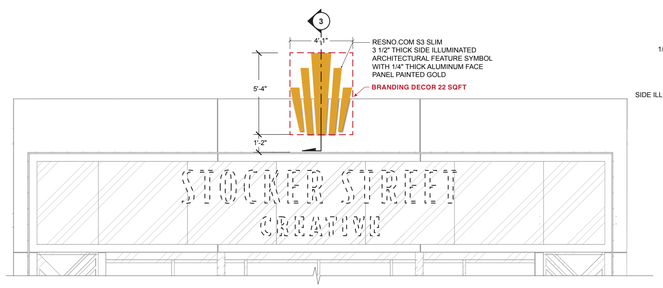
4 **CONTEXT ELEVATION**
SCALE: 1/16" = 1'-0"



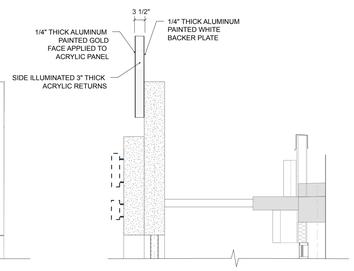
1 **TERTIARY ARCHITECTURAL BRANDING DECOR** A-3
SCALE: 1/8"=1'-0"



2 **SIDE VIEW**
SCALE: 1/8"=1'-0"



1 **PRIMARY ARCHITECTURAL BRANDING DECOR** A-1
SCALE: 1/4" = 1'-0"



2 **SIDE VIEW**
SCALE: 1/2" = 1'-0"

JGM
6033 WEST CENTURY BLVD.
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TEL: (310) 645-0561
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CONSULTANTS:

SKADESIGN
472 East Colorado Boulevard
Pasadena, California 91101-2025
T 626.403.5870
F 626.403.5871
W skadesign.com

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-41 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

PHASE:
SIGNAGE ENTITLEMENT

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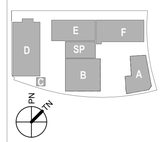
09/26/2025
PLANNING SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:

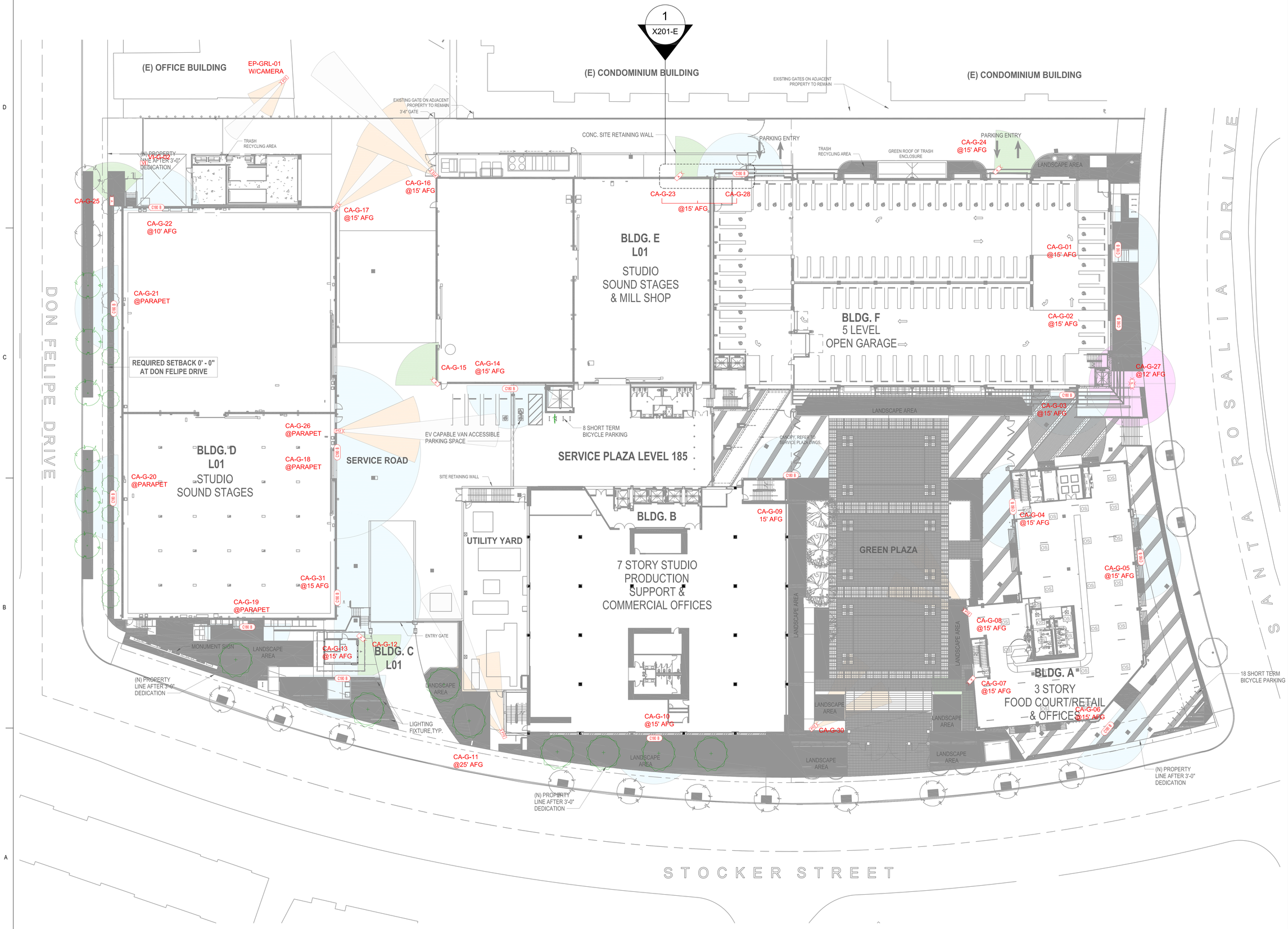


SHEET TITLE:
ARCHITECTURAL - BRANDING DECOR: A1, A2, A3, & A4

DATE 09/26/2025
DRAWN BY AL
CHECKED BY MM

SHEET NO.:
SG303

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_E_AR_SIGN.rvt
DISCIPLINE: SIGNAGE
SIG: E28 VOL: 1
PLOT DATE: 5/1/2024 11:39:50 AM



1 SITE G SECURITY PLAN

SCALE: NTS

JGM
6033 WEST CENTURY BLVD.
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TEL: (310) 645-0561
FAX: (310) 670-9721
www.jgminc.com

CONSULTANTS:

TRANSTECH
TransTech Systems
77 Lakeview
Irvine, CA 92604-3617
949-262-0400
www.transtechsystems.net

PROJECT NAME:

CLIENT:
3731-41 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

PHASE:
DESIGN DEVELOPMENT

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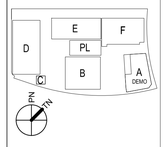
09/26/2025
PLANNING
SUBMITTAL

REV NO.	DATE	DESCRIPTION

KEY PLAN:



BUILDING:

SHEET TITLE:
SITE G SECURITY PLAN

DATE	09/21/2024
DRAWN BY	TA
CHECKED BY	PH
PROJECT NO.:	2310.0

SHEET NO.:
X100-G

FILE NAME:
DISCIPLINE: VOL:
SIO:
PLOT DATE:

CONDITIONAL USE PERMIT - CUB / CUX

ZONE: C2-1-SP
C.T.: 2361.02
P.A.: WEST ADAMS - BALDWIN HILLS, LEIMERT
T.B. PAGE: 673 **GRID:** E3
MAP REF.: D C 2253 C F 900 PAT 1-259
D.M. NO.: 114B185

LEGAL DESCRIPTION:
TRACT: RANCHO CIENEGA O'PASO DE LA TIJERA
BLOCK: NONE
LOT: PT LT 41 **ARB:** 78 TO 82
C.D.: 8

SUBJECT SITE
3701-61 W. STOCKER ST.
A.P.N.: 5032-022-018, 5032-022-017, 5032-022-005, 5032-022-004, 5032-022-003
NOT PART - APN.: 5026-001-002

C	On-site consumption of full-line alcoholic beverage
B	On-site consumption of beer and/or wine
C	Off-site consumption of full-line alcoholic beverage
B	Off-site consumption of beer and/or wine

CONTACT: HORIZON DEVELOPMENT + ENTITLENT, LLC | NICHOLE SMITH | E: nichole.smith@horizonworks.net

CASE:

DATE: 09-28-2023

UPDATED:

USES: FIELD
NET AC.: 5.1 (AC)

0 50 100 200 300
SCALE IN FEET

NORTH

AG MAPPING SERVICES

SITE CASE NUMBERS:
CPC 2018-6005-CA
CPC 2013-3169
CPC 2006-5567-CPU
CPC 2002-3854-SP
CPC 1995-80-CPR
CPC 1990-346-CA
CPC 1983-506
CPC 1947-1623
ORD 184796-SA1280
ORD 184795
ORD 176230-SAC
ORD 172913-SA895
ORD 171682
ORD 171681
ORD 162128
ORD 129279
DIR 2007-5717-SPP
ZA 1999-2047-CU
ZA 1996-956-CUZ
ZA 1996-936-YV
ZA 1978-356
YD 5559
ENV 2019-4121-ND
ENV 2018-6006-CE
ENV 2013-3170-CE
ENV 2008-478-EIR
ENV 2007-5718-CE
PRIOR 07/29/1962

City of Los Angeles
Department of City Planning

1/15/2024
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
3701 W STOCKER ST
3705 W STOCKER ST

ZIP CODES
90008

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2018-6005-CA
CPC-2013-3169
CPC-2006-5567-CPU
CPC-2002-3854-SP
CPC-1995-80-CPR
CPC-1990-346-CA
CPC-1983-506
CPC-1947-1623
ORD-184796-SA1280
ORD-184795
ORD-176230-SAC
ORD-172913-SA895
ORD-171682
ORD-171681
ORD-162128
ORD-129279
DIR-2007-5717-SPP
ZA-1999-2047-CU
ZA-1996-956-CUZ
ZA-1996-936-YV
ENV-2019-4121-ND
ENV-2018-6006-CE
ENV-2013-3170-CE
ENV-2008-478-EIR
ENV-2007-5718-CE
PRIOR-07/29/1962

Address/Legal Information	
PIN Number	114B185 650
Lot/Parcel Area (Calculated)	80,852.0 (sq ft)
Thomas Brothers Grid	PAGE 673 - GRID E3
Assessor Parcel No. (APN)	5032022018
Tract	RANCHO CIENEGA O'PASO DE LA TIJERA
Map Reference	D C C 2253 C F 900 PAT 1-259
Block	None
Lot	PT LT 41
Arb (Lot Cut Reference)	78
Map Sheet	114B185
Jurisdictional Information	
Community Plan Area	West Adams - Baldwin Hills - Leimert
Area Planning Commission	South Los Angeles
Neighborhood Council	Empowerment Congress West Area
Council District	CD 8 - Marqueece Harris-Dawson
Census Tract #	2361.02
LADBS District Office	Los Angeles Metro
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	
Special Notes	None
Zoning	C2-1-SP
Zoning Information (ZI)	ZI-2488 Redevelopment Project Area: Crenshaw
	ZI-2512 Housing Element Inventory of Sites
	ZI-2332 Specific Plan: Crenshaw Corridor
	ZI-1231 Specific Plan: South Los Angeles Alcohol Sales
	ZI-2452 Transit Priority Area in the City of Los Angeles
	ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
	ZI-2374 State Enterprise Zone: Los Angeles
General Plan Land Use	Community Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	CRENSHAW CORRIDOR
Subarea	C
Specific Plan Area	SOUTH LOS ANGELES ALCOHOL SALES
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
AB 2334: Very Low VMT	Yes
AB 2097: Reduced Parking Areas	Yes
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Medium
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Tier 3
ED 1 Eligibility	Eligible Site
RPA: Redevelopment Project Area	Crenshaw (Amended)
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	5032022018
APN Area (Co. Public Works)*	1.850 (ac)
Use Code	1913 - Commercial - Professional Building - Medical Dental Building - Three Stories
Assessed Land Val.	$2,357,288
Assessed Improvement Val.	$8,323,200
Last Owner Change	02/18/2021
Last Sale Amount	$24,000,240
Tax Rate Area	8844
Deed Ref No. (City Clerk)	5066
Building 1	
Year Built	1959
Building Class	CX
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	47,413.0 (sq ft)
Building 2	
Year Built	1959
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	54,636.0 (sq ft)
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 5032022018]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Santa Monica Mountains Zone	No
Farmland	Area Not Mapped

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Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	500 Yr
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	Yes
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	1.64092128
Nearest Fault (Name)	Newport - Inglewood Fault Zone (Onshore)
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Right Lateral - Strike Slip
Slip Type	Poorly Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	90.00000000
Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	None
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	Yes
Promise Zone	None
State Enterprise Zone	LOS ANGELES STATE ENTERPRISE ZONE
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 5032022018]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Housing Element Sites	
HE Replacement Required	Yes
SB 166 Units	2.56 Units, Lower
Housing Use within Prior 5 Years	No
Public Safety	
Police Information	
Bureau	South
Division / Station	Southwest
Reporting District	363

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Fire Information

Bureau	South
Battallion	18
District / Fire Station	94
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2018-6005-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHROITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	CPC-2013-3169
Required Action(s):	Data Not Available
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	CPC-2006-5567-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	1. PURSUANT TO PROCEDURES SET FORTH IN SECTION 11.5.6 OF THE MUNICIPAL CODE AND CITY CHARTER SECTIONS 555 AND 558, AMEND THE WEST ADAMS-BALDWIN HILLS-LEIMERT COMMUNITY PLAN AS PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES, AS MODIFIED IN THE ATTACHED WEST ADAMS-BALDWIN HILLS-LEIMERT NEW COMMUNITY PLAN RESOLUTION, THE WEST ADAMS-BALDWIN HILLS-LEIMERT NEW COMMUNITY PLAN TEXT AND CHANGE MAPS (EXHIBITS A, B, C, M, O) AND ADDITIONAL PLAN MAP SYMBOL, FOOTNOTE, CORRESPONDING ZONE AND LAND USE NOMENCLATURE CHANGES (EXHIBIT K). 2. PURSUANT TO SECTIONS 11.5.7.G., 16.50.D., 12.32. AND 12.04 OF THE MUNICIPAL CODE AND CITY CHARTER SECTION 558, AMEND THE CRENSHAW CORRIDOR SPECIFIC PLAN, AS SHOWN IN THE PROPOSED CRENSHAW CORRIDOR SPECIFIC PLAN AMENDMENTS (EXHIBIT G). 3. PURSUANT TO SECTION 13.14.C., 12.32, AND 12.04 OF THE MUNICIPAL CODE AND CITY CHARTER SECTION 558, ADOPT THE WEST ADAMS-BALDWIN HILLS-LEIMERT COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO) DISTRICT, AS SHOWN IN THE PROPOSED CPIO SUBDISTRICT ORDINANCES (EXHIBIT F). 4. PURSUANT TO SECTION 12.32 OF THE MUNICIPAL CODE, ADOPT REZONING ACTIONS TO EFFECT CHANGES OF ZONE AS IDENTIFIED ON THE LAND USE CHANGE MAP (EXHIBIT H), LAND USE CHANGE MATRIX (EXHIBIT I) AND PROPOSED ZONING MAP (EXHIBIT Q). 5. PURSUANT TO PROCEDURES SET FORTH IN SECTION 11.5.6 OF THE MUNICIPAL CODE AND CITY CHARTER SECTIONS 555 AND 558, AMEND THE HIGHWAYS AND FREEWAYS MAP OF THE TRANSPORTATION ELEMENT OF THE GENERAL PLAN TO RECLASSIFY SELECTED STREETS WITHIN THE WEST ADAMS-BALDWIN HILLS-LEIMERT NEW COMMUNITY PLAN AS SHOWN ON THE STREET REDESIGNATION MATRIX (EXHIBIT J). 6. PURSUANT TO PROCEDURES SET FORTH IN SECTION 11.5.6 OF THE MUNICIPAL CODE AND CITY CHARTER SECTIONS 555 AND 558, AMEND THE LONG RANGE LAND USE DIAGRAM OF THE CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT TO REFLECT CHANGES AND MODIFICATIONS TO THE GEOGRAPHY OF NEIGHBORHOOD DISTRICTS, COMMUNITY CENTERS, REGIONAL CENTERS, AND MIXED USE BOULEVARDS AS SHOWN ON THE PROPOSED LON
Case Number:	CPC-2002-3854-SP
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)
Project Descriptions(s):	
Case Number:	CPC-1995-80-CPR
Required Action(s):	CPR-COMMUNITY PLAN REVISION
Project Descriptions(s):	W ADMS-BLDWN HIL-LMRT-COMMUNITY PLAN REV WHICH IDENTIFIES AND REDEFINES OUTDATED LAND USE ISSUES AND INCONSISTENT ZONING;REVIEWS POLICIES AND PROGRAMS; AND INITIATES AND INCORP OPEN SPACE AND PUBLIC FACILITIES ZONES
Case Number:	CPC-1990-346-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AMENDMENT TO THE L.A.M.C. TO - DRAFT AN ORDINANCE TO PROHIBIT THE GRANTING OF A CONDITIONAL USE PERMIT FOR THE OFF-SITE SALE OF ALCOHOLIC BEVERAGES (LOURDES GREEN/KAREN HOO)\
Case Number:	CPC-1983-506
Required Action(s):	Data Not Available
Project Descriptions(s):	SPECIFIC PLN ORD FOR INTERIM CONDITIONAL USE APPRVL FOR ESTABLISHMENTS FOR THE SALE OF ALCOHOL WHICH ARE GENERALLY LOCATED INTHE SOUTH CENTRAL AREA OF THE CITY
Case Number:	CPC-1947-1623
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	DIR-2007-5717-SPP

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Required Action(s):	SPP-SPECIFIC PLAN PROJECT PERMIT COMPLIANCE
Project Descriptions(s):	PROJECT PERMIT/ DESIGN REVIEW TO INSTALL 2 NON0LIGHTED LOGO SIGNS IN THE [Q]C2-1 ZONE.
Case Number:	ZA-1999-2047-CU
Required Action(s):	CU-CONDITIONAL USE
Project Descriptions(s):	TO PERMIT THE INSTALLATION OF A ROOFTOP WIRELESS TELECOMMUNICATIONS FACILITY IN THE C2-1 ZONE.
Case Number:	ZA-1996-956-CUZ
Required Action(s):	CUZ-ALL OTHER CONDITIONAL USE CASES
Project Descriptions(s):	REQUEST ROOF-MOUNTED WIRELESS TELECOMMUNICATIONS FACILITY TO ALLOW TWO-WAY PAGING IN THE C2-1 ZONE.
Case Number:	ZA-1996-936-YV
Required Action(s):	YV-HEIGHT AND DENSITY ADJUSTMENTS 20% OR MORE
Project Descriptions(s):	REQUEST TO RAISE 8 FT. HIGH WALL AND PLANTING TO 17 FT. WITH 10 FT. HIGH FENCE ABOVE IN THE (Q)R5-4-0 ZONE.
Case Number:	ENV-2019-4121-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHROITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2018-6006-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHROITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2013-3170-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	ENV-2008-478-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	ADDENDUM TO THE WEST ADAMS CPU EIR CHANGE
Case Number:	ENV-2007-5718-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	PROJECT PERMIT/ DESIGN REVIEW TO INSTALL 2 NON0LIGHTED LOGO SIGNS IN THE [Q]C2-1 ZONE.

DATA NOT AVAILABLE

ORD-184796-SA1280

ORD-184795

ORD-176230-SAC

ORD-172913-SA895

ORD-171682

ORD-171681

ORD-162128

ORD-129279

PRIOR-07/29/1962

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ZIMAS PUBLIC

LARIAC6 2020 Color-Ortho

01/15/2024

City of Los Angeles
Department of City Planning



Address: 3701 W STOCKER ST

APN: 5032022018

PIN #: 114B185 650

Tract: RANCHO CIENEGA O'PASO DE LA TIJERA

Block: None

Lot: PT LT 41

Arb: 78

Zoning: C2-1-SP

General Plan: Community Commercial

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)
- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

- Alternative Youth Hostel (Proposed)
- Animal Shelter
- Area Library
- Area Library (Proposed)
- Bridge
- Campground
- Campground (Proposed)
- Cemetery
- HW Church
- City Hall
- Community Center
- Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- Community Park
- Community Park (Proposed Expansion)
- Community Park (Proposed)
- Community Transit Center
- Convalescent Hospital
- Correctional Facility
- Cultural / Historic Site (Proposed)
- Cultural / Historical Site
- Cultural Arts Center
- DMV DMV Office
- DWP DWP
- DWP Pumping Station
- Equestrian Center
- HQ Fire Department Headquarters
- Fire Station
- Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- Fire Training Site
- Fireboat Station
- Health Center / Medical Facility
- Helistop
- Historic Monument
- Historical / Cultural Monument
- Horsekeeping Area
- Horsekeeping Area (Proposed)
- Horticultural Center
- Hospital
- Hospital (Proposed)
- HW House of Worship
- e Important Ecological Area
- e Important Ecological Area (Proposed)
- Interpretive Center (Proposed)
- JC Junior College
- M MTA / Metrolink Station
- M MTA Station
- MTA Stop
- MWD MWD Headquarters
- Maintenance Yard
- Municipal Office Building
- P Municipal Parking lot
- Neighborhood Park
- Neighborhood Park (Proposed Expansion)
- Neighborhood Park (Proposed)
- Oil Collection Center
- P Parking Enforcement
- HQ Police Headquarters
- Police Station
- Police Station (Proposed Expansion)
- Police Station (Proposed)
- Police Training site
- PO Post Office
- Power Distribution Station
- Power Distribution Station (Proposed)
- Power Receiving Station
- Power Receiving Station (Proposed)
- C Private College
- E Private Elementary School
- Private Golf Course
- Private Golf Course (Proposed)
- JH Private Junior High School
- PS Private Pre-School
- Private Recreation & Cultural Facility
- SH Private Senior High School
- SF Private Special School
- E Public Elementary (Proposed Expansion)
- E Public Elementary School
- E Public Elementary School (Proposed)
- Public Golf Course
- Public Golf Course (Proposed)
- Public Housing
- Public Housing (Proposed Expansion)
- JH Public Junior High School
- JH Public Junior High School (Proposed)
- MS Public Middle School
- SH Public Senior High School
- SH Public Senior High School (Proposed)
- Pumping Station
- Pumping Station (Proposed)
- Refuse Collection Center
- Regional Library
- Regional Library (Proposed Expansion)
- Regional Library (Proposed)
- Regional Park
- Regional Park (Proposed)
- RPD Residential Plan Development
- Scenic View Site
- Scenic View Site (Proposed)
- ADM School District Headquarters
- SC School Unspecified Loc/Type (Proposed)
- Skill Center
- SS Social Services
- Special Feature
- Special Recreation (a)
- SF Special School Facility
- SF Special School Facility (Proposed)
- Steam Plant
- sm Surface Mining
- Trail & Assembly Area
- Trail & Assembly Area (Proposed)
- UTL Utility Yard
- Water Tank Reservoir
- Wildlife Migration Corridor
- Wildlife Preserve Gate

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- Aquatic Facilities
- Beaches
- Child Care Centers
- Dog Parks
- Golf Course
- Historic Sites
- Horticulture/Gardens
- Skate Parks
- Other Facilities
- Park / Recreation Centers
- Parks
- Performing / Visual Arts Centers
- Recreation Centers
- Senior Citizen Centers
- Opportunity School
- Charter School
- Elementary School
- Span School
- Special Education School
- High School
- Middle School
- Early Education Center

COASTAL ZONE

- Coastal Commission Permit Area
- Dual Permit Jurisdiction Area
- Single Permit Jurisdiction Area
- Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

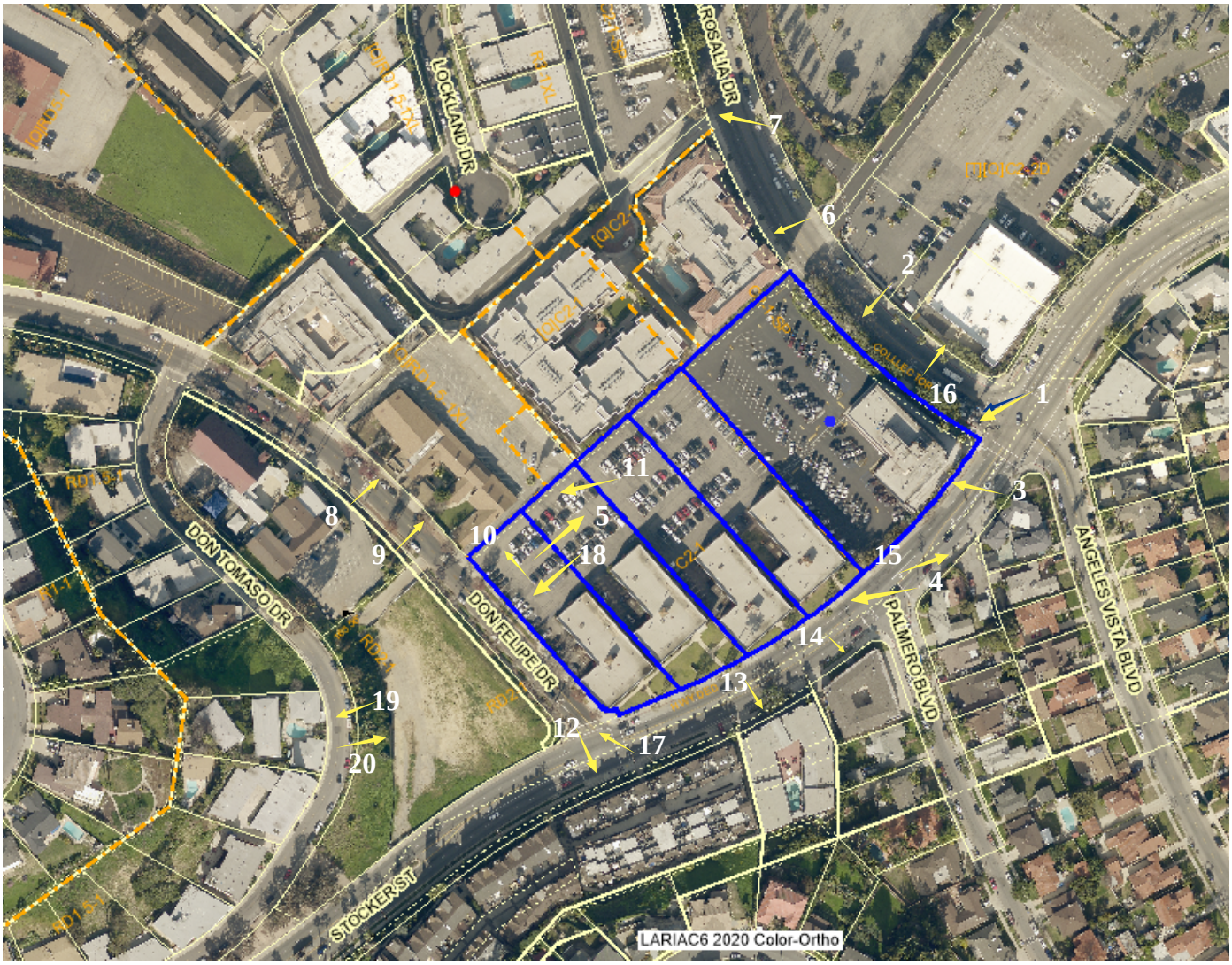
- Public Work Approval (PWA)
- Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

- Lot Line
- Tract Line
- Lot Cut
- Easement
- Zone Boundary
- Building Line
- Lot Split
- Community Driveway
- Building Outlines 2020
- Building Outlines 2017
- Airport Hazard Zone
- Census Tract
- Coastal Zone
- Council District
- LADBS District Office
- Downtown Parking
- Fault Zone
- Fire District No. 1
- Tract Map
- Parcel Map
- Flood Zone
- Hazardous Waste
- High Wind Zone
- Hillside Grading
- Historic Preservation Overlay Zone
- Specific Plan Area
- Very High Fire Hazard Severity Zone
- Wells - Acitive
- Wells - Inactive

Stocker Street Creative
3701-3761 Stocker St.
Los Angeles, CA 90008

ZIMAS Aerial Photograph keyed to site photographs



1. 

View of 3701 Stocker (E) 4-story office and medical office building, along Santa Rosalia, facing North.

2. 

View of 3701 Stocker parking area adjacent to the building, along Santa Rosalia, facing North.

3. 

View of 3701 Stocker, along Stocker, facing Northeast.

4. 

View of 3731-3761 Stocker, 4 two-story office and medical office buildings, along Stocker, facing Northwest.

5. 

View of gentle slope from Don Felipe to Santa Rosalia, seen through the parking area west of the buildings, facing Northeast. At pedestrian level along Don Felipe, the height of the adjacent 6-story condominium development development is not detrimental to the surrounding area.

6. 

View of the adjacent 6-story condominium development North of the site, along Santa Rosalia, facing West.

7. 

View of northern portion of adjacent 6-story condominium development and the neighboring 6-story medical office building. The height of the proposed development is compatible with the neighboring buildings.

8. 

View of adjacent professional membership club North of the site (Western portion), along Don Felipe facing East. This is a historic building, however the primary facade does not face the street. Just above the roof you can see the top of the 6-story condominium building that faces Santa Rosalia.

9. 

View of adjacent professional membership club North of the site (Eastern portion), along Don Felipe facing East.

10. 

View of abutting property along Don Felipe, from the site parking area facing Northwest. The site has City views to the Northeast (right side of photo) and few windows facing the parking lot of the property. A 20 ft. fire lane will not obstruct views from the windows that face the site.

11. 

Rear of adjacent property is the primary facade. Along parking area os subject site, facing Northwest.

12. 

4-Story condominium building across Stocker St., in the County of Los Angeles, facing South.

13. 

3-Story multi family building across Stocker St., in the County of Los Angeles, facing South.

14. 

2.5-Story multi family building across Stocker St., in the County of Los Angeles, facing South.

15. 

2.5-Story multi family building across Stocker St., in the County of Los Angeles, facing South.

16. 

The Baldwin Hills Crenshaw Plaza abuts the site to the Northeast, across Santa Rosalia. The Staples is the nearest use. View from Sant Rosalia, facing Northeast.

17. 

Intersection of Stocker and Don Felipe, taken from Stocker St. facing North. This image shows the abutting vacant lot to the north and multi-family housing at a higher elevation further North.

18. 

View from parking area onsite facing Don Felipe and vacant lot to the North.

19. 

View of Multi-family housing on Don Tomaso Dr., north of the vacant lot adjacent to the site. Image shows that the lowest level is the garage level with residential stories above.

20. 

View of the subject site from 1 block away at pedestrian level on Don Tomaso. Residential uses on Don Tomaso start on the second story. The height of the proposed development will contribute to the Cityscape of the Los Angeles skyline.

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: April 2, 2024

To: Vincent P. Bertoni, Director
Department of City Planning
Attn: Kyle Winston (City Planner)

Michael Soto Digitally signed by Michael Soto
Date: 2024.05.02 14:00:07-07'00'

From: Hui Huang, Principal Civil Engineer
Permit Case Management Division
Bureau of Engineering (BOE)

Subject: **Case No. CPC 2024-0325-CU-MCUP-CUX-SPE-SPP-SPR-DRB-WDI (3701-3761 Stocker Avenue)**

The following recommendations identifying the infrastructure deficiencies adjacent to the above-referenced site. The recommendations are respectfully submitted for your consideration in the approval of Conditional Use Permit, Master Conditional Use Permit, Adult Entertainments, Specific Plan Exception, Specific Plan Project Permit Compliance, Site Plan Review, Design Review Board and Waiver of Dedication and Improvements application:

1. Dedication Required:

   Don Felipe Drive (Collector Street) – A 3-foot wide strip of land along the property frontage to complete a 33-foot wide half right-of-way in accordance with Collector Street standard and a 20-foot radius property line return or a 15-foot by 15-foot cut corner at the intersection with Stocker Street.

   Stocker Street (Boulevard II) – A 15-foot strip of land along the property frontage to complete a 55-foot wide half right-of-way in accordance with Boulevard II Street standard and a 20-foot radius property line return or a 15-foot by 15-foot cut corner at the intersection with Santa Rosalia Drive.

   Santa Rosalia Drive (Collector Street) – None.

2. Improvements Required:

   Don Felipe Drive – Construct a new concrete sidewalk abutting the new property line, new concrete curb, gutter and landscape the parkway. Repair all broken, off-grade, damaged and cracked roadway pavement. Reconstruct the curb ramp at the northeast corner intersection with Stocker Street per BOE standard and Special Order 04-0222 and close all unused driveways including any necessary removal and reconstruction of existing improvements.

Stocker Street – Construct additional surfacing to join the existing improvements to complete a 40-foot wide half roadway, including asphalt concrete pavement, integral concrete curb, gutter and a 15-foot wide concrete sidewalk with tree wells. Reconstruct existing curb ramps at the corner intersections with Don Felipe Drive and Santa Rosalia Drive per BOE standard, including any necessary removal and reconstruction of existing improvements.

Note: Street trees exist within the improvement area and denial of their removal by the Bureau of Street Services - Urban Forestry Division (UFD) may impact the ability to widen the roadway. Should UFD deny the removal of street trees, then improve the property frontage with the following:

Improve Stocker Street along the property frontage by the construction of a new full-width concrete sidewalk abutting the new property line. Repair and or replace any damaged, cracked or off-grade concrete curb, gutter and roadway pavement at existing location. Upgrade all curb ramps to comply with ADA requirement, including any necessary removal and reconstruction of existing improvements.

Santa Rosalia Drive - Repair and/or replace any damaged, cracked or off-grade curb, gutter, sidewalk, and roadway pavement along the property frontage. Reconstruct existing curb ramps at the northeast corner intersection of Don Felipe Drive and Stocker Street per BOE standard and Special Order 04-0222. Close all unused driveways including any necessary removal and reconstruction of existing improvements.

Notes: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-6 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street

Services. Some tree removal in conjunction with the street improvement project may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077 or via https://appointments.lacity.org/apptsys/Public/Account.

Trees: That Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Removal of street trees is required in conjunction with the street widening for this project. Please include the tree removal issue in your public hearing notice for this application.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551 or via https://appointments.lacity.org/apptsys/Public/Account.

Department of Transportation may have additional requirements for dedication and improvements.

Refer to the Department of Transportation regarding traffic signals, signs and equipment (213) 482-7024 or via https://appointments.lacity.org/apptsys/Public/Account.

Regarding any conflicts with power pole matters, contact the Department of Water and Power at (213) 367-2715 or via https://appointments.lacity.org/apptsys/Public/Account.

Refer to the Fire Department Hydrants and Access Unit regarding fire hydrants (213) 482-6543 or via https://appointments.lacity.org/apptsys/Public/Account.

3. Provide proper drainage for street being improved and for the site being developed.

4. Roof drainage and surface run-off from the property shall be collected and treated on-site to the satisfaction of the Bureau of Sanitation, while the overflow is to the satisfaction of the Bureau of Engineering. The overflow must discharge through a curb drain outlet or a direct connection to a catch basin. All discharge must be by gravity flow from the property line. No pressurized discharge is allowed.

5. Catch basins exist along Don Felipe Drive and Stocker Street. Relocate catch basins per BOE B-Permit plan check requirements.

6. Sewer facilities and laterals are available for connection along the 8-foot wide sanitary sewer easement. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

7. An investigation by the BOE Central District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Central District Office of the Bureau of Engineering at (213) 482-7030 or via https://appointments.lacity.org/apptsys/Public/Account.

8. Submit parking area and driveway plan to the Central District Office of BOE and the Los Angeles Department of Transportation for review and approval.

Any questions regarding this report may be directed to Quyen Phan of my staff via quyen.phan@lacity.org.

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

3701 W Stocker St
DOT Case No. CEN23-56115

Date: January 14, 2025

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Eileen Hunt, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED STUDIO PROJECT LOCATED AT 3701 WEST STOCKER STREET (ENV-2024-326-EAF/CPC-2024-325-CU-MCUP-CUX-SPESPP-DRB-SPR-WDI)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by KOA Corporation, a Lochner Company, Inc. (KOA), dated October 8, 2024, for the proposed Stocker Street Studio project located 3701 West Stocker Street within the South Los Angeles Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 3. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to remove several general and medical office buildings, which are currently vacant, and construct four production sound stages totaling 256,700 square feet on the block bounded by Don Felipe Drive to the west, Santa Rosalia Drive to the east, and Stocker Street to the south. Stocker Street along the property frontage is within the County of Los Angeles (County) jurisdiction. The City of Los Angeles (City) and the County share the intersection of Santa Rosalia Drive (City)/Angeles Vista Boulevard (County) and Stocker Street. The project will provide: approximately 51,200 square feet of studio space, 57,400 square feet of production and support office space, 123,100 square feet of leasable commercial office space, 6,500 square feet of commercial retail space, and 18,500 square feet of restaurant space; 375 vehicle parking spaces within a four-story parking garage in the northwest corner of the project site with an additional five parking spaces provided in a surface parking lot in the service plaza for a total of 380 vehicle parking spaces; and 82 (50 long-term and 32 short term) bicycle parking spaces. Access to the development would be provided via a full access driveway along Santa Rosalia Drive and a right-turn ingress-only driveway that would be used for service vehicles along Stocker Street. A 122-foot-long passenger loading area will be provided along Santa Rosalia Drive, south of the project driveway. Pedestrian access would be provided via several entrance points along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive as illustrated in **Attachment A**. The project is expected to be completed by 2029.

B. Freeway Safety Analysis

Per LADOT's TAG issued in August 2022 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

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

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

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report. For Threshold T-3, project site access plans were reviewed to ascertain whether any deficiencies would be considered significant and is discussed further below.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

T-2.1 Causing substantial vehicle miles traveled

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

- Household VMT per Capita: 6.0
- Work VMT per Employee: 11.6

As cited in the VMT Analysis report, prepared by KOA, the project proposes to incorporate the TDM strategies of reduced supply by providing 380 of the City Code-required 598 parking spaces per AB 2097 (AB2097 is a California law that prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects within a one-half mile radius of a major transit stop), promotions and marketing, ride-share program, include bike parking per Los Angeles Municipal Code (LAMC), include secure bike parking and showers, traffic calming improvements, and pedestrian network improvements as project design features. With the application of these TDM measures, the proposed project is projected to have no Household VMT and a Work VMT of 8.5 per employee. Therefore, it is concluded that implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

T-3 Substantially increasing hazards due to a geometric design feature or incompatible use
Additional operational analyses were conducted to assess potential concerns of the project driveway and curbside passenger drop-off/pick-up along Santa Rosalia Drive that could lead to hazardous roadway conditions. The analyses included: 1) traffic signal warrant analysis at Santa Rosalia Drive and the project driveway; 2) internal queuing at the parking garage; 3) excessive queueing at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street and Crenshaw Boulevard and Stocker Street. Mitigation measures that include TDM Measures and the implementation of intersection improvements at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street is expected to improve the operations and reduce safety concerns at this intersection. The mitigation measure at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street is further discussed under the Project Requirements section below.

E. Access and Circulation

Vehicle access to the development would be provided via two driveways: a primary full access driveway along Santa Rosalia Drive and a right-turn ingress-only driveway along Stocker Street for service vehicles. Pedestrian access would be provided via several entrance points along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive. Additionally, the project proposes to provide pedestrian plazas at street level connecting to the existing sidewalks. Long term bicycle parking spaces would be located in the parking garage with 50 spaces, and short-term bicycle parking would be located throughout the project site with 16 spaces in the southeast corner (adjacent to the food court), six spaces next to the pedestrian entrance along Santa Rosalia Drive, eight spaces in the pedestrian plaza, and two spaces near the driveway along Stocker Street. Additionally, a 122-foot-long passenger loading area will be provided on Santa Rosalia Drive, south of the Project driveway as illustrated in **Attachment A**.

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

In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development may likely result in an adverse circulation condition at the intersection of Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street. LADOT has reviewed this circulation analysis and determined that it adequately discloses operational concerns. Intersection and pedestrian improvements are discussed further under the Project Requirements section below. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report. It should be noted that two of the study intersections in this analysis (Palmero Boulevard and Stocker Street, Angeles Vista Boulevard and Stocker Street) are within the jurisdiction of the County.

PROJECT REQUIREMENTS

CEQA-Related Requirements and Considerations
To comply with CEQA, the applicant should be required to implement the following:

T-3 Mitigation Measures

1. Intersection Improvement at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street
    - Install a protected-only left-turn phase for the northbound Santa Rosalia Drive/Angeles Vista Boulevard at Stocker Street, which includes restriping the approach from a shared left-through and right-turn lane to a dedicated left-turn lane, a through lane, and a right-turn lane. Restriping of the approach may require the removal of existing on-street parking on both sides of the street.
    - Implement a protected-permissive left-turn phasing for the eastbound and westbound approaches of Stocker Street.
    - Install a dedicated right-turn lane for the southbound approach of Santa Rosalia Drive/Angeles Vista Boulevard.

    These modifications are in accordance with the recommendations outlined in the Traffic Control Report (TCR) issued by the LADOT Southern District office on February 12, 2020 as provided as and illustrated in **Attachment D**. The County reviewed the improvements within their jurisdiction and once more concurred with the improvement on November 21, 2024, as long as the striping modification on the northbound approach meets the County's standards and guidelines. The intersection improvements will be designed to improve safety and operations to the satisfaction of the City and County through the City's Bureau of Engineering's (BOE) B-Permit process.

2. Additional mitigation measures should include:
    - Installation of stop signs or electronic warning devices at site access points
    - Installation of stop-signs and pavement markings internal to the site
    - Installation of devices to augment driver/pedestrian sight lines

Non-CEQA-Related Requirements and Considerations
To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Intersection and Pedestrian Improvements

   a. Intersection Improvement at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street noted in the CEQA-Related Requirements and Considerations 1a. above.

   b. Replace the existing sidewalks adjacent to the project site and establish a pedestrian plaza within the project area connecting the ground floors to the sidewalks.

   c. Provide a passenger loading zone along Santa Rosalia Drive, south of the project driveway. This zone would comply with the City's BOE's Public Right-of-Way Accessibility Guidelines (PROWAG), incorporating an accessibility ramp and aisle.

   All improvements, enhancements, and associated improvement work within the City of Los Angeles must be **guaranteed** through BOE's B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project.

2. Parking Requirements

   The project would provide parking for 380 vehicles and 82 bicycles. The project is eligible for reduced parking under AB 2097. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 3 and under AB 2097.

3. Highway Dedication and Street Widening Requirements

   Per the Mobility Element of the General Plan, **Stocker Street**, a Boulevard II, would require a 40-foot half-width roadway within a 55-foot half-width right-of-way**;** and **Santa Rosalia Drive** and **Don Felipe Drive**, both Collector Streets, would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. It should be noted that the project is requesting a waiver of street dedication on Stocker Street and Don Felipe Drive. The applicant should check with the BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

4. Project Access and Circulation

   The conceptual site plan for the project (see **Attachment A**) shows two driveways: a primary full access driveway along Santa Rosalia Drive and a right-turn ingress-only driveway along Stocker Street for service vehicles. Additionally, a 122-foot-long passenger loading area will be provided on Santa Rosalia Drive, south of the Project driveway. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination <ladot.onestop@lacity.org>. In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

5. Worksite Traffic Control Requirements
LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to https:/www.ladot.lacity.org/businesses/traffic-engineering-design-plans to determine which section to coordinate review of work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

6. TDM Ordinance Requirements
The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

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

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

7. Development Review Fees
Section 19.15 of the LAMC 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 Jose Cardenas of my staff at LADOT Central Development Review <ladot.devreview.cen@lacity.org>.

Attachments

I:\Letters\2025\CEN23-56115_3701 W Stocker St_Stocker Street Creative - Studio_ltr.docx

c: Joanne Kim, Council District 8
Hokchi Chiu, Central District, BOE
Quan Tran, Southern District, DOT
Taimour Tanavoli, Case Management Office, DOT
Daniel Quintana/Stephen Dykstra /Marty Amundson/Julian Garcia/Kent Tsujii/Isuda Esmaeilpour/Mingliang Shi, LA CO DPW
Hillary Mau, KOA

ATTACHMENT A

CEN23-56115_3701 W Stocker St_ Stocker Street Creative - Studio

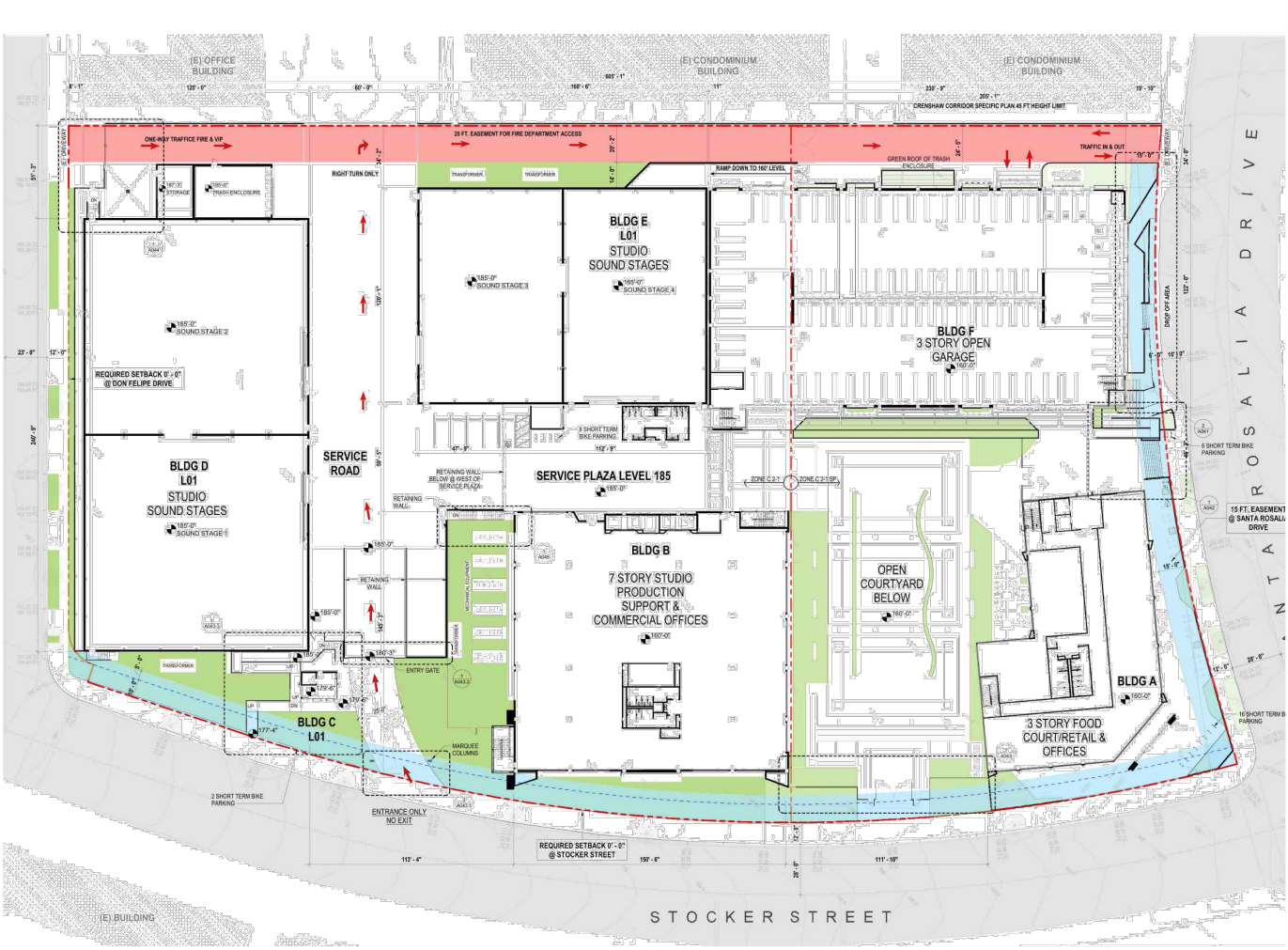


FIGURE 2

CONCEPTUAL PROJECT SITE PLAN

10/12/2023

FN: JC21049 LA 3701 Stocker Studio EIR\Docs\MOU\PROJ-SITE PLAN

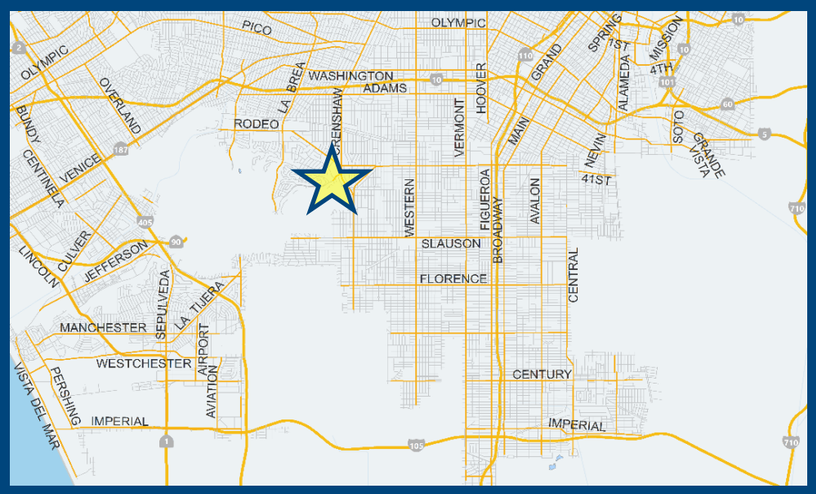
1100 Corporate Center Dr., Suite 201
Monterey Park, California 91754
Ph (323) 260 4703
WWW.KOACORP.COM

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

Project Information

Project: Stocker Street Creative
Scenario: With Project
Address: 3701 W STOCKER ST, 90008



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
Retail | General Retail	6.5	ksf
Retail | General Retail	6.5	ksf
Retail | High-Turnover Sit-Down Restaurant	9.5	ksf
Retail | Quality Restaurant	9	ksf
Office | General Office	123.1	ksf
(custom) Studio | Daily	796	Trips
(custom) Studio | HBW-Attraction Split	52	Percent
(custom) Studio | HBO-Attraction Split	24	Percent
(custom) Studio | NHB-Attraction Split	12	Percent
(custom) Studio | HBW-Production Split	0	Percent
(custom) Studio | HBO-Production Split	0	Percent
(custom) Studio | NHB-Production Split	12	Percent
(custom) Studio | Daily	0	Residents
(custom) Studio | Daily	310	Employee

☑ 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	3,397 Daily Vehicle Trips
0 Daily VMT	25,018 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	3,397 Net Daily Trips
The net increase in daily VMT ≤ 0	25,018 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	25.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

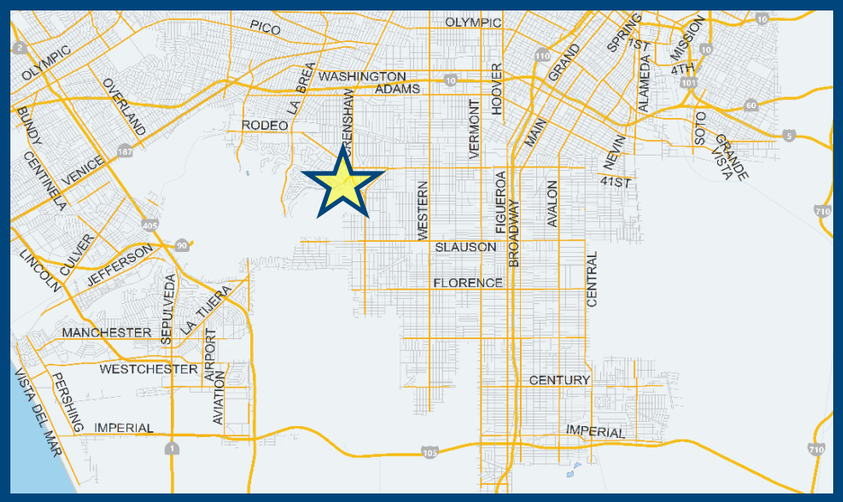
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Stocker Street Creative

Scenario: With Project

Address: 3701 W STOCKER ST, 90008



Proposed Project Land Use Type	Value	Unit
Retail | General Retail	6.5	ksf
Retail | High-Turnover Sit-Down Restaurant	9.5	ksf
Retail | Quality Restaurant	9	ksf
Office | General Office	123.1	ksf
(custom) Studio | Daily	796	Trips
(custom) Studio | HBW-Attraction Split	52	Percent
(custom) Studio | HBO-Attraction Split	24	Percent
(custom) Studio | NHB-Attraction Split	12	Percent
(custom) Studio | HBW-Production Split	0	Percent
(custom) Studio | HBO-Production Split	0	Percent
(custom) Studio | NHB-Production Split	12	Percent
(custom) Studio | Daily	0	Residents
(custom) Studio | Daily	310	Employees
(custom) Studio | Daily	Non-Retai	Retail/Non-R

TDM Strategies

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

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

- A Parking
- B Transit
- C Education & Encouragement
- D Commute Trip Reductions
- E Shared Mobility
- F Bicycle Infrastructure
- G Neighborhood Enhancement

Traffic Calming Improvements

☐ Proposed Prj ☑ Mitigation

25 percent of streets within project with traffic calming improvements

25 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements

☑ Proposed Prj ☐ Mitigation

within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
2,689 Daily Vehicle Trips	**2,683** Daily Vehicle Trips
19,425 Daily VMT	**19,376** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
8.5 Work VMT per Employee	**8.5** 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 = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

9/27/2024

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

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	6.500	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	9.500	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	9.000	ksf
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	123.100	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	Studio	796	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

Analysis Results			
Total Employees: 889 Total Population: 0			
Proposed Project		***With Mitigation***	
2,689	**Daily Vehicle Trips**	**2,683**	**Daily Vehicle Trips**
19,425	**Daily VMT**	**19,376**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8.5	**Work VMT per Employee**	**8.5**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 11.6	No	Work > 11.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	598	598
		Actual parking provision (spaces)	380	380
	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
	Reduction in headways (increase in frequency) (%)	*0%*	*0%*

Transit	*Reduce transit headways*	*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 (%)	50%	50%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type	Description	Proposed Project	Mitigations
Required commute trip reduction program	*Employees participating (%)*	*0%*	*0%*
Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
	Type of program	*0*	*0*

Commute Trip Reductions	*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 (%)	100%	100%
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)	Yes	Yes

Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	*0%*	25%
		Intersections with traffic calming improvements (%)	*0%*	25%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

		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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	0.3%	*0.0%*	0.3%	*0.0%*	0.3%	*0.0%*	0.3%	*0.0%*	0.3%	*0.0%*	0.3%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

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	*17%*	*17%*	*29%*	*30%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*16%*
MAX. TDM EFFECT	*17%*	*17%*	*29%*	*30%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*

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

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

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	9.0	0	0
Home Based Other Production	0	0.0%	0	5.9	0	0
Non-Home Based Other Production	669	-3.4%	646	7.9	5,285	5,103
Home-Based Work Attraction	1,254	-16.8%	1,043	10.3	12,916	10,743
Home-Based Other Attraction	1,460	-27.3%	1,062	4.5	6,570	4,779
Non-Home Based Other Attraction	669	-3.4%	646	6.8	4,549	4,393

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	-17.0%	0	0	-17.2%	0	0
Home Based Other Production	-17.0%	0	0	-17.2%	0	0
Non-Home Based Other Production	-17.0%	536	4,235	-17.2%	535	4,224
Home-Based Work Attraction	-29.5%	736	7,578	-29.6%	734	7,559
Home-Based Other Attraction	-17.0%	881	3,966	-17.2%	879	3,956
Non-Home Based Other Attraction	-17.0%	536	3,646	-17.2%	535	3,637

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 889
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**7,578**	**7,559**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.5**	**8.5**

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	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	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	*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%*	15%	15%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

	Home Based Work Production	*Home Based Work Attraction*	*Home Based Other Production*	*Home Based Other Attraction*	*Non-Home Based Other Production*	*Non-Home Based Other Attraction*	*Source*

Table 16: Existing (2024) and Future (2029)Traffic Conditions
Intersection Delay Summary – With TDM Measures + TCR Improvement

	Study Intersections	Peak Hour	Existing (2024) Conditions		Existing (2024) Plus Project Conditions		Change in Delay[3]	Existing (2024) Plus Project + TDM Measures		Change in Delay[3]	Existing (2024) Plus Project + TDM Measures + TCR Improvement		Change in Delay[3]	Future (2029) Without Project Conditions		Future (2029) With Project Conditions		Change in Delay[3]	Future (2029) With Project + TDM Measures		Change in Delay[3]	Future (2029) With Project + TDM Measures + TCR Improvement		Change in Delay[3]
			Delay[1]	LOS[2]	Delay[1]	LOS[2]		Delay[1]	LOS[2]		Delay[1]	LOS[2]		Delay[1]	LOS[2]	Delay[1]	LOS[2]		Delay[1]	LOS[2]		Delay[1]	LOS[2]	
1	Don Felipe Drive & Stocker Street	AM	6.7	A	4.9	A	-1.8	4.9	A	-1.8	-	-	-	7.7	A	5.7	A	-2.0	5.7	A	-2.0	-	-	-
		PM	11.2	B	9.8	A	-1.4	9.8	A	-1.4	-	-	-	12.1	B	10.4	B	-1.7	10.5	B	-1.6	-	-	-
2	Project Driveway & Stocker Street*	AM	-	-	0.0	A	0.0	0.0	A	0.0	-	-	-	-	-	0.0	A	0.0	0.0	A	0.0	-	-	-
		PM	-	-	0.0	A	0.0	0.0	A	0.0	-	-	-	-	-	0.0	A	0.0	0.0	A	0.0	-	-	-
3	Palmero Boulevard & Stocker Street*	AM	21.9	C	22.4	C	0.5	22.3	C	0.4	-	-	-	27.5	D	28.3	D	0.8	28.2	D	0.7	-	-	-
		PM	19.9	C	20.1	C	0.2	20.0	C	0.1	-	-	-	23.1	C	23.4	C	0.3	23.3	C	0.2	-	-	-
4	Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street[4]	AM	19.0	B	20.8	C	1.8	20.2	C	1.2	26.6	C	7.6	25.6	C	35.7	D	10.1	32.8	C	7.2	30.6	C	5.0
		PM	16.0	B	18.6	B	2.6	18.2	B	2.2	23.6	C	7.6	16.7	B	21.3	C	4.6	19.7	B	3.0	25.8	C	9.1
5	Santa Rosalia Drive & Project Driveway*	AM	-	-	19.3	C	19.3	16.8	C	16.8	-	-	-	-	-	23.6	C	23.6	19.3	C	19.3	-	-	-
		PM	-	-	49.0	**E**	49.0	27.5	D	27.5	-	-	-	-	-	69.2	**F**	69.2	33.3	D	33.3	-	-	-
6	Santa Rosalia Drive & Marlton Avenue	AM	15.0	B	15.0	B	0.0	15.0	B	0.0	-	-	-	15.0	B	15.0	B	0.0	15.0	B	0.0	-	-	-
		PM	14.8	B	15.0	B	0.2	14.9	B	0.1	-	-	-	15.0	B	15.2	B	0.2	15.1	B	0.1	-	-	-
7	Crenshaw Boulevard & Stocker Street[4]	AM	30.2	C	31.6	C	1.4	30.7	C	0.5	-	-	-	52.7	D	56.6	**E**	3.9	52.9	D	0.2	-	-	-
		PM	37.2	D	40.1	D	2.9	39.1	D	1.9	-	-	-	104.7	**F**	111.9	**F**	7.2	109.8	**F**	5.1	-	-	-

*Unsignalized Intersection- Delay is based on higher delay at stop approach

[1] Delay in seconds

[2] *LOS = Level of Service*

[3] Change in delay reported in seconds

[4] HCM6th Edition methodology does not support Non-NEMA phasing, therefore, HCM2000 results reported.

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
Departmental Correspondence

TRAFFIC
CONTROL
REPORT

February 12, 2020
8 – Southern – SR 93670,
107590, 118896, 136077
Angeles Vista Bl, Santa Rosalia
Dr & Stocker St

Left Turn Phasing

DETERMINATION

1. That protected-only left-turn phasing with the appropriate signal indications be authorized for installation for northbound Angeles Vista Boulevard at the intersection of Stocker Street (LAMC Section 80.07).
2. That protected-permissive left-turn phasing with the appropriate signal indications be authorized for installation for eastbound and westbound Stocker Street at the intersection of Angeles Vista Boulevard and Santa Rosalia Drive (LAMC Section 80.07).
3. That the traffic signal modification be added to the Department's list of approved, but unfunded projects, until such time that funding for the cost of construction can be identified.

DISCUSSION

The Department of Transportation received several requests regarding signal timing, congestion, and striping at the intersection of Angeles Vista Boulevard, Santa Rosalia Drive and Stocker Street. Southbound Santa Rosalia Drive has a shared through-right lane at Stocker Street, and many requesters asked for an exclusive right-turn only lane.

A comprehensive traffic engineering study for this intersection has been completed. The study included an investigation of the physical conditions and existing traffic controls, a review of traffic volumes, an analysis of collisions reported to the Police Department for the previous five years, a review of the complaints at or near the intersection, and observations of traffic movements through the intersection.

Stocker Street is designated Boulevard II in the City of Los Angeles, and is striped with two lane of traffic in each direction, left turn channelization, and a right turn pocket for westbound Stocker Street at Santa Rosalia Drive. The County of Los Angeles has established a 40 mph speed limit on Stocker Street west of Santa Rosalia Drive. Santa Rosalia Drive is a designated Collector Street in the City of Los Angeles and changes name to Angeles Vista Boulevard at Stocker Street. Santa Rosalia Drive is striped with one northbound travel lane, two southbound left-turn lanes, and a shared through and right-turn lane. Angeles Vista Boulevard is striped with one lane in each direction. The boundary with the County of Los Angeles is at the south and west legs of the intersection. The County of Los Angeles was contacted regarding the results of the study, and concur with the recommendations.

Results of the engineering study indicate that this location satisfies the "Case A.1(c): Geometry" for protected-only left-turn phasing for northbound Angeles Vista Boulevard. Eastbound Stocker Street satisfies the "Case C.2: Traffic Volume", for protected-permissive left-turn phasing. Westbound Stocker Street satisfies the "Case C.8: Opposing Direction" for protected-permissive left-turn phasing. The installation of protected-only and protected-permissive left-turn phasing, as described in the Determination, and striping changes recommended by the District Office and Design Division are therefore recommended to improve safety and operations at the intersection.

Recommended by:

CRYSTAL KILLIAN, P.E.
Transportation Engineer
Southern District

Approved by:

ROY W. KIM, P.E.
Senior Transportation Engineer
East Area District Operations

c: Emeline Nguyen, Dina Andrews, Fernando Montes-Rodriguez, Tara Sullivan, CD 8
Tim Conger, Scott Brown, Steve Gaur, LADOT
Marty Amundson, MAMUND@dpw.lacounty.gov
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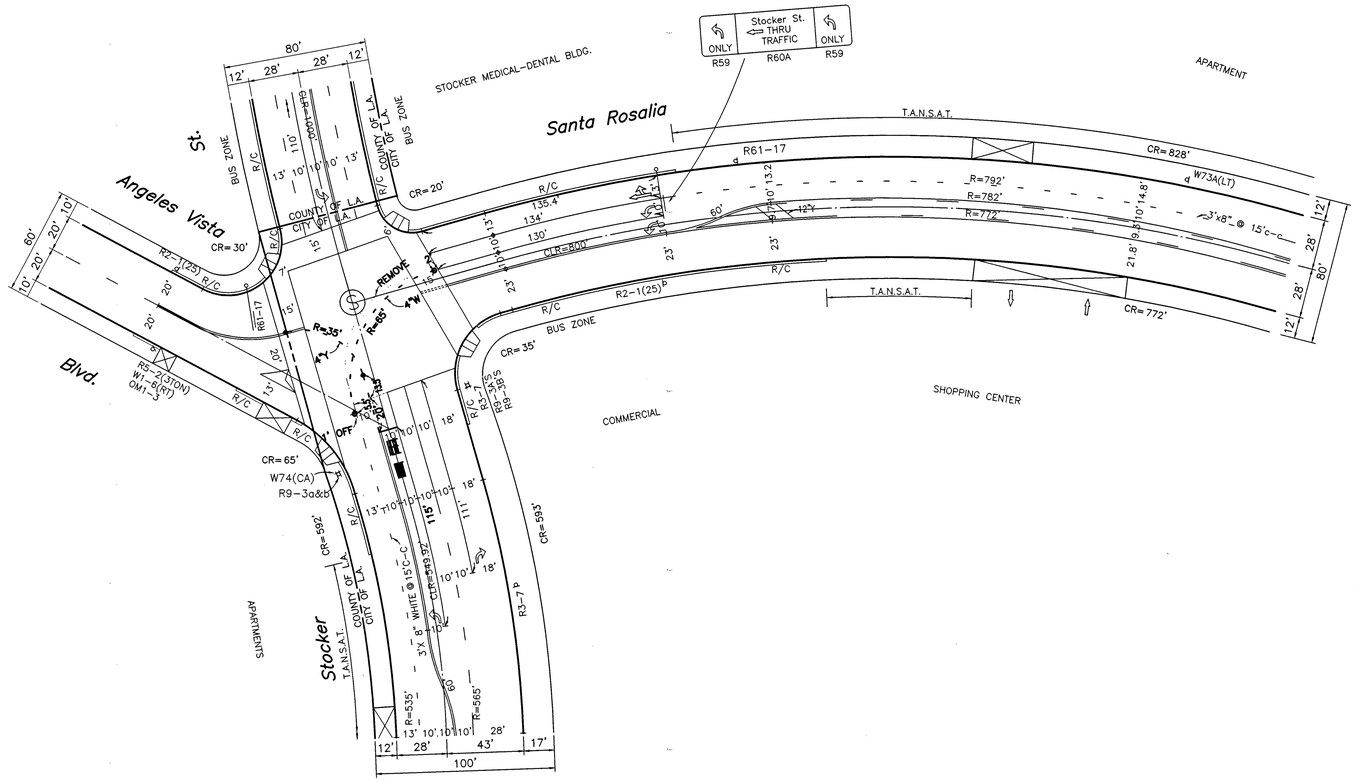
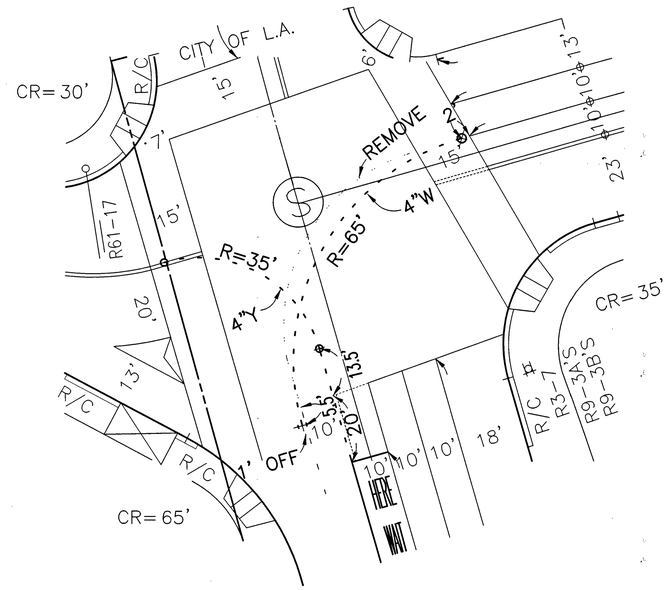
Henry Hernandez, HHERNAND@dpw.lacounty.gov
Phil Phan, PPHAN@dpw.lacounty.gov, LA County





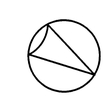
DETAIL

LEGEND

1. EXISTING STRIPING & MARKINGS TO REMAIN
   EXISTING STRIPING & MARKINGS TO BE REMOVED
   PROPOSED STRIPING & MARKINGS
2. EXISTING SIGNS ▸ PROPOSED SIGNS
3. SIGNALIZED INTERSECTION
4. R/C EXISTING RED CURB
   R/C PROPOSED RED CURB

NOTES

1. LENGTH OF DESIGN : 500' ±
2. PAINT REMOVAL REQUIRED.



SCALE: 1"=40'

DISTRICT INITIATED

SUBMITTED Dec. 4 20 13
Transportation Engineer

APPROVED Dec 5 20 13
Senior Transportation Engineer

REGISTERED PROFESSIONAL ENGINEER MANOOCHEHR ADHAMI No. 69854 CIVIL STATE OF CALIFORNIA

INSTALLATION DATES
MARKOUT BEGAN:
MARKOUT COMPLETED:
STRIPING COMPLETED:
References:
A-2962 A-4915
A-1314 FB114-185

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
JON KIRK MUKRI, INTERIM GENERAL MANAGER

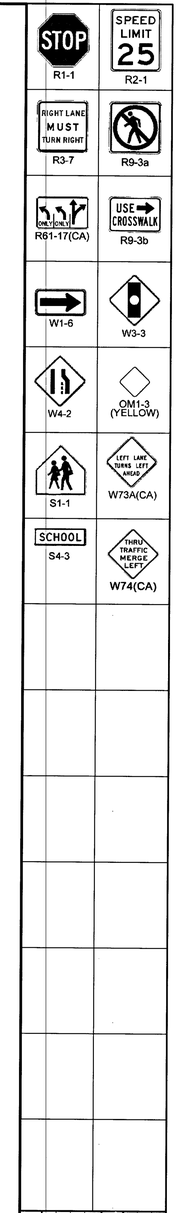
SANTA ROSALIA DRIVE
AT STOCKER STREET

Thomas Guide	District	PROJECT NO.	DRAWING NO.	
673-D2,E3	S	GFUND000	A-6260	1/1

1"=20' ORIGINAL MAP SCALE 1"=40'
20 10 0 20 40 60 80 100 FEET
40 20 0 40 80 120 160 200 FEET

SCALES | HORIZ. 1"= | VERT. 1"=

SHEET | INDEX NUMBER



NO.	REVISION DESCRIPTION	T.E./SR. T.E.	PRINCIPAL T.E.	DATE

BASE	CHECK	DESIGN	BY	DATE	SUPERVISOR	DISTRICT	BIKEWAYS	BY	DATE
			EIF	11/21/2013		CK			12/03/2013

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

3701 W. Stocker St.

Date: March 7, 2024

To : Deputy Advisory Agency
Department of City Planning

From: Jimmy Vivar, Transportation Engineering Associate
Department of Transportation

Subject: **PARCEL MAP NO. 2024-325**

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

1. A minimum of 60-foot reservoir space be provided between any security gate(s) and the property line or as shall be determined to the satisfaction of the Department of Transportation.

2. The driveway from Stocker Street will be limited to ingress only or to right-turn restrictions if it is to be used for both ingress and egress or as shall be determined to the satisfaction of the Department of Transportation.

3. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk (not applicable when driveways serve not more than two dwelling units and where the driveway access is to a street other than a major or secondary highway), LAMC 12.21 A.

4. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Room 550. For an appointment, contact LADOT's One Stop email at: ladot.onestop@lacity.org

5. That a fee in the amount of $205 be paid for the Department of Transportation as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

Please contact this section at ladot.onestop@lacity.org for any questions regarding the above.

Council District No. 8
Southern District

Kyle Winston <kyle.winston@lacity.org>

Stocker Street Creative

2 messages

SALVADOR CERVANTES <36844@lapd.online> Tue, Jan 6, 2026 at 6:05 PM
To: "kyle.winston@lacity.org" <kyle.winston@lacity.org>
Cc: "stan@pantheonconsultants.com" <stan@pantheonconsultants.com>, Nichole Smith <nichole.smith@horizonworks.net>, JOSE SALDANA <36870@lapd.online>

January 6, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org
Re: Stocker Street Creative
Case No.: CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI, ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of the LAPD, Southwest Division Vice unit, this correspondence is in regard to the Stocker Street Creative project planned for 3701-3761 W. Stocker Street. We have communicated with you, met the creative team in person, and have reviewed plans for the proposed campus which will incorporate a motion picture production studio, a rooftop restaurant along with smaller casual eateries, and other amenities. We have also heard community input through our Community Relations Office. This project looks to be an investment in the area's economic future and should provide much-needed resources for local creatives and businesses. This locally-led development is designed to create entertainment industry jobs and drive the local creative economy.

At this point in time, Southwest Vice does not have any objections and generally supports the requests put forward by the developers. Southwest Vice looks forward to seeing a project of this size and scope come to fruition as laid out in the plans.

Sergeant II Salvador Cervantes, Serial No. 36844
LAPD Southwest Vice
Email: 36844@lapd.online

Nichole Smith <nichole.smith@horizonworks.net> Tue, Jan 6, 2026 at 7:04 PM
To: SALVADOR CERVANTES <36844@lapd.online>
Cc: "kyle.winston@lacity.org" <kyle.winston@lacity.org>, "stan@pantheonconsultants.com" <stan@pantheonconsultants.com>, JOSE SALDANA <36870@lapd.online>

Hello Sgt. Cervantes,

That is wonderful news for the project. Thank you so much for your support and for taking the time to write this letter to Kyle.

Best regards,

Nichole

Best regards,
Nichole

Nichole Smith, Principal
HORIZON Development + Entitlement
Helping developers and architects
offload 80-100% of permitting tasks
so they can focus on design + development
Phone: 323-528-7674
Email: nichole.smith@**HORIZON**works.net
Online: **HORIZON**works.net
Video: https://www.youtube.com/watch?v=BwgAOOT348Q
Connect: https://www.linkedin.com/in/nichole-smith/
CA DRE Broker #: 01334809

[Quoted text hidden]

DEPARTMENT OF RECREATION AND PARKS

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(213) 202-2633

Letter sent via email to:
Kyle.Winston@lacity.org

February 14, 2024

Kyle Winston, City Planner
200 N. Spring Street, Room 721
Los Angeles, CA 90012

DEPARTMENT OF RECREATION AND PARKS REPORT AND RECOMMENDATIONS RELATIVE TO CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI

Dear Mr. Winston:

The City of Los Angeles Department of Recreation and Parks (RAP) has prepared the following report and recommendations in response to your request for comments relative to CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI (project), a proposed project.

RAP has no recommendations or comments regarding this project or the requested entitlements.

Thank you for the opportunity to provide information relative to recreation and park issues related to this proposed project. If you have any questions or comments regarding this information, please feel free to contact Park Fees staff, at 213-202-2682, at your convenience.

Sincerely,

DARRYL FORD
Superintendent

DF:js

cc: 3731-41 Stocker Opprotunity LLC & 3751-3761 Stocker Traditional LLC, 1849 Green Bay Road, Unit 280, Highland Park, IL 60035
Nichole Smith, HORIZON Development + Entitlement, 3815 Floresta Way, Los Angeles, CA 90043
Mark Colopy, JGM Architects, 6033 West Century Blvd., Unit 601, Los Angeles, CA 90045

cc: Reading File

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TED ALLEN, PE
CITY ENGINEER

1149 S BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213
https://engineering.lacity.gov/

December 27, 2024

NICHOLE SMITH
3815 FLORESTA WAY
LOS ANGELES , CA 90066

PCIS: **24010-10000-01384**
ADDRESS: **3701 W STOCKER ST**
HIGHWAY DEDICATION REFERENCE NO.: **202410355**
R/W NO.: **53000-16406**

Greetings:

Your building permit application has been referred to my office for review as required under Section 12.37 of the Los Angeles Municipal Code. Since the building site adjoins **Stocker St** , designated as a **Boulevard II** and **Santa Rosalia Dr** designated as a **Collector Street** on the City's General Plan, it is subject to the provisions of this section. Per Los Angeles Municipal Code Section 91.109.3, your Certificate of Occupancy will not be cleared by the City Engineer until the following public improvements and/or dedications are completed, and all the required fees are paid. Any improvements to be done are listed below and to be performed as described in the public right-of-way fronting your property. If you have already complied with the following requirements, please accept this letter for your record.

1. Proceed with the dedication process of 15FT along Stocker St by submitting required documents and fees. Fill in newly dedicated area with concrete sidewalk.
2. Proceed with the dedication process of a 20FT curved radius at the intersection of Santa Rosalia Dr and Stocker St by submitting required documents and fees. Fill in newly dedicated area with concrete sidewalk.
3. Obtain an A-permit to complete the following improvements:
4. Reconstruct/remodel curb ramp at the intersection of Stocker St and Santa Rosalia Dr per latest Bureau of Engineering (BOE) Standard Plan S-442-6.
5. Repair approximately 3LF of concrete curb and gutter along Santa Rosalia Dr.
6. Repair approximately 45LF of concrete sidewalk along Santa Rosalia Dr.
7. Remove damaged drainage pipe and install new curb drain at damaged section of concrete curb along Santa Rosalia Dr if still in use.
8. Repair approximately 30LF of concrete sidewalk along Stocker St
9. Remove existing non-standard driveway approach along Santa Rosalia Dr and replace with full height curb, gutter, and sidewalk.
10. Contact the Bureau of Street Services, Urban Forestry Division, for tree root pruning of street trees along property frontage.
11. Additional sidewalk repair to be required if existing sidewalk meets any of the following: sidewalk has reverse slope (away from street towards property), section(s) raised/depressed by 1/2IN or more, full depth cracks for individual sections or separation between adjacent sidewalk panels exceeds 1/2IN at the surface (includes portion of behind driveway approach used for pedestrian path of travel).
12. Applicant to provide detailed site plan (as it pertains to the public right of way) during construction to verify extent of repair.

Enclosed is information pertaining to dedication and improvements. If you have any questions you may contact **Trevor Quan** of the Highway Dedication Section at **CSR: https://dscsr.lacity.org/** .

Section 12.37 L.A.M.C., provides for minimum dedication and improvement requirements which do not preclude conditions established by the City Planning actions.

Sincerely,

Steve Melgar
Acting Civil Engineer

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: 1/30/2024

To: Charlie Rausch, Senior City Planner
Department of City Planning
200 N. Spring St., 6th Floor MS-395

From: Jay Wong, Manager
Private Development Division
Bureau of Street Lighting

SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: CPC 2024-325 CU MCU CUX
3701 W STOCKER ST

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

IMPROVEMENT CONDITION: No street lighting improvements if no street widening per BOE improvement conditions. Otherwise, relocate and upgrade street lights: one (1) on Don Felipe Dr, one (1) on Santa Rosalia Dr, and one (1) on Stocker St

NOTES:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

CC: Land Development Group MS 901
Engineering District Office: CEN

Reference Number: 202300490

ENGINEERING
CITY OF LOS ANGELES

PRELIMINARY LAND USE REPORT

(PLANNING CASE REFERRAL FORM (PCRF))

The City of Los Angeles, Bureau of Engineering (BOE) / Department of City Planning (DCP)

This is a Preliminary Land Use Report to provide the applicant with a general understanding of what may be required by BOE for a City Planning Case if, after filing, it is referred to BOE; and what may otherwise be required by BOE per Los Angeles Municipal Code Section 12.37 (Highway and Collector Street Dedication) if the City Planning Case is not referred to BOE.

Part I: To be completed by Applicant

DCP Case Number (If Available): _____

Applicant: Nichole Smith

Address: 3815 Floresta Way
Los Angeles, CA, 90066

Phone: 323-528-7674

Email: nichole.smith@horizonworks.net

Owner: 731-41 STOCKER OPPORTUNITY LLC &
3751-3761 STOCKER TRADITIONAL LLC

Address: 3701-3761 Stocker St.
Los Angeles, CA, 90008

Project Address: **3701-3761 Stocker**

APN: 5032022018, -017, 5032-022-003, -004, -005

Engineering District: CENTRAL

Project Description (attach ZIMAS Map with highlighted Parcel(s)):

TV and movie production studio with restaurants, office, and retail uses on a 5 acre campus.

Is there a Tract or Parcel Map being filed in conjunction with this:	NO
If yes; provide Map No. _____	
Has the Tract / Parcel report been prepared and submitted to DCP by BOE:	NO
Will new building(s)/structure(s) be constructed as part of this project:	YES

The Preliminary Land Use Report may be voluntarily filed to provide a general understanding of potential required dedication and improvements on existing streets but is not intended to provide preliminary requirements for a Subdivision (Tract or Parcel Map), Private Street Case, or Street/Alley Vacation. If a Tract/Parcel report has been prepared and submitted to DCP by BOE, please refer to the Tract/Parcel map conditions.

Part II: To be Completed by BOE Staff:

Is property within the Hillside Ordinance area (Sections 12.21A17 & 12.21 C10 of LAMC)?:	NO
Is the property subject to Section 12.37 of the LAMC? :	YES
Is the project in the Historic Overlay Preservation Zone? :	NO
Does the project adjoin a State Highway?	NO
Is the project within 100’ of the intersection of the intersection of the building lines of a corner lot? (Per Section 91.106.4.7.1 of LAMC)	YES
Is the project within a streetscape area?	NO

The Preliminary Land Use Report does not provide preliminary information for projects subject to the Baseline Hillside Ordinance. (Obtain a Hillside Referral Form from BOE for Hillside Ordinance project requirements.)

_____

_____

Reference Number: 202300490

DEDICATIONS

Street/Alley	Classification	Ex Full R/W	Req Full R/W	Ex Adj.Half R/W	Req Adj. Half R/W	Adjacent Dedication Required	Required under 12.37	Required under a DCP Referred Planning Action
SANTA ROSALIA DR	COLLECTOR	80 FT	66 FT	40 FT	33 FT	N/A	NO	NO
STOCKER ST	BOULEVARD II	80 FT	110 FT	40 FT	55 FT	15 FT	YES	YES
DON FELIPE DR	COLLECTOR	60 FT	66 FT	35 FT	33 FT	N/A	NO	NO
							SELECT	SELECT
							SELECT	SELECT

Corner	Classification	Dimensions	Required under 12.37	Required under a DCP Referred Planning Action
STOCKER ST AND SANTA ROSALIA DR	RADIUS	20 FT	YES	YES
STOCKER ST AND DON FELIPE DR	RADIUS	20 FT	YES	YES
			SELECT	SELECT
			SELECT	SELECT

ADDITIONAL NOTES:

IMPROVEMENTS

Street/Alley	Classification	Ex Full Roadway	Req Full Roadway	Ex adjacent half Roadway	Required adjacent Half Roadway	Missing Improvements	Exist. Trees	Exist. CB	Potential Widening	Required under 12.37	Required under a DCP Referred Planning Action
SANTA ROSALIA DR	COLLECTOR	56 FT	40 FT	28 FT	20 FT	N/A	8	N/A	N/A	NO	NO
STOCKER ST	BOULEVARD II	56 FT	80 FT	28 FT	40 FT	N/A	N/A	1	12 FT	YES	YES
DON FELIPE DR	COLLECTOR	36 FT	40 FT	23 FT	20 FT	N/A	6	N/A	N/A	NO	NO
										SELECT	SELECT
										SELECT	SELECT

Corner	Classification	Provide/ Upgrade Corner Ramp	Required under 12.37	Required under a DCP Referred Planning Action
STOCKER ST AND SANTA ROSALIA DR	RADIUS	YES	YES	YES
STOCKER ST AND DON FELIPE DR	RADIUS	YES	YES	YES
		SELECT	SELECT	SELECT
		SELECT	SELECT	SELECT

Street Trees: If the recommendation for Street Widening is marked "Yes", street tree removals may be required. Street Tree removals must be approved by the Board of Public Works. Applicants shall contact the Urban Forestry Division (UFD) of StreetsLA at (213)-847-3077 before proceeding with the Master Land Use Application. Applicants are also advised to contact Urban Forestry Division (UFD) of Streets LA for proposed driveway location impacting existing street trees.

ADDITIONAL NOTES:

CONSTRUCT NEW AC PAVEMENT, NEW FULL HEIGHT CURB, GUTTER, AND SIDEWALK ALONG STOCKER ST. REPAIR DAMAGED, CRACKED, OFF-GRADE SIDEWALK ALONG SANTA ROSALIA DR, STOCKER ST, AND SANTA ROSALIA DR PER LA CITY STANDARDS. FILL IN NEWLY DEDICATED AREA WITH CONCRETE SIDEWALK PER STANDARD PLAN NO. S-442-6. CONSTRUCT NEW CURB RAMPS AT THE INTERSECTION PER BOE STANDARD PLAN S-442-6 AND BOE SPECIAL ORDER 04-0222. CLOSE ANY UNUSED, NON-STANDARD DRIVEWAY APPROACHES AND CONSTRUCT NEW APPROACHES PER LA CITY STANDARD PLAN NO. S-440-4.

Removal/Replacement of Existing Improvements: In all cases, applicants may be required to close any unused driveways; remove and replace sidewalks not compliant with ADA requirements; and install/replace public improvements such as driveway aprons and access ramps to meet ADA requirements. In cases referred to BOE by DCP, applicants may also be required to remove and replace broken, off-grade, or bad order curb, gutter, driveways, sidewalks, or alley/street pavement.

Newly Dedicated Areas: In all cases referred by DCP to BOE, applicant may be required to fill in newly dedicated areas with concrete sidewalk, and will be required to remove or obtain Revocable Permit for any encroachments. In cases not referred but subject to L.A.M.C. Section 12.37, where there is existing sidewalk, applicant will have the option to either: fill in newly dedicated areas with concrete sidewalk, obtain revocable permit for existing or new encroachments, or install/retain standard plant materials such as grass.

Other Public Improvements: Planning Cases may also have requirements for Public Improvements determined by Bureau of Street Lighting (BSL), Urban Forestry Division (UFD) of StreetsLA, and Los Angeles Department of Transportation (LADOT)

Reference Number: 202300490

SEWERS

Does the lot have a legal connection to the sewer? YES

Distance from subject lot to the nearest mainline sewer? 0 Ft.

Sewers Exist in the following Rights-of-Way	Street/R/W	Street/R/W	Street/R/W	Street/R/W
Enter street names (select from options provided above)	DON FELIPE DR			

Sewer easement within the project site? YES

Sewer facilities within easements? YES

ADDITIONAL NOTES:

STORM DRAINS

Are there storm drain catch basins existing in the right-of-way adjacent to the project site? 1 (Number)

Storm Drain easement within the project site? NO

Storm Drain facilities within easements? NO

ADDITIONAL NOTES:

53609461111086 IS ADJACENT TO THE PROPERTY ADDRESS.

Reference Number: 202300490

ADDITIONAL NOTES (cont.):

_____

_____

NOTE: This is a Preliminary Land Use Report to provide the applicant with a general understanding of what may be required by BOE for a City Planning Case if, after filing, it is referred to BOE; and what may otherwise be required by BOE per Los Angeles Municipal Code Section (LAMC) 12.37 (Highway and Collector Street Dedication) if the City Planning Case is not referred to BOE.

For City Planning Cases, a formal investigation and engineering report may be required, if so determined by the City Planning Department. If so, the Engineering Report will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the Engineering Report.

For cases not referred by City Planning to BOE, requirements of LAMC Section 12.37 may be applicable. To determine requirements of LAMC Section Section 12.37, a formal investigation and engineering report may be required during the Building Permit Plan Check clearance process as applicable. If so, the Highway Dedication ("R3") letter will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the Highway Dedication ("R3") letter. [LAMC Section 12.37 provides for minimum dedication and improvement requirements which do not preclude conditions established by City Planning actions]

Prepared by: Anthony Tran Date: 9/18/2023

Reviewed by: Tanat Satidkit Date: 9/20/2023


C-1-SP
COLLLECTOR
SANTA ROSALIA DR
STOCKER
[Q]C2-
[Q]RD1.5-1XL
C2-1
RD2-1
RD2-1
DON FELIPE DR
DON TOMASO DR
HWY DED
PALMERO BLVD

MARQUEECE HARRIS-DAWSON
LOS ANGELES CITY COUNCIL PRESIDENT
MHD CD8

February 11, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

I am writing to urge the City of Los Angeles Planning Commission to APPROVE the following entitlements requested for the development of the Stocker Street Creative studio slated to be built in my district at 3701 to 3761 Stocker Street:

- Mitigated Negative Declaration pursuant to the California Environment Quality Act (CEQA)Conditional Use (CU) permit
- Master Conditional Use Permit (MCUX) pursuant to Ordinance No. 171,681
- Specific Plan Exception (SPE) pursuant to LAMC Section 11.5.7.D
- Project Permit Compliance (SPP) pursuant to LAMC Section 11.5.7.C
- Site Plan Review (SPR) pursuant to LAMC Section 16.05
- Waiver of Dedication of Improvements (WDI) pursuant to LAMC Section 12.27

This creative industry–focused project aligns with the City of Los Angeles' commitment to advancing sustainable economic development and creating living-wage, skilled jobs. Stocker Street Creative will help anchor the growing creative ecosystem in the Crenshaw District by cultivating local talent, generating quality industry careers, and strengthening the community's cultural and economic vitality.

Consistent with Mayor Karen Bass's Executive Directive 11, the project will expand equitable access to production facilities in South Los Angeles for creatives working both in front of and behind the camera, boosting the local economy.

Stocker Street Creative will provide apprenticeship access and workforce training to support pathways to union-scale jobs. We also commend its meaningful engagement with Baldwin Hills and Crenshaw stakeholders and its thoughtful incorporation of community input into a sustainable, amenity-rich project worthy of support.

Please feel free to contact my Planning Deputy Terri Osborne at 213-851-1847 or terri.osborne@lacity.org should you require additional information.

Sincerely,

Marqueece Harris-Dawson
Los Angeles City Council President, Council District 8

LOS ANGELES
DEPARTMENT OF CITY
PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

INITIAL STUDY

STOCKER STREET CREATIVE

Case Number: ENV-2024-326-MND

Project Location: 3701-3761 Stocker Street, Los Angeles, California, 90008

Community Plan Area: West Adam-Baldwin Hills-Leimert

Council District: 8 – Harris-Dawson

Project Description: The Project consists of the demolition of five substantially unoccupied office buildings, totaling approximately 123,354 square feet and the construction of a campus for studio and sound stage production, totaling approximately 256,758 square feet exclusive of the parking garage (114,405 square feet), on an approximately five-acre site that slopes approximately 35 feet northwest to northeast. The integrated campus would consist of six new buildings (Buildings A through F). Building A would be a three-story (45 feet, 54 feet including architectural features and 56 feet including the equipment screen wall), 34,710-square-foot office building that would include 500 square feet of retail space and a 8,452-square-foot food court on the first floor. Building B would be a seven-story (110 feet), 138,725square-foot building with 42,697 square feet of studio production support facilities on the first two floors and 84,548 square feet of office space above. The roof (partial 7th floor) would include an enclosed 9,081-square-foot restaurant with an adjacent approximately 7,500-square-foot open/garden area that would provide outdoor seating for the restaurant and be used for special events. Building C would be a one-story (14 feet), 300-square-foot security office that would include a restroom, breakroom and surveillance monitors and computer equipment. Building D would be a one-story (63 feet), 31,941-square-foot building with 30,000 square feet of studio sound stages and 1,941 square feet of back-of-house facilities. Building E (82 feet) would be a 42,363-square-foot building with a basement with office space, a 12,957-square-foot mill shop with a mezzanine for set production, and 19,200 square feet of studio sound stages. Building F would be a five-story (45 feet and 54 feet including architectural features), 122,358-square-foot open parking garage with 344 parking stalls, a 2,683-square-foot community room at street level, and 5,270 square feet of back-of-house facilities. There would also be a 31,000-square-foot open space area between Buildings A, B, and F designed for community gatherings and special events. The floor area ratio (FAR) for the Project site would be 1.49:1 on the portion zoned C2-1 and 0.53:1 on the portion zoned C2-1 SP. Project grading activities would include 27,800 cubic yards of cut and 6,000 cubic yards of fill; 21,800 cubic yards of soil would be exported from the Project site subject to a haul route permit. The Project would not include the removal of any street trees. The Project would include the removal of 29 mature trees on-site; however, a total of sixty-one new trees would be planted on site as part of the Project.

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

PREPARED BY:
Terry A. Hayes Associates Inc.
3535 Hayden Avenue, Suite 350
Culver City, CA 90232

APPLICANT:
3731-41 Stocker Opportunity LLC & 3751-3761 Stocker Traditional LLC
1849 Green Bay Road, Unit 280
Highland Park, IL 60035

October 2025

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Appendix H: Transportation Assessment (Including LADOT Approval Letter)

1 INTRODUCTION

An application for the proposed Stocker Street Creative Project (Project) has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The City of Los Angeles, as Lead Agency, has determined that the Project is subject to the California Environmental Quality Act (CEQA), and that the preparation of an Initial Study is required.

This Initial Study/Mitigated Negative Declaration (IS/MND) evaluates the potential environmental effects that could result from the construction and operation of the Project. This Initial Study has been prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 et seq.), and the City of Los Angeles CEQA Thresholds Guides (1981, amended 2006 and 2018). Based on the analysis provided within this IS/MND, the City has concluded that the Project will not result in significant impacts on the environment with the incorporation of mitigation measures identified herein. This IS/MND is intended as an informational document, which is required to be considered and certified by the decision-making body of the City prior to approval of the Project.

1.1 PURPOSE OF AN INITIAL STUDY

CEQA was enacted in 1970 with several basic purposes, including: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report (EIR) should be prepared; otherwise, the Lead Agency may adopt a Negative Declaration (ND) or a Mitigated Negative Declaration (MND).

This IS/MND has been prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 et seq.)

1.2 ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into five sections as follows:

Section 1. Introduction: This section provides introductory information such as the Project title, the Project Applicant, and identifies the lead agency for the Project.

Section 2. Executive Summary: This section provides project information, identifies key areas of environmental concern, and includes a determination of whether the Project may have a significant effect on the environment.

Section 3. Project Description: This section provides a description of the environmental setting and the Project, including project characteristics, related project information and a list of requested discretionary actions.

Section 4. Evaluation of Environmental Impacts: This section contains the completed CEQA Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

Section 5. List of Preparers and Sources Consulted: This section identifies the lead agency and the consultant team members who participated in the preparation of this IS/MND. This section also lists all the sources and references used in the preparation of this IS/MND.

1.3 CEQA PROCESS

In compliance with the State CEQA Guidelines, the City, as the Lead Agency for the Project, will provide opportunities for the public to participate in the environmental review process. As described below, throughout the CEQA process, an effort is made to inform, contact, and solicit input on the Project from various government agencies and the general public, including stakeholders and other interested parties.

At the onset of the environmental review process, the City prepared this Initial Study to determine if the Project may have a significant effect on the environment. This Initial Study determined that the Project would not have significant environmental impacts with the incorporation of mitigation measures identified herein. If this IS/MND and the Project are approved by the City, then within five days of the action, the City will file a Notice of Determination (NOD) with the County Clerk. The NOD is posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the Project, and to issues that were presented to the Lead Agency by any person, either orally or in writing, during the public comment period.

2 EXECUTIVE SUMMARY

PROJECT TITLE	**Stocker Street Creative**
ENVIRONMENTAL CASE NO.	ENV-2024-326-MND
RELATED CASES	CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI

PROJECT LOCATION	**3701–3761 and 3710 Stocker Street Los Angeles, CA 90008**
COMMUNITY PLAN AREA	West Adams-Baldwin Hills-Leimert
GENERAL PLAN DESIGNATION	Community Commercial
ZONING	C2-1 and C2-1-SP
COUNCIL DISTRICT	8 – Harris-Dawson

LEAD AGENCY	**City of Los Angeles**
CITY DEPARTMENT	Department of City Planning
STAFF CONTACT	Kyle Winston
ADDRESS	200 North Spring Street, Room 721 Los Angeles, CA 90012
PHONE NUMBER	(213) 978-1348
EMAIL	Kyle.Winston@lacity.org

APPLICANT	**3731-41 Stocker Opportunity LLC & 3751-3761 Stocker Traditional LLC**
ADDRESS	1849 Green Bay Road, Unit 280 Highland Park, IL 60035

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in Section 4, Environmental Impact Analysis.

- ☐ Aesthetics
- ☐ Agriculture & Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☒ Geology / Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology / Water Quality
- ☐ Land Use / Planning
- ☐ Mineral Resources
- ☒ Noise
- ☐ Population / Housing
- ☐ Public Services
- ☐ Recreation
- ☒ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities / Service Systems
- ☐ Wildfire
- ☒ Mandatory Findings of Significance

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

PRINTED NAME, TITLE	DATE

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used. Identify and state where they are available for review.

    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

    a) The significance criteria or threshold, if any, used to evaluate each question; and

    b) The mitigation measure identified, if any, to reduce the impact to less than significance.

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The Project consists of the demolition of five substantially unoccupied office buildings[1] totaling approximately 123,354 square feet and the construction of a campus for studio and sound stage production, totaling approximately 256,758 square feet exclusive of the parking garage (114,405 square feet). The site includes approximately five-acres and slopes down northwest to northeast approximately 35 feet. The integrated campus would consist of six new buildings (Buildings A through F). Building A would be a three-story (45 feet, 54 feet including architectural features and 56 feet including the equipment screen wall), 34,710-square-foot office building that would include 500 square feet of retail space and a 8,452-square-foot food court on the first floor. Building B would be a seven-story (110 feet), 138,725-square-foot building with 42,697 square feet of studio production support facilities on the first two floors and 84,548 square feet of office space above. The roof (partial 7th floor) would include an enclosed 9,018-square-foot restaurant with an adjacent approximately 9,680-square-foot open/garden area that would provide outdoor seating for the restaurant and be used for special events. Building C would be a one-story (14 feet), 300-square-foot security office that would include a restroom, breakroom and surveillance monitors and computer equipment. Building D would be a one-story (63 feet), 31,941-square-foot building with 30,000 square feet of studio sound stages and 2,000 square feet of back-of-house facilities. Building E (82 feet) would be a 42,363-square-foot building with a basement with a basement with office space, a 12,957-square-foot mill shop with a mezzanine for set production, and 19,200 square feet of studio sound stages. Building F would be a five-story (45 feet and 54 feet including architectural features), 12,2358-square-foot open parking garage with 344 parking stalls, a 2,683-square-foot community room at street level, and 5,270 square feet of back-of-house facilities. The east wall of Building F, parallel to Santa Rosalia Drive, would have its exterior art banners illuminated from above, and a large sculptural street address number would be mounted to the southeast corner of the garage stair tower. There would be a 31,000-square-foot open space area between Buildings A, B, and F designed for community gatherings and special events. The Project would include a maximum of 889 employees on-site. To address transportation and pedestrian safety, the Project would implement various pedestrian improvements as well as intersection improvements at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street. The floor area ratio (FAR) for the Project site would be 1.49:1 on the portion zoned C2-1 and 0.53:1 on the portion zoned C2-1 SP. Project grading activities would include 27,800 cubic yards of cut and 6,000 cubic yards of fill; 21,800 cubic yards of soil would be exported from the Project site subject to a Haul Route permit. The Project would not include the removal of any street trees. The Project would include the removal of 29 mature trees on-site; however, a total of sixty-one new trees would be planted on-site as part of the Project.

1 The buildings were substantially occupied prior to the pandemic but have gradually lost and not replaced tenants since 2019.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project site is located at 3701-3761 Stocker Street (Assessor Identification Numbers [AIN] 5032-022-018, 5032-022-017, 5032-022-005, 5032-022-004, and 5032-022-003) in the West Adams-Baldwin Hills-Leimert Community Plan Area of the City of Los Angeles. The Project site lies at the eastern base of the Baldwin Hills bounded by Santa Rosalia Drive to the east, Stocker Street to the south), Don Felipe Drive (west), and a fire road to the north with residential and commercial uses beyond including two six-story condominium buildings and a one-story historic adobe building with surface parking. While the street system in the Project area is not aligned north-south, east west, for purposes of description in this document roadways are described by the predominant direction (e.g., Santa Rosalia Drive which is oriented northwest to southeast is described as to the east of the site). The Project site is located approximately five miles southwest of Downtown Los Angeles, eight miles south of the Santa Monica Mountains, and seven miles northeast of the Pacific Ocean. The location of the Project site is shown in **Figure 3-1**.

Regional access is provided by the Interstate 10 (I-10) Freeway approximately two miles to the north via Crenshaw Boulevard. Stocker Street connects to La Brea Avenue and Crenshaw Boulevard, major corridors which connect with the surrounding City of Los Angeles communities of Crenshaw, Leimert Park, and South Los Angeles, as well as the unincorporated Los Angeles County communities of View Park, and Windsor Hills. The Los Angeles International Airport (LAX) is located approximately five miles to the southwest of the Project site.

3.2.2 Existing Conditions

The Project site is currently developed with a surface parking lot and five substantially unoccupied[2] office buildings totaling 123,354 square feet, which are all oriented towards Stocker Street. The five buildings historically functioned as a five-building medical-office complex known as the Stocker Street Medical Center. The Project site slopes steeply down from the northwest to the northeast with an elevation difference of approximately 38 feet across the entire site. Seventy mature trees are located on the Project site.[3] Twenty-two of these 70 trees are street trees.[4] The Project site contains no protected trees or shrubs other than the street trees. There are also no protected trees or shrubs on any of the adjacent properties that overhang the site. All five of the existing buildings and the surface parking lot would be demolished as part of the Project. In addition, the Project would result in the removal of 29 mature trees. The location of the existing buildings on the Project site is shown in **Figure 3-2**, and an aerial map of the Project site and the immediate surrounding area, showing nearby land uses, is presented in **Figure 3-3**.

Vehicular access to the Project site is provided via the fire road along the northern boundary of the Project site, which connects to Don Felipe Drive on the west and Santa Rosalia Drive on the east. Some street parking is provided along Don Felipe Drive and Santa Rosalia Drive. Street parking is prohibited along Stocker Street. Pedestrian sidewalks along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive provide pedestrian access to the Project site. There are signalized pedestrian crosswalks along Stocker Street at the intersections of Don Felipe Drive and Santa Rosalia Drive.

2 The buildings were substantially occupied prior to the pandemic but have gradually lost and not replaced tenants since 2019.
3 Mature trees are defined as trees that have grown to have a diameter of 8 inches or greater at breast height.
4 According to the Mature Tree report prepared for the Project one of the 22 street trees is dead.



Source: TAHA, 2024.

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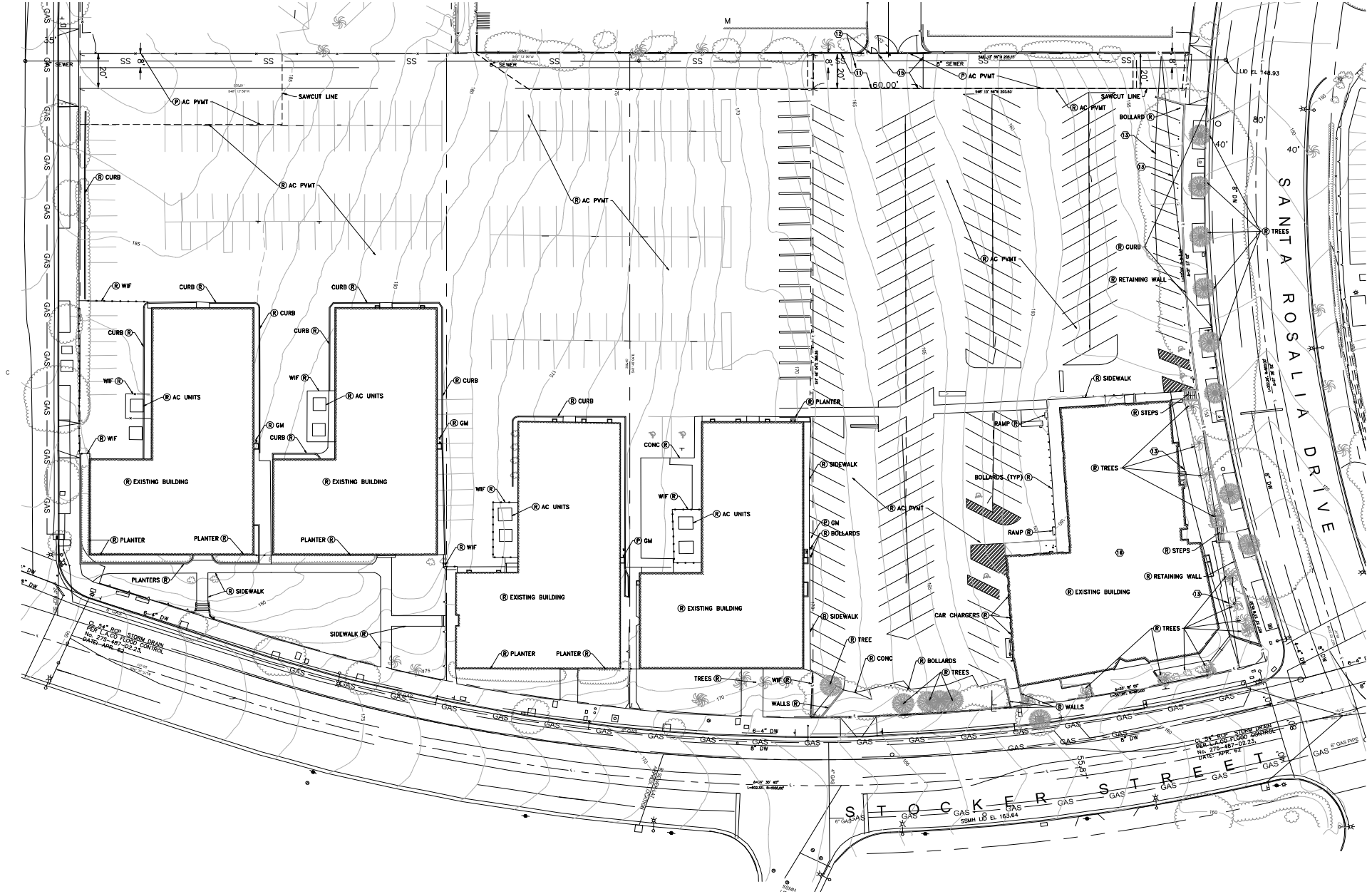
FIGURE 3-1

REGIONAL AND SITE LOCATION MAP



Source: JGM Inc, 2022.

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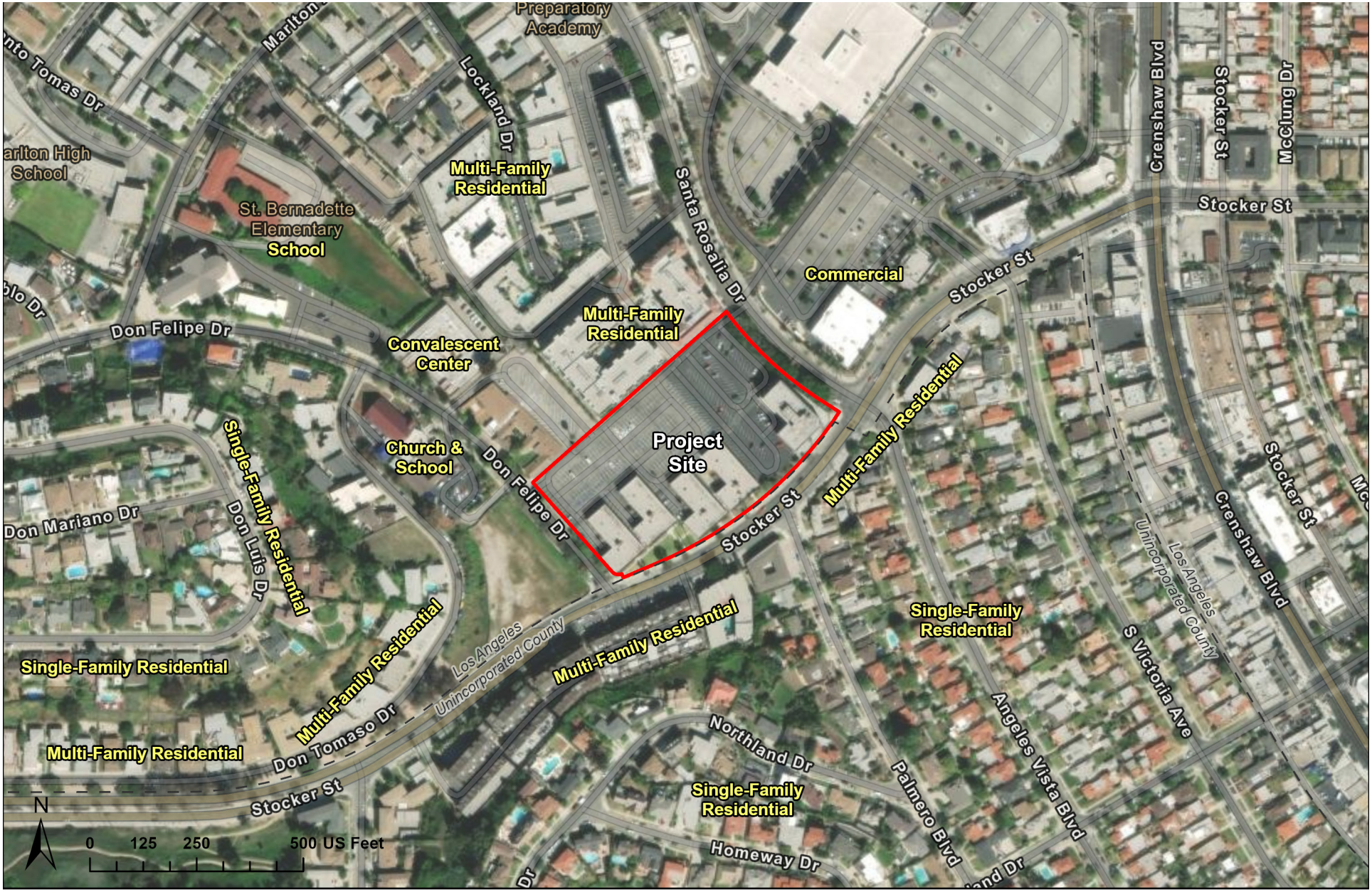
FIGURE 3-2

PROJECT SITE EXISTING CONDITONS



Source: TAHA, 2024.

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FIGURE 3-3

AERIAL MAP

The Project site is zoned C2-1 (Commercial, Height District 1) and has a General Plan designation of Community Commercial. The Project site is within the following plan areas:

- Crenshaw Corridor Specific Plan, which provides design guidelines for commercial and industrial projects within the Crenshaw Corridor.
- Crenshaw Redevelopment Project Area, whose goals include stabilizing and restoring the economic vitality of the Crenshaw region; and the Los Angeles State Enterprise Zone, which provides incentives and tax credits to businesses located within it.

The Project site is also within a Transit Priority Area, which is defined as an area within one-half mile of an existing or planned major transit stop. Transit service is provided to the Project site via the Los Angeles County Metropolitan Transportation Authority (Metro) K Line Martin Luther King Jr. Station, located approximately 0.2 miles northeast of the Project site underneath Crenshaw Boulevard. Bus services are provided by Metro Bus Line 102, which has bus stops at the intersections of Stocker Street and Crenshaw Boulevard and Stocker Street and Don Felipe Drive. A bus stop for the Los Angeles Department of Transportation (LADOT) Crenshaw Clockwise Line is located adjacent to the driveway access point to the Project site along Santa Rosalia Drive.

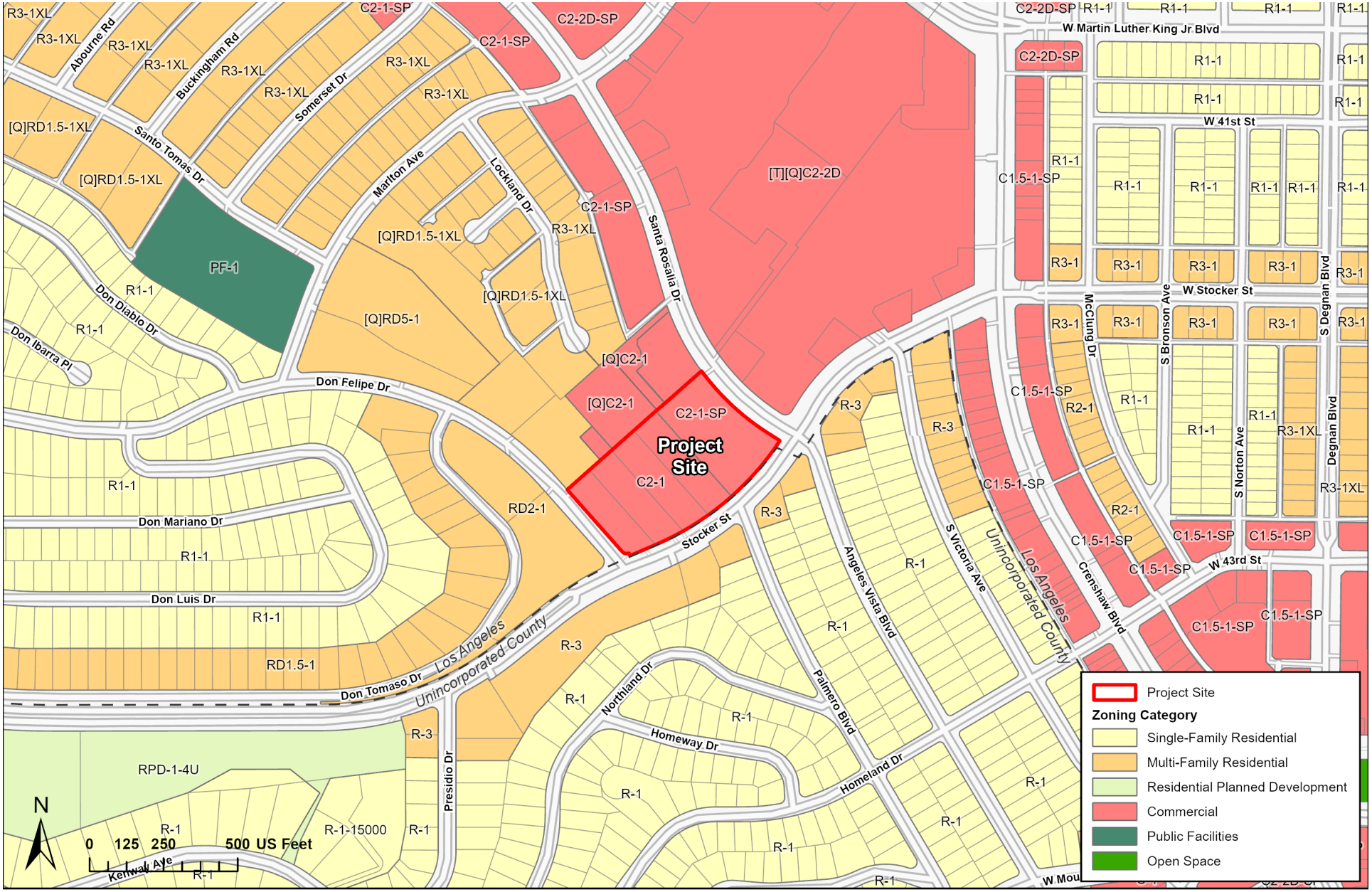
3.2.3 Surrounding Land Uses

The Project site is bounded by Santa Rosalia Drive (east), Stocker Street (south), Don Felipe Drive (west), and a fire road with two six-story condominium buildings and a one-story adobe and surface parking lot beyond (north). Stocker Street, which forms the boundary between the City of Los Angeles and unincorporated Los Angeles County, is located to the south. Residential uses within the unincorporated Los Angeles County community of View Park are located south of the Project site across Stocker Street.

Figure 3-4 presents zoning map of the Project site and the surrounding area. Surrounding land use zones include:

- West across Don Felipe Drive: Residential zone RD2-1 (Residential Two-Family Zone, Height District 2).
- North of the fire road for the western quarter of the Project site: [Q]RD1.5-1XL (Qualified Restricted Density Multiple Dwelling Unit Residential, Height District 1XL).
- North of the fire road for the eastern three quarters of the Project site: Commercial uses zoned for C2-1 (Commercial Zone, Height District 1) and C2-1-SP (Commercial Zone, Height District 1, Crenshaw Corridor Specific Plan).
- East of the site across Santa Rosalia Drive: Commercial zones [T][Q]C2-2D (Qualified Commercial Zone, Height District 2D).

Land uses that may be sensitive to environmental impacts within the Project area include educational facilities such as the Marlton School for the Deaf located at 4000 Santo Tomas Drive approximately 0.2 miles to the northwest of the Project site and Escuela Plus Elementary and Stella Elementary Charter Academy approximately 607 feet to the northwest of the Project site. Other sensitive land uses include the View Park Convalescent Center located north of the eastern portion of the site. The nearest recreational area to the Project site is the Stocker Corridor Trail, which is the easternmost segment of the Park to Playa Trail, a 13-mile regional trail that connects the Baldwin Hills Parklands to the Pacific Ocean. The Stocker Corridor Trail parallels Stocker Street with immediate connections to Norman O. Houston Park and Kenneth Hahn State Recreation Area.



Source: TAHA, 2024.

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FIGURE 3-4

ZONING MAP

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The Project consists of the demolition of the five existing substantially unoccupied buildings[5] and the construction of a state-of-the-art creative campus for studio and sound stage production. The goal is to develop a campus which drives economic development through business incubation, high quality film/television (TV) studio production, innovative entertainment services, non-profit partnerships and industry specific professional development. The integrated campus would include two production sound stages, retail space, production support office space for accessory uses that include writers' rooms, hair and makeup, general office space, restaurant uses, and a mill shop for set production. The campus would include the following six buildings (Buildings A through F), as discussed below shown in **Table 3-1**, *Project Development Summary*.

TABLE 3-1: PROJECT DEVELOPMENT SUMMARY

Building	Size (square feet)
BUILDING A	
Office Space	19,296
Food Court	8,452
Retail Space	500
Total Building A	*34,710*
BUILDING B	
Office Space	71,796
Studio Production Support Facilities	42,697
Restaurant	9,018
Rooftop Garden	9,680
Total Building B	*138,725*
BUILDING C	
Security Office	300
Total Building C	*300*
BUILDING D	
Studio Sound Stages	30,000
Back-of-House Facilities.	1,941
Total Building D	*31,941*
BUILDING E	
Studio Sound Stages	19,200
Mill Shop	12,957
Total Building E	*42,363*
BUILDING F	
Parking Area	114,405
Community Room	2,683
Back-of-House Facilities	5,270
Total Building F	*122,358*
TOTAL	**370,124**

Note: The square footage and heights of Buildings A through F will be subject to refinement as the architectural drawings are reviewed by the City of Los Angeles Department of Building and Safety.
SOURCE: Jenkins/Gales & Martinez, Inc., 2025.

5 The buildings were substantially occupied prior to the pandemic but have gradually lost and not replaced tenants since 2019.

BUILDING A. Building A would be located at the southeast corner of the Project site at the intersection of Stocker Street and Santa Rosalia Drive. This 34,710-square-foot building would be three stories (45 feet, 54 feet including architectural features and 56 feet including the equipment screen wall), with a floor area ratio (FAR) of approximately 2:1. Building A includes 8,452-square-foot food court on the first floor, and 19,296 square feet of office space on the second and third floors. A shower and locker facility would also be provided for bicyclists on the first floor. The food court would be open to the public and consist of two to three quick server restaurants that would utilize microwave cooking, and open flame and with kitchen exhaust.

Building A would be a concrete structure with exterior plaster walls and glass storefronts designed in an Art-Deco style. The main vehicular entry to Building A would be on the north side of the parking garage just west of Santa Rosalia Drive.

BUILDING B. Building B would be in the center of the campus. This 138,725-square-foot office building would be seven stories (110 feet from basement to top of roof) with an FAR of approximately 1.5:1. The bottom two floors would contain 42,697 square feet of studio production support facilities. The upper four floors would contain a total of 71,796 square feet of office space, and the roof (7th floor) would include a 9,018-square-foot restaurant. Adjacent to the rooftop restaurant would be an approximately 9,680-square foot open/garden area with small shrubs, ornamental trees, concrete pavers, and hi-end artificial turf which would provide for outdoor restaurant seating and would function as an overflow space for special large events. Building B would be a concrete structure with exterior plaster walls and glass storefronts designed in an Art-Deco/Warehouse style.

The north main entry to Building B would be positioned opposite the main pedestrian entry to the parking garage (Building F). Restroom facilities would be provided on each floor for the studio production support and general office uses. Restrooms would also be provided adjacent to the rooftop restaurant and garden for use by visitors to roof top garden, independent of similar facilities within the restaurant.

BUILDING C. Building C would be a one-story (14 feet), 300-square-foot security office that would provide sun protection for security personnel and pedestrians outside the security office. This building would include a restroom and breakroom facilities as well as work surfaces and space for surveillance monitors and computer equipment. There would be a sidewalk to Stocker Street and a window in the security office to allow people to interact with the officers as needed. Building C would be a glass, stucco, metal panels, steel structure.

BUILDING D. Building D would be a one-story (63 feet), 31,941-square-foot building with 30,000 square feet of studio sound stages and 1,941 square feet of back-of-house facilities. The FAR for Building D would be approximately 1.5:1. This concrete structure would be designed in an Art-Deco/Warehouse style. The façade parapets would be “stepped” to break up the mass, and an embossed band would be cast into the concrete wall in the top 40 feet. Building D would have a fence along Don Felipe Drive and would be set back from the street. This building would be used for film production and other large gatherings. A 1,941-square-feet, one-story trash room located adjacent to the northeast corner of Building D would house debris from studio productions as well as refuse from Building B. Large scale recycling containers would be provided for refuse haulers. Building D would be a concrete or masonry building with rolling doors to facilitate roll-on-roll-off dumpsters.

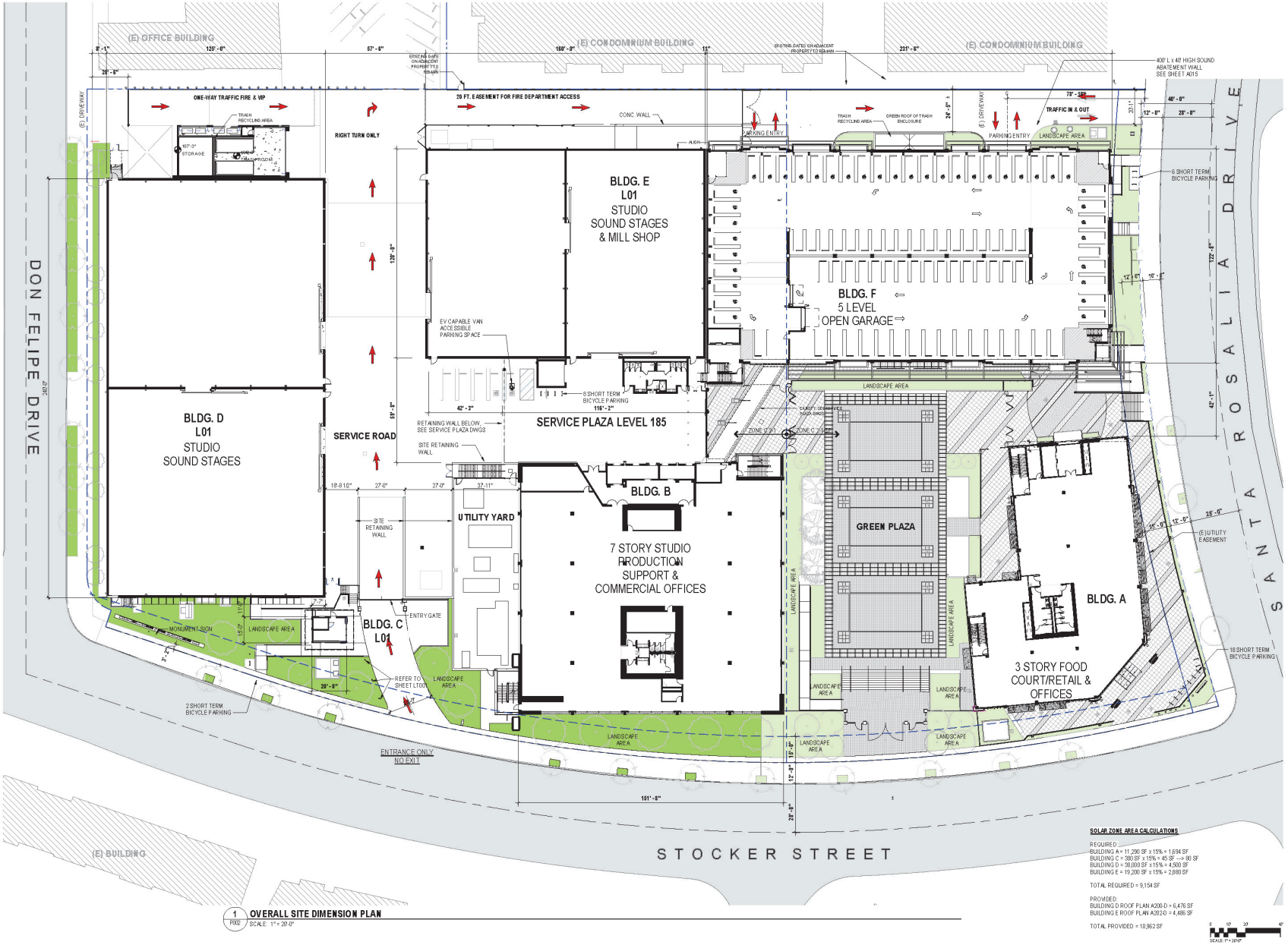
BUILDING E. Building E (82 feet), 42,363-square-foot concrete building with a basement with office space, a 12,957-square-foot mill shop with a mezzanine for set production, and 19,200 square feet of studio sound stages. The FAR for Building E would be approximately 1.5:1. The painted concrete building would be designed in an Art-Deco Warehouse style and the façade parapets would be "stepped" to break up the mass, and an embossed band would be cast into the concrete wall in the top 40 feet. This building would be used for film production and other large gatherings.

BUILDING F. Building F would be a five-story (45 feet and 54 feet including architectural features), 122,558-square-foot open parking garage with 114,405 square feet of parking area with 344 parking stalls (including eight Americans with Disabilities Act (ADA) stalls and 79 electric vehicles charging stalls), a 2,683-square-foot community room at street level, and a 5,270-square-foot of back-of-house facility. A shower and locker facility would be provided for bicyclists near the main pedestrian entrance. Building F would have an FAR of approximately 2:1. This concrete structure constructed with glass and stucco would include openings in façades decorated with metal trellis and panels and would be designed in an Art-Deco style. On the ground floor, the entire east wall of the building would include full-height glass looking on to a small garden space paralleling Santa Rosalia Drive. Street facing banners on steel frames would decorate the eastern and southern exterior of the parking garage. Additional aesthetic features would include structural pillars with capacity for decorative signage. A trash and recycling area consisting of four, four-cubic-yard dumpsters would be concealed within an enclosure immediately adjacent to the entry for the parking garage.

A site plan depicting the integrated campus is presented in **Figure 3-5**. Elevation and isometric drawings of the campus are shown in **Figure 3-6** through **Figure 3-9**.

The slope of the Project site results in the site having two primary "ground" or "service levels" with different elevations. Between these levels would be sub-levels that would connect to these primary levels with roads, pathways, and elevators. A Lower Service Plaza at a level of 165 feet would underlie an Upper Service Plaza at the 185-foot level. The Lower Service Plaza and information desk that would provide for control of access to buildings, restroom facilities for the Green Plaza (see discussion below), as well as the ground floor entry for Building B and the elevators for Building B. The Building B elevators would link the production/studio support Floors 1 and 2, and Upper Service Plaza (Floor 3 at the 185-foot level) and the roof top restaurant. The office elevators would link to Floor 3 through the roof top restaurant. The Upper Service Plaza at 185 feet would be a common link between the studios (Buildings D and E). There would be restroom facilities provided for actors and production support staff at this level. Access to this Upper Service Plaza would be restricted to on-site tenants, movie production talent and staff, and delivery trucks after passing the security checkpoint at Building C.

The main pedestrian circulation path or "paseo" would be located along the south side of Building F (Garage) and anchored on the east side by the lobby of Building A (Office/Food Court). The paseo would connect the eastern entry from Santa Rosalia Drive (elevation of 160 feet) with the Lower Service Plaza at 165 feet and the lobby of Building B, an elevator would then provide access to the Upper Service Plaza (185-foot level) and the studios (Buildings D and E).



Source: JGM Inc, 2025.

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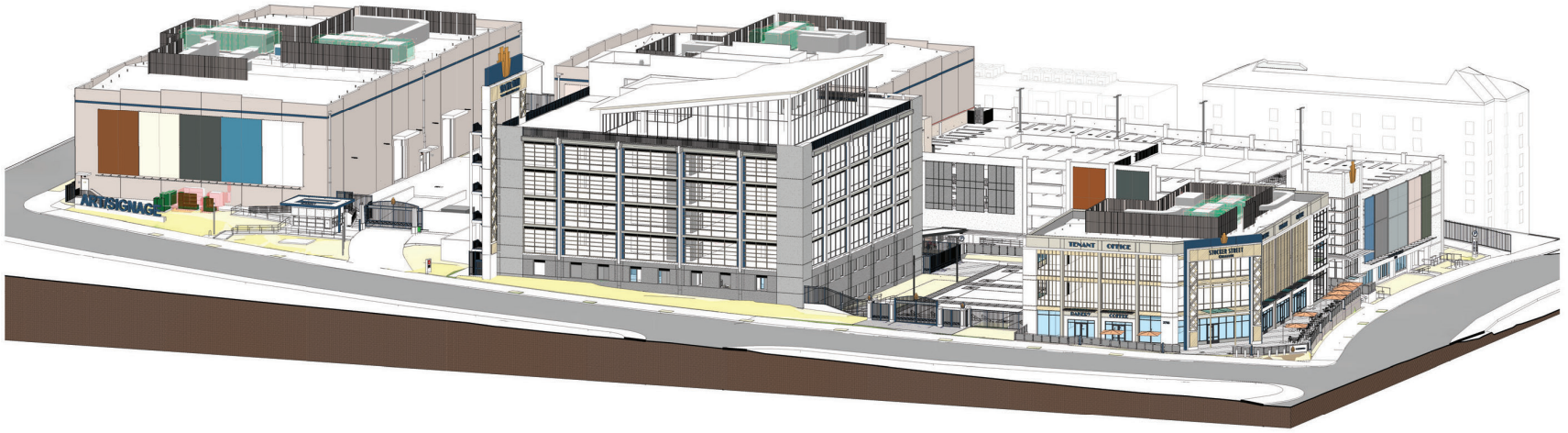
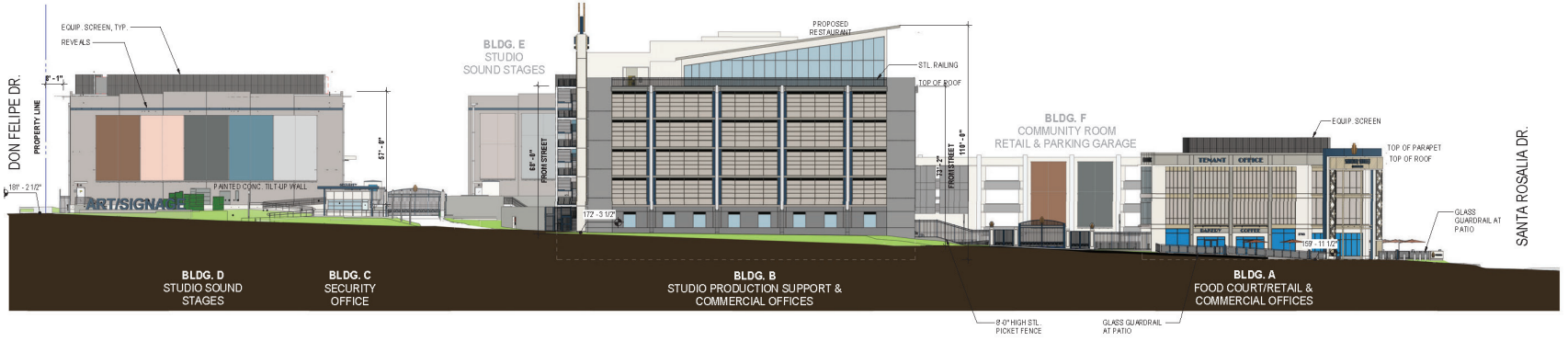
FIGURE 3-5

SITE PLAN



1 A031 ISOMETRIC - SOUTH EAST AT STOCKER STREET
N.T.S.

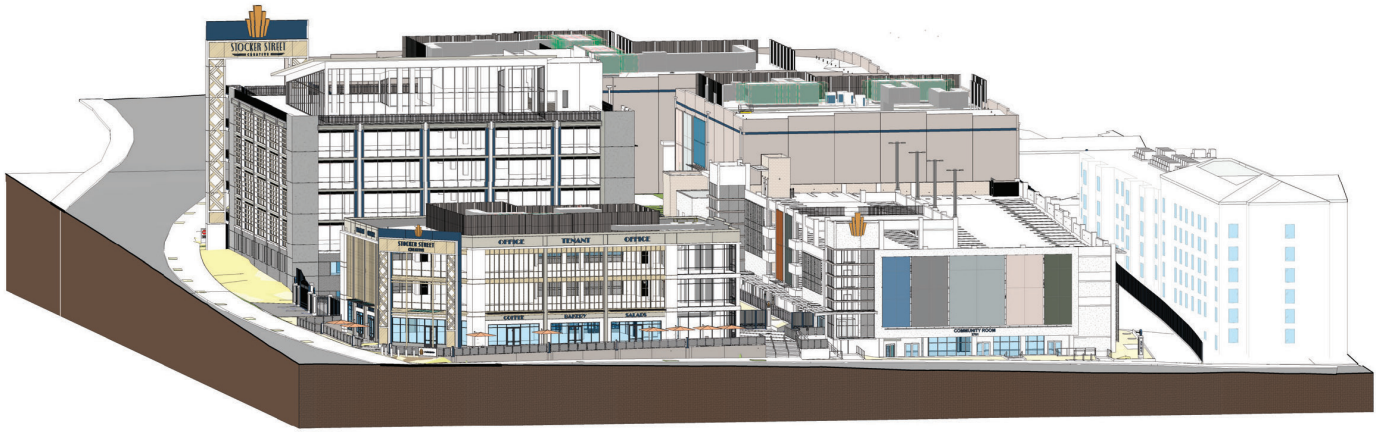


2 A031 SOUTH ELEVATION AT STOCKER STREET
SCALE: 1" = 20'-0"

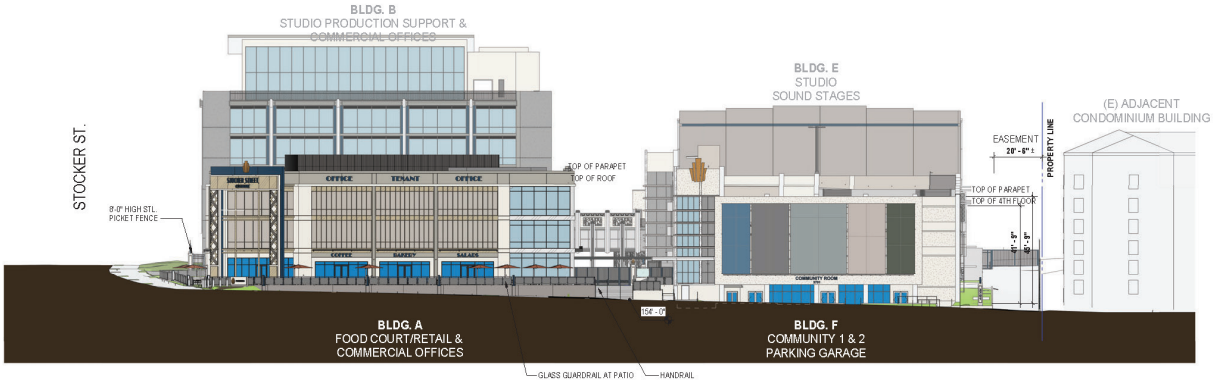
Source: JGM Inc, 2025.

FIGURE 3-6

SOUTH ELEVATION AND ISOMETRIC



1 A002 ISOMETRIC - SOUTH AT SANTA ROSALIA DRIVE
N.T.S.

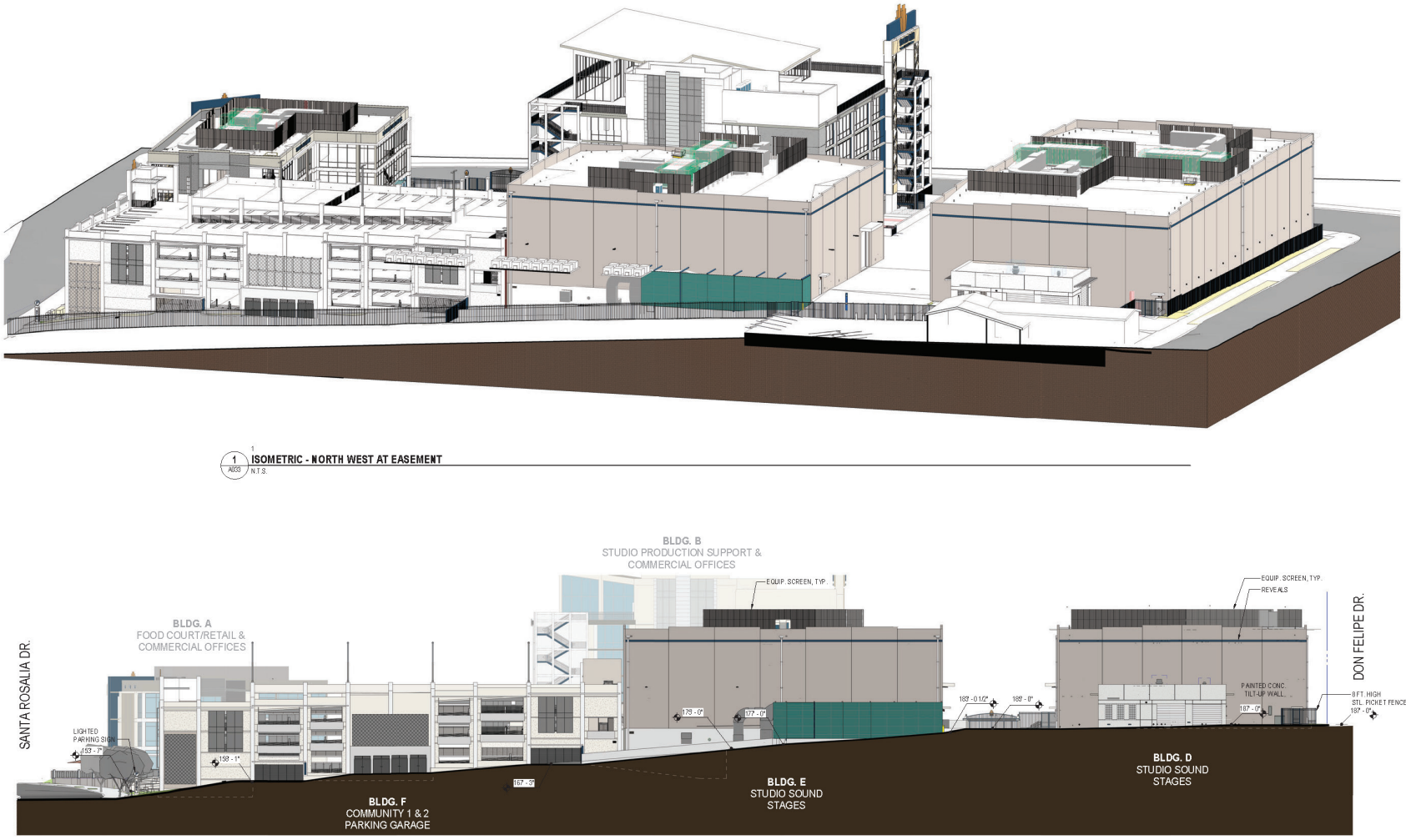


3 A002 EAST ELEVATION AT SANTA ROSALIA DRIVE
SCALE: 1" = 20'-0"

Source: JGM Inc, 2025.

FIGURE 3-7

EAST ELEVATION AND ISOMETRIC



Source: JGM Inc, 2025.

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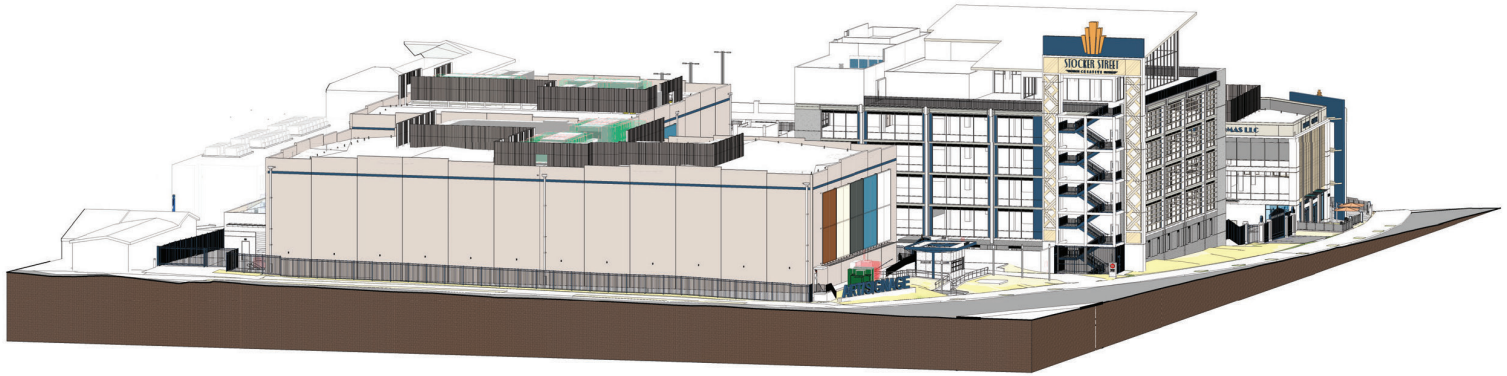
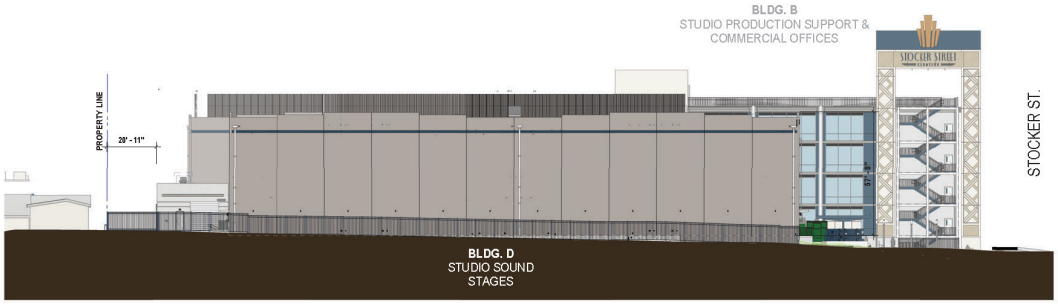
FIGURE 3-8

NORTH ELEVATION AND ISOMETRIC



1 ISOMETRIC - WEST EAST AT DON FELIPE DRIVE
SCALE:



2 WEST ELEVATION AT DON FELIPE DRIVE
SCALE: 1" = 20'-0"

Source: JGM Inc, 2025.

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FIGURE 3-9

WEST ELEVATION AND ISOMETRIC

3.3.2 Access, Circulation, Parking and Loading

Vehicular access for visitors and tenants would be provided from Santa Rosalia Drive to the existing fire road along the northern property line and then to the parking structure/garage (Building F). All vehicular access would be controlled through a ticketed gateway prior to entering the parking garage. There are two access points to the garage from the fire road. Access to the existing fire road from Don Felipe Drive would be limited to emergency vehicles and occasional VIP access. The existing fire road would be closed for routine pass-through traffic but would continue to provide easement access to utility providers and others as appropriate.

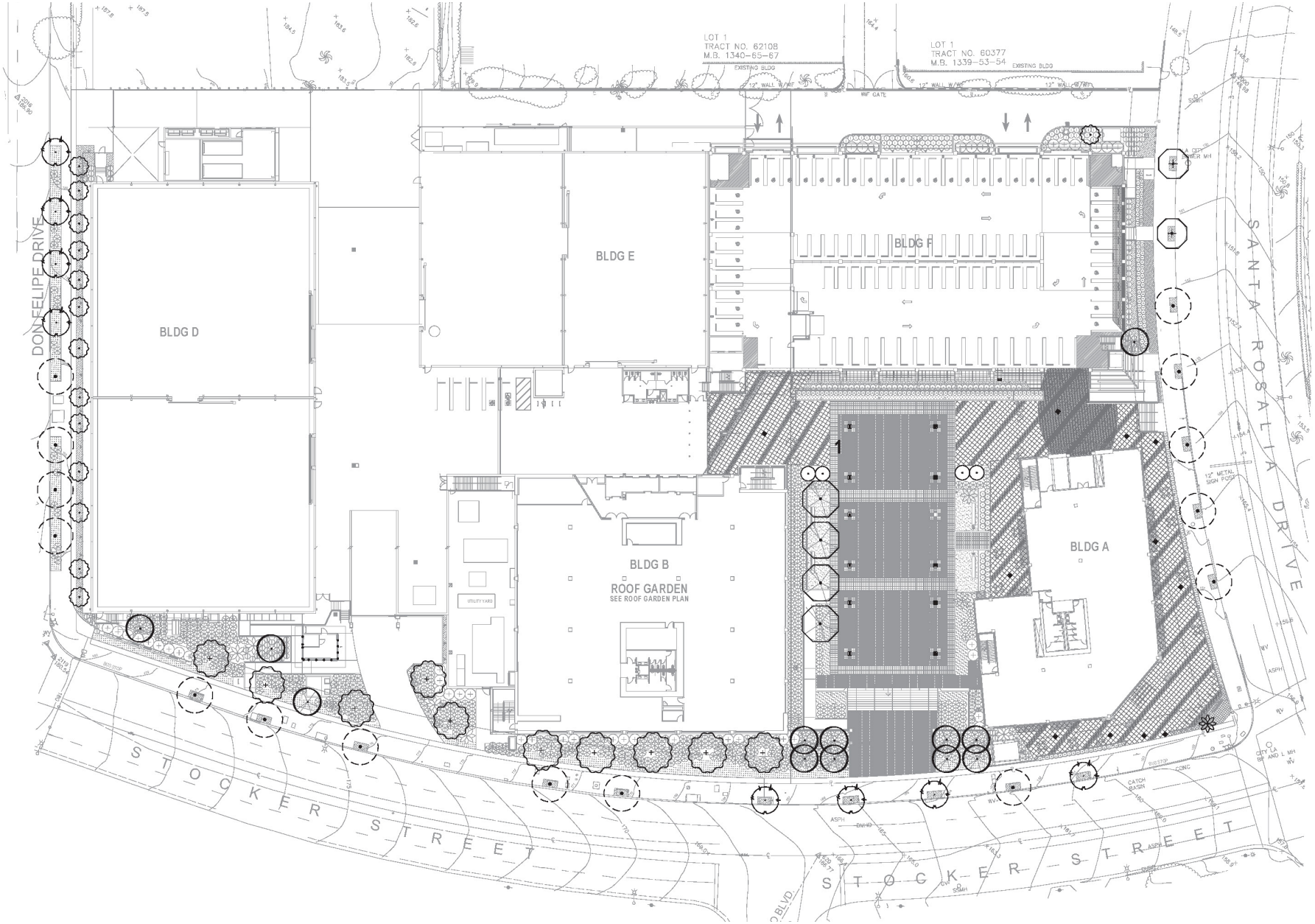
Delivery trucks and studio trailers would access the Project site from a right turn in only via a truck-only entry driveway off Stocker Street. The truck entry driveway would be wide enough for two semi-trucks to pull off Stocker Street, if necessary. All trucks entering from Stocker Street would exit on Santa Rosalia Drive via the existing fire road along the northern property line. No traffic would exit Stocker Street; only emergency vehicles and occasional VIP vehicles would exit on Don Felipe Drive. A large Art Deco-style arch is planned as a landmark denoting the location of this main truck entry driveway.

As discussed above under the site layout, pedestrian access to the Project site would be available via a pedestrian entrance and walk-up points. Pedestrians would access the Project site from Santa Rosalia Drive and would be able to connect to a walkway between Buildings A and F. The pedestrian access would be on the south side of Building A and would connect to the public food court within Building A and outdoor seating surrounding Building A. Additional walk-up access would be provided via a gateway connecting Stocker Street to the Green Plaza as well as via the walkway connecting Building C to Stocker Street.

The Project would include a maximum of 889 employees. The Project would provide a total of 349 parking spaces on-site in structured and surface parking. Building F (Garage) would provide four floors of structured parking with 344 parking stalls (including eight ADA stalls and 75 electric vehicles charging spaces). Five additional car parking spaces, including one ADA stall would be provided within the Upper Service Plaza Level. Parking spaces for the restaurant would only be available after 6:00 pm, the rest of the time, it would be used by tenants of Buildings A and B. A total of 32 short-term bicycle parking would be provided throughout the Project site. Buildings A and B would provide shower and locker facilities for bicyclists. Parking for studio trailers or “star wagons” that would function as dressing rooms or “green rooms” would be located adjacent to the northeast corner of Building D. No parking would occur on Stocker Street, Don Felipe Drive or Santa Rosalia Drive.

3.3.3 Open Space and Landscaping

On-site landscaped spaces would include perimeter landscaping, an approximately 9,680-square-foot open/garden area on the rooftop of Building B, open pedestrian spaces between buildings, and a 31,000-square-foot open space area between Buildings A, B and F designed for programmed community and campus events. These areas would be landscaped with native California trees and plants, and all landscaped areas would be automatically irrigated with a high efficiency sprinkler system with a weather-based controller capable of collecting daily weather information and adjust irrigation runtime accordingly. The Landscape Plan for the Project is presented in **Figure 3-10**.



Source: JGM Inc, 2025.

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FIGURE 3-10

LANDSCAPE PLAN

Between the west side of Building B and the east side of Building C there would be a mechanical service yard and the main entry drive. The service yard would not be visible from Stocker Street and would be screened with landscaping. The service yard would be open to the sky and have concrete walls on the north, west and east. The south would have a fence that would be hidden to the greatest extent possible by plantings. The service yard would also have a stairway for communication between the studio level (185-foot level) and the security/information desk in the north lobby of Building B (165-foot level).

A large Green Plaza would provide 31,000 square feet of open space area between Buildings A, B and F with hardscape and landscape designed for community gatherings and special events (a covenant will be required for all the public access conditions of approval). Within the open plaza there would be a small hospitality food service snack bar, and a metal shipping container for storage of outdoor seating. On either side of the open plaza would be lush native plants separating the adjacent building from the plaza. To the south, a fence and monumental gate would be open for access during large community gatherings and other special events. The Green Plaza would provide pedestrian access connections between Building A, the Service Plaza Level (185-foot), and Building F.

Outside patio seating for visitors would be provided on-site around the south, east, and northwest perimeter of Building A. Additional on-site patio seating would be provided along Santa Rosalia Drive. The Green Plaza between Buildings A and B would be designed with greenspace and hardscape as well as bench seating.

Currently, 70 mature trees are located on the Project site, Twenty-two of these 70 trees are street trees, and one of the 22 street trees is dead. Implementation of the Project would result in the removal of 29 mature trees, and 35 mature trees, including 20 street trees (including one dead street tree) and 16 offsite trees would experience encroachment within their driplines. The remaining two street trees, located just in front of adjacent properties, would be protected in place. The Project would not result in the removal of any street trees.

3.3.4 Sustainability Features

The Project would include energy conservation, water conservation, waste reduction, and transportation demand management features, and the campus would be constructed to a minimum of Leadership in Energy and Environmental Design (LEED) Gold Standard. The Project would comply with the 2020 Los Angeles Green Building Code (LAGBC), and the 2019 California Green Building Standards Code (CalGreen). In addition, all building systems would meet or exceed current Title 24 Energy Standards to reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. In addition, the infill location of the campus would promote the concentration of development in an urban area with extensive infrastructure and access to public transit facilities. The proximity to public transportation would reduce vehicle miles traveled for employees and visitors.

3.3.5 Lighting and Signage

BUILDING A. A 51-foot-tall monument sign, facing east, would be located at the southeast corner of Building A at corner of Stocker Street and Santa Rosalia Drive. The monument sign would be 51 feet tall by 40 feet wide by three feet deep. At the top, there would be a band of text that would be five feet six, inches tall by 20 feet long. The words, Stocker Street Creative would be gold-

colored objects, illuminated by small spotlights at the top of the monument sign. The first floor of Building A would have a three-foot wide band wide just below the second floor. There are three opportunities for signage between the building columns just below the second-floor line. Each rectangle which could receive signage that is 25 feet, four inches long by one-foot, eight inches high. This band is meant to act as the envelope that contains all signage for the quick serve restaurants. Signage on the first floor is anticipated on the east and south facades. Signage would be solid raised objects applied to the band and externally illuminated. The sidewalk on Stocker Street and Santa Rosalia Drive would also be illuminated by low profile wall mounted sconces spaced around the retaining wall for the outdoor dining area around Building A.

GREEN PLAZA. Between Buildings A and B on Stocker Street there would be a gated entry for pedestrian access during community events. On either side of the gated entry there would be precast pylons with internally illuminated circular luminaire with the Stocker Street Logo on both sides. The stairs and ramps down to the green plaza would have LED lights mounted to the underside of the handrails. Plaza illumination would be from two large thin metal poles providing a low level of general illumination over the entire plaza. The luminaires would not be visible from the south. The perimeter planting against Buildings A and B would be illuminated as well as the seating area on either side. At the north side of the plaza, the bench attached to the planter along the south façade of the garage, would have low level LED illumination of the Paseo from beneath the bench.

BUILDING B. At the southwest corner of Building B, an exit stair is exposed to view and another monument sign would be located on top also with the words, Stocker Street Creative in gold-colored objects, illuminated by small spotlights at the top of the sign. This monument sign would similar to that of Building A in terms of design, but this sign would be 99 feet, nine inches tall by 42 feet, six inches wide by four feet deep. At the top there would be a band of text that would be six feet tall by 22 feet, six inches long.

An Art Deco style arch would denote the location of the main truck entry driveway off of Stocker Street. The columns on floors 2 through 6 of Building B would have LED accent uplighting. The concrete walls at the southeast and southwest corners would also be softly illuminated from the base of the building. At the southwest corner of Building B, an exit stair is exposed to view and a monument sign is located on top with the words, Stocker Street Creative. Those words would be gold-colored objects, illuminated by small spotlights at the top of the sign.

BUILDING C. On the roof of Building C (security building), facing Stocker Street, would be individual cut-out letters denoting “Security”. The canopy would have uplighting to provide general diffuse illumination of the area around the delivery entry gate. The ramp from the street to Building C would be illuminated by the LED fixtures on the underside of the handrails. The vehicular drive from Stocker Street to the delivery entry gate would also have the driveway surface illuminated from low lights contained within the bollards on either side of the road.

STUDIO SERVICE AREA. The Service Road connecting Studios D and E and Building B would have large painted letters or numbers on their walls indicating which sound stage is which and include wall mounted general area lighting for exiting and security.

BUILDING E. The south façade is obscured by Building B and the north façade would not illuminated. However, the north façade would include low level exit lighting and lighting for nighttime mechanical equipment repair if required.

BUILDING F. The north wall of Building F (Parking Garage) would parallel the adjacent multi-family residential development. There would be no exterior lighting of the garage face along the north exterior. The one exception would be the illuminated entry/exit from the parking garage Fire Department Access Road connected to Santa Rosalia Drive. The north wall of the parking garage would be open for ventilation and the light fixtures for the five-story parking garage would be shielded from the adjacent residential development. The east wall of the parking garage, parallel to Santa Rosalia Drive, would have its exterior art banners illuminated from above, and a large sculptural street address number would be mounted to the southeast corner of the garage stair tower. The street number would be illuminated by small LED up lights. The banners would shield vehicle and building internal illumination and would all 30 feet tall and their widths are range from 12 feet to 24 feet.

FIRE DEPARTMENT ACCESS ROAD. A sign would also be placed on the gate on Don Felipe Drive noting "FIRE DEPARTMENT ACCESS ONLY – No Public Access". Another similar sign would be placed on the gate at the east end of the fire department access road, just north of the parking garage entry.

No off-site signage is proposed, and the proposed signage would comply with the Los Angeles Municipal Code (LAMC) signage regulations and would not obstruct views for motor vehicles at the intersection of Stocker Street and Santa Rosalia Drive nor be erected on the public sidewalk or adjacent streets. All signage would obtain approval from the Department of City Planning and would adhere to design requirements for signage under the Crenshaw Corridor Specific Plan. The architectural and security lighting would be integrated into the overall architecture and landscaping. Outdoor lighting features would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes, and to accent architectural features and landscaping elements. Architectural and exterior lighting would comply with LAMC lighting regulations and be shielded to reduce glare and eliminate light being cast into the night sky.

3.3.6 Site Security

The Project would provide a security program to ensure the safety of its employees and visitors. Security features to assist in crime prevention efforts and to reduce the demand for police protection services would include controlling access, monitoring entrances and exits of buildings, monitoring fire/life/safety systems, and security lighting. Building C would serve as the primary security checkpoint for the ingress and egress of truck deliveries and pedestrians off Stocker Street. Public visitors driving to the would enter through the driveway off Santa Rosalia Drive and be required to enter the parking garage in Building F. The food court and area immediately adjacent to Building A would be open to the public. The rest of the campus (including the parking garage) would have varying levels of secured/controlled access. Emergency response vehicles would be able to access the Project site via Stocker Street, and the proposed driveway and service road within the campus would be designed to meet the minimum width and turning dimension requirements of the Los Angeles Fire Department (LAFD).

Access through the existing fire road connected to the driveway off Santa Rosalia Drive would be gated, with an automatic gate release for fire trucks and would function as fire lanes for the Project site. LAFD would maintain key access to the fire lane, and access from Don Felipe Drive would be limited to emergency vehicles. and occasional VIP and other unique access if needed.

To reduce the presence of fencing around the Project site, the exteriors of the buildings would function as barriers. Fences or other architectural barriers would be constructed along the spaces between the buildings. Pedestrian gateway openings would be located at the service yard between Buildings B and C, and along Stocker Street in front of the Green Plaza.

3.3.7 Operations

The Project would operate a movie production studio containing a mix of uses, including restaurant and retail uses open to the public. The proposed studio would have operations 24 hours per day, seven days per week, but generally occur nine months per year. The number of studio employees on-site would vary and be contingent on the current phase of movie production being conducted on set. Studio underwriting staff would generally include a full-time staff of ten people, including stage managers, studio sales, property management, IT, accounting, etc. These staff members would manage studio and stage operations daily from 9:00 am to 6:00 pm. During production, the daily volume of employees and support crew is estimated to be 125 people per sound stage. The following staffing assumptions are made for a typical eight-month production schedule:

- Month 1, Preparation: 75 people working daily from 9:00 am to 6:00 pm.
- Months 2 and 3, Build: 150 people working daily from 9:00 am to 6:00 pm.
- Months 4, 5, and 6, Shoot: 300 people working 2 to 3 days per week in 12- to 14-hour shifts, beginning at 8:00 am.
- Months 7 and 8, Wrap: 75 people working daily from 9:00 am to 6:00 pm.

Public visitors to the campus would have (controlled) access to Building A and Building F and the Green Plaza during daytime hours. Public visitors would be required to check in at the security information desk at Lower Service Plaza Level (165-foot elevation). Visitors would access the rooftop restaurant via the security checkpoint in the Building B lobby and the elevators adjacent to the main entry of Building B or from the studio level/Upper Service Plaza. The rooftop restaurant would be open to on-site employees during daytime hours and open to the public after 6:00 pm. Access to Building D and Building E and the Upper Service Plaza Level (185-foot elevation) would be restricted to on-site office tenants, movie production talent and staff, and delivery vehicles during all hours of operation. The food court in Building A would operate 12 hours per day from 8:00 am to 8:00 pm. The community room located in Building F would be open for public use between 8:00 am and 8:00 pm. Special events for both building tenants and the public would occasionally occur within the Green Plaza. Additionally, the restaurant and green space on the rooftop of Building B could be utilized for private special events. Sound amplifying equipment during special events would be prohibited between the hours of 10:00 pm and 7:00 am.

3.4 ANTICIPATED CONSTRUCTION SCHEDULE

Construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 am to 9:00 pm Monday through Friday and between 8:00 am and 6:00 pm on any Saturday or national holiday. Construction activities would be performed five days per week, with 10 to 20 percent of work being performed on Saturdays. No construction activities are permitted on Sundays. In

addition to the Project site, the site immediately to the west of Don Felipe Drive may be utilized as a construction staging or laydown area.

Project construction is anticipated to take approximately 35 months, with construction beginning July 2026 and final buildout occurring in May 2029. This construction schedule represents a rough order of magnitude and is subject to change based on the final design of the Project. Construction activities would generally be undertaken in four overlapping main steps: mobilize/demolition (three months); shoring/earthwork (four months); building construction (23 months); and sitework/inspections (six months).

During the mobilize/demolition phase, all five existing buildings and the surface parking lot would be demolished. To reduce noise-related construction impacts on the residential uses adjacent to the northern boundary of the Project site, a temporary 40-foot-high sound abatement wall would be constructed.

During the shoring/earthwork phase, it is anticipated that the Project would result in the export of approximately 21,800 cubic yards of soil. The Project would require 27,800 cubic yards of cut soil, with 6,000 cubic yards being used as fill. The depth of exaction would vary across the Project site due to the slope. The cut quantity is very high due to the excavations required at each building.

The Project site is within the Special Grading Area and requires a haul route permit. Haul trucks would enter/exit the Project site from Stocker Street. Haul trucks arriving and leaving the Project site would travel via Stocker Street and Crenshaw Boulevard, to I-10.

A construction traffic management plan would be implemented during construction to ensure that adequate and safe access and parking remains available in the areas around the Project site during construction activities. The construction traffic management plans would include street closure information, detour plans, haul routes, and staging plans as required by the City. The construction traffic management plans would be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project site.

3.5 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The IS/MND will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Pursuant to LAMC Section 16.05, Site Plan Review for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the Crenshaw Corridor Specific Plan.
- Pursuant to LAMC Section 12.24.U.15, a Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets.

- Pursuant to LAMC Section 12.27, a Waiver of Dedication and Improvements to (1) allow existing street and sidewalk configurations to remain on all street frontages, which allows the existing street trees to remain, (2) allow the existing sidewalk configuration to remain on Santa Rosalia, (3) allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet for a total sidewalk width of 15 feet in lieu of the existing variable 12 feet. The Waiver of Dedication is requested in lieu of the following City of Los Angeles Bureau of Engineering requirements: (1) a half right-of-way dedication of 55 feet where there is currently 40 feet along Stocker Street, and (2) a 40-foot roadway improvement where the current improvement is 28 feet, and a 20-foot radius is required at each of the corners of adjacent streets (Santa Rosalia Drive and Don Felipe Drive).[6]
- Pursuant to LAMC Section 11.5.7.D, a Specific Plan Exception to allow wall signs that exceed 100 square feet of sign area per 50 linear feet of street frontage.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

3.6 RESPONSIBLE PUBLIC AGENCIES

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency (State CEQA Guidelines Section 15381). The list below identifies whether any responsible agencies have been identified for the Project.

- County of Los Angeles
- City of Los Angeles

6 During September of 2023, DCP, issued a Preliminary Land Use Report, Reference Number 202300490 indicating that BOE had reviewed the Project as required by the LAMC Section 12.37 (Highway and Collector Street Dedication) and noted that their preliminary review indicates that a street dedication of 15 feet along the southern edge of the site may be warranted. This dedication would occur between Santa Rosalia Drive and Don Felipe Drive. The Project is seeking relief from this potential dedication as it will negatively impact functionality within the movie studio site.

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099 would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

In 2013, the State of California enacted Senate Bill 743 (SB 743), which made several changes to the CEQA for projects located in areas served by transit. Specifically, Public Resources Code Section 21099 provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." Public Resources Code Section 21099 defines a "transit priority area" as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program Public Resources Code Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. The Project site is an infill site within TPA as Metro K Line, the station is located within 0.2 mile of the Project site; therefore, pursuant to SB 743, the Project's aesthetics impacts would not be considered significant.

a. Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A significant impact would occur if the Project would have a substantial adverse effect on a scenic vista. A scenic vista is defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. Public views are those that are experienced from a publicly accessible vantage point, such as a roadway or public park. Scenic views within the area surrounding the Project site are generally available only through public street corridors and from public parks that have street corridor views or are set back from existing buildings. These include limited views of distant features, including the Baldwin Hills and Santa Monica Mountains and more distant citywide views of Century City, Hollywood, and Downtown Los Angeles. No scenic vistas are available through the Project site. The Project consists of the demolition of five buildings and the construction of six new buildings (Building A through Building F) on the Project site. Building B would be the tallest building on-site with a maximum height of 110 feet, and the rooftop restaurant of Building B would provide expansive views of Downtown Los Angeles and the Santa Monica Mountains. Although the Project would construct buildings taller than the existing one- to four-story structures on the Project site and in the surrounding area, intervening structures and trees would continue to block scenic views within the area, and the Project is not expected to obstruct any scenic vistas. In addition, while the Project will introduce several buildings and a sound abatement wall to the vicinity of Sanchez Ranch Adobe, which is a City of Los Angeles Historical Cultural Monument (HCM) the property that encompasses this historical resource is expansive and overall, its setting, which includes development including nearby residential neighborhoods, commercial-office and medical-office properties, would not be significantly altered by the Project. Therefore, impacts related to scenic vistas would be less than significant.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. A significant impact would occur if the Project would substantially damage scenic resources within a state scenic highway. The Project site is not located in the vicinity of a scenic highway. The nearest state-designated scenic highway is Topanga Canyon State Scenic Highway (State Route 27), approximately 14 miles northwest of the Project site, and the nearest state-eligible scenic highway is the Pacific Coast Highway (Highway 1), approximately 6.7 miles west of the Project site (Caltrans, 2023). The Project site is not within the viewshed of these state-designated and eligible scenic highways due to intervening development. Therefore, no impact would occur.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. Since the site is in an urban area, a significant impact would occur if the Project would conflict with applicable zoning or regulations governing scenic quality. The Project site is zoned C2-1 (Commercial, Height District 1), has a General Plan designation of Community Commercial, and is within the Crenshaw Corridor Specific Plan Area, the Crenshaw Redevelopment Project Area, and a Los Angeles State Enterprise Zone. In addition, as noted above, the site is within a TPA.

The Project would construct six buildings between 14 feet and 110 feet high on the Project site. Building A would be three stories (45 feet), Building B would be seven stories (110 feet), Building C would be one-story (14 feet), Building D would be one-story (63 feet), Building E would be one-story (82 feet), and Building F would be five stories (45 feet). All the proposed buildings would have a FAR of at least 0.75. Per the LAMC, structures zoned C2-1 would not have any height limitations. Per the Crenshaw Corridor Specific Plan, buildings more than three stories in height require a five-foot front setback above 45 feet and at corner lots. Projects within the Crenshaw Corridor Specific Plan are also required to be designed with articulation and provide variation and visual interest, and new development should enhance the street frontage by providing continuity while providing views into businesses located along the pedestrian and arterial streets. The mass, portion, and scale of all new buildings should also be at a pedestrian scale per the Crenshaw Corridor Specific Plan.

The Project has been designed to highlight the corner façade at the intersection of Stocker Street and Santa Rosalia Drive. Building A at this corner features a combination of retail and casual dining uses that feature glass façades arranged to acknowledge the art deco designs that are prominent in the community. Articulation spans the façade of this building while highlighting the ground level pedestrian uses and identifying the different restaurants that would be featured in the space. At the casual dining on the ground level, natural grade level changes allow outdoor dining that is adjacent to the sidewalk and slightly elevated so that there is limited unintended interaction between patrons and pedestrians. Above the casual dining, a large expanse of the building façade would be used for movie and TV program signage that would vary as new production projects are released.

The approximately 30,000-square-foot open Green Plaza courtyard would serve as passive open space with landscaping and outdoor furniture and would double as an assembly space for scheduled events, such as movie and TV premieres and provide a break in the massing of buildings and allow natural light to filter into the Project site. The Project minimizes the use of perimeter fencing, through the use of building walls as the perimeter boundaries to secure the production studio and provide public access to certain areas. All pedestrian street frontages would be landscaped to enhance Stocker Street, Santa Rosalia Drive, and Don Felipe Drive.

The requested exception for increased signage would provide for signage typical of production studios. The signs would include graphic art that is changed periodically to reflect the production projects taking place at the site.

While the Project would change the visual character of the Project site, the design, massing, and scale would be compatible with the existing urban uses and aesthetic character of the vicinity. Based on the analysis above, the Project would not substantially degrade the existing visual character or quality of the Project site or surrounding vicinity. Therefore, impacts related to visual character or quality would be less than significant.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. A significant impact would occur if the Project would create a new source of substantial light or glare that adversely affects day or nighttime views in the surrounding area. The Project site is in an urbanized area of the City with a moderate level of

ambient lighting. Existing nighttime lighting sources on the Project site and in the surrounding area include streetlights, vehicle headlights, lighting from surface parking lots, and interior and exterior building illumination from the Project site and commercial uses to the east of the Project site. Residential and other sensitive land uses are located adjacent to the Project site.

The Project would increase lighting effects compared to the existing uses on the Project site; however, the Project would comply with the lighting standards in the LAMC, including Section 93.0117 "Outdoor Lighting Affecting Residential Property", which would limit light or glare emitted from the Project from spilling over onto residential units adjacent to the Project site. Compliance with LAMC lighting standards would prevent lighting on the Project site from spilling over onto sensitive land uses in the surrounding area. The design and layout of the Project would be reviewed by the City's Crenshaw Corridor Design Review Board as part of the site plan review process per LAMC Section 16.50 to ensure compliance and compatibility with existing regulations regarding lighting and glare.

The Project would construct six buildings between one and seven stories in height and would install interior and exterior building illumination throughout the Project site. The exterior lighting would include downcast lighting in the ground floor covered area, as well as low-level landscape lighting and limited façade up-lighting (including lighting of the feature exterior stair on the east-facing elevation) to highlight key architectural features. The proposed structures would be constructed with primarily non-reflective materials, such as smooth cement plaster, glass reinforced concrete, metal, and non-reflective glass. The use of metal would be limited to the fascia along the exterior floor and roof lines and metal panels on the exteriors of the first two floors of Buildings A and B and are not expected to generate substantial amount of glare that would affect the surrounding area. The Project does not include features that would introduce a major source of glare during the day and night. Additionally, trees planted along the northern, western, and southern perimeter of the Project site and around the Green Plaza would further prevent glare from the Project site from adversely affecting the surrounding residential area.

The tallest proposed structure, Building B, would be seven stories or 110 feet high and would be located adjacent to Stocker Street across from residential land uses. Building B would operate an enclosed rooftop restaurant with some outdoor seating, as well as an open air green roof where private events may occur semi-regularly. The south façade of Building B would be illuminated. The exterior of Building B would be constructed with non-reflective materials including smooth cement plaster, glass reinforced concrete, metal, and non-reflective glass, and therefore would not produce a reflective glare upon adjacent residential uses. The exterior of the rooftop restaurant and green roof would be bounded by fencing which would prevent light spillage out from Building B. All rooftop lighting would comply with LAMC Section 93.0117.

Building F would be a four-story or 45 feet high structure located adjacent to a four-story multi-family residential development. Vehicles entering and exiting Building F, as well as internally circulating through the structure and on the open air rooftop at night could result in headlight being visible from the adjacent residential building to the north. However, the exterior of Building F would be covered with perforated metal panels and the rooftop would be bounded with fencing which would block headlights from vehicles from spilling out of Building F and onto surrounding residential uses. All vehicles would exit the Project site onto Santa Rosalia Drive via the access road along the northern boundary of the Project site. Headlights from these vehicles would be

directed onto commercial uses directly east of the Project site and would not introduce light or glare onto residential uses.

Based on the above, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, a less-than-significant impact would occur.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. A significant impact would occur if the Project were to result in the conversion of State-designated agricultural land from agricultural use to another non-agricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland" in California. The Project site is zoned C2-1 and the General Plan land use designation for the site is Community Commercial. The Project site is developed with five buildings and a surface parking lot. The site is not included in the Prime Farmland, Unique Farmland, or Farmland of Statewide Importance category (CDC, 2024a). Therefore, no impact would occur.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. A significant impact would occur if the Project were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to non-agricultural use. The Williamson Act allows local governments to enter into agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use. The Project would not result in the conversion of land zoned for agricultural use to non-agricultural use. Further, the Project would not result in the conversion of land under a Williamson Act Contract from agricultural use to non-agricultural use because the Project site is not subject to a Williamson Act contract. Therefore, no impact would occur.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. A significant impact would occur if the Project involved changes to the existing environment that could result in the conversion of farmland to another non-agricultural use or conversion of forest land to non-forest use. The Project site is in an area of the City that is highly urbanized. Neither the Project site nor surrounding parcels are utilized for agricultural uses or forest land and such uses are not in proximity to the Project site. Therefore, no impact would occur.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site is currently developed with five office buildings and a surface parking lot and is surrounded by urban uses. The Project would not result in the loss or conversion of forest land to non-forest use. Therefore, no impact would occur.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. A significant impact would occur if the Project involves changes to the existing environment that could result in the conversion of farmland to another non-agricultural use or conversion of forest land to non-forest use. The Project site is in an area of the City that is highly urbanized. Neither the Project site nor surrounding parcels are utilized for agricultural uses or forest land and such uses are not in proximity to the Project site. Therefore, no impact would occur.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

Information regarding the Project's design and anticipated construction schedule was used to prepare an air quality analysis to evaluate short-term emissions during construction as well as long-term operational emissions following its implementation. Documentation of the air quality analysis is provided in Appendix A.

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of an overall endeavor to prevent further deterioration and to facilitate improvement in air quality. Air quality is typically characterized by ambient air concentrations of seven specific pollutants identified by the United States Environmental Protection Agency (USEPA) to be of concern with respect to health and welfare of the general public. Federal criteria air pollutants include ground-level ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), respirable particulate matter ten microns or less in diameter (PM_{10}), fine particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and lead (Pb). These specific pollutants, known as criteria air pollutants, are pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. These pollutants are common byproducts of human activities and have been documented through scientific research to cause adverse health effects. The federal ambient concentration criteria are known as the National Ambient Air Quality Standards (NAAQS), and the California ambient concentration criteria are referred to as the California Ambient Air Quality Standards (CAAQS). In addition to the federal criteria pollutants, the state regulates visibility-reducing particles, sulfates ($-SO_4^{2-}$), hydrogen sulfide (H_2S), and vinyl chloride.

The primary State legislation addressing air quality in California is the California Clean Air Act (CCAA). The CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts at the regional and local levels. The CCAA requires all areas of the state to achieve and maintain the CAAQS by the earliest feasible date. The Project site is located within the South Coast Air Basin (SCAB) region. Air quality in the Los Angeles County portion of SCAB does not meet the CAAQS for O_3, PM_{10}, and $PM_{2.5}$.

At the regional level, SCAQMD is the regulatory agency responsible for improving air quality for large areas of Los Angeles, Orange County, Riverside and San Bernardino Counties, including the Coachella Valley (SCAQMD, 2024). The City of Los Angeles (City) is located within the SCAB, which is a distinct geographic subarea within the SCAQMD's jurisdiction. The SCAQMD, together with the Southern California Association of Governments (SCAG), has the responsibility for ensuring that national and state ambient air quality standards are achieved and maintained for the SCAB. Failure to comply with these standards puts state and local agencies at risk for penalties in the form of lawsuits, fines, a federal takeover of state implementation plans, and a loss of funds from federal agencies, such as the Federal Highway Administration and Federal Transit Administration.

To meet the air quality standards, regional plans are developed, including the SCAQMD's Air Quality Management Plan (AQMP), which incorporates regional demographic projections and

integrated regional land use and transportation strategies from SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These plans work together to examine multiple pollutants, cumulative effects, and transport issues related to attaining healthful air quality in the region. In addition, a host of regulatory standards at the federal, state, regional, and local level function to identify and limit exposure of air pollutants and toxic air contaminants (TACs).

The Handbook states that an air quality modeling analysis should be performed to determine the potential effect on air quality that would result from implementation of a project. SCAQMD guidance recommends that air pollutant emissions be analyzed in both regional and local contexts. Regional emissions refer to all emissions that would be associated with construction and operation of a project, while localized emissions refer to only those emissions that would be produced by sources located on the Project site. To assist in the assessment of air pollutant emissions, the SCAQMD established maximum daily screening threshold values for air pollutant mass emissions from CEQA projects within the SCAB. The mass daily thresholds were derived using regional emissions modeling techniques to prevent the occurrence of air quality violations that would obstruct implementation of the AQMP and hinder efforts to improve regional air quality. ***TABLE 4-1****, SCAQMD Air Quality Significance Thresholds – Mass Daily Emissions, presents the SCAQMD mass daily air quality significance thresholds for regional and localized emissions of regulated pollutants resulting from construction activities, as well as regional mass daily thresholds for operational emissions.*

TABLE 4-1: SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS – MASS DAILY EMISSIONS

Pollutant	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
CONSTRUCTION						
Regional Threshold (lbs./day)	75	100	550	150	150	55
Localized Threshold (lbs./day)	--	108	1,048	--	8	5
OPERATIONS						
Regional Threshold (lbs./day)	55	55	550	150	150	55

Note: Construction LST values selected for a two-acre daily disturbance based on equipment inventory and 25-meter receptor distance in SRA 1.
SOURCE: SCAQMD, 2023, 2009.

The localized construction thresholds were obtained from the SCAQMD localized significance threshold (LST) guidance document and are specific to SCAQMD Source Receptor Area (SRA) 1 – Central Los Angeles for a two-acre daily disturbance area and sensitive receptors within 25 meters of the property boundary (SCAQMD, 2008).[7] Sensitive receptors are located adjacent to the northern property boundary, and 25 meters (approximately 83 feet) is the closest receptor distance that was modeled in the formulation of the LST guidance. For attainment type pollutants—NO_2 and CO—the mass-rate LST values were derived using an air quality dispersion model to back-calculate the emissions per day that would cause or contribute to a violation of any short-term air quality standard for a particular SRA.[8] The mass daily emissions thresholds were

7 The daily disturbance area was calculated based on the construction equipment inventory provided by the Applicant and an SCAQMD fact sheet for applying the LST methodology to emissions estimated using CalEEMod. The SCAQMD guidance fact sheet indicates that Crawler-Tractors, Graders, and Rubber Tired Dozers equipment types each disturb approximately one-half acre over an eight-hour workday, and the Project's equipment inventory would include up to four of these types of equipment during grading activities.

8 The LST guidance methodology relied on ambient concentrations measured during 1999–2001 to establish mass daily thresholds.

established as screening criteria for emissions from proposed CEQA projects. The SCAQMD generally advises that a project generating maximum daily emissions of the pollutants shown in ***TABLE 4-1*** *of lesser magnitude than the corresponding threshold values would not cause a significant air quality impact at the regional or localized scale. The SCAQMD's LST screening protocol considers air quality impacts for individual projects that would generate maximum daily magnitude of emissions remaining below the thresholds shown in* ***TABLE 4-1*** *would not cause or contribute to air quality violations and would be considered less than significant.*

In addition to the mass daily thresholds for criteria pollutants and O_3 precursors, SCAQMD has established CEQA significance thresholds related to toxic air contaminants (TACs) and odorous emissions. As a diverse class of pollutants, TACs include many different pollutants with varying degrees of toxicity and that affect human health in different ways. Within the field of health risk assessment, carcinogenic risk and non-carcinogenic hazards can be determined based on multipollutant exposures. According to SCAQMD methodology, health effects from carcinogenic air toxics are described in terms of excess incremental individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to TAC concentrations over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. SCAQMD established a project-specific TAC carcinogenic exposure threshold of an incremental excess cancer risk of 10 cases per million. For non-carcinogenic TACs, the acute and chronic exposures should not exceed a combined calculated Hazard Index value of 1.0, based on pollutant-specific reference-exposure levels.

Construction and operation of certain land use development projects may create public nuisances related to visible dust plumes and odors. The SCAQMD air quality significance thresholds address odorous emissions by invoking compliance with SCAQMD Rule 402. A project may have a significant air quality impact if construction or operation of that project creates a public nuisance condition in violation of SCAQMD Rule 402. Visible dust plumes are controlled through the enforcement of SCAQMD Rule 401 and SCAQMD Rule 403.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. Section 15125 of the State CEQA Guidelines requires that environmental documents analyze and discuss any inconsistencies between the proposed project and applicable General Plans and regional plans. The SCAQMD *CEQA Air Quality Handbook* provides that the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with federal and state ambient air quality standards (SCAQMD, 2001). The relevant air quality plan for the Project is the SCAQMD 2022 AQMP, which relied on aggregated regional growth projections and traffic forecast data from the SCAG *Connect SoCal* 2020–2045 RTP/SCS to prepare its emissions inventory. The SCAQMD is required—pursuant to the CAA—to reduce emissions of criteria pollutants for which the SCAB is in non-attainment of the NAAQS (e.g., O_3 and PM) (USEPA, 2024).

The SCAQMD 2022 AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving five NAAQS related to these pollutants, including transportation control strategies from the SCAG *Connect SoCal* RTP/SCS designed to focus growth within Priority Development Areas (PDAs)—such as Transit Priority Areas (TPAs) and Neighborhood Mobility Areas (NMAs)—to reduce vehicle miles traveled (VMT) (SCAQMD, 2022a). The 2022 AQMP was adopted by the SCAQMD Governing Board on December 2, 2022, and was approved by CARB on January 26, 2023. Although the SCAG Regional Council voted to adopt the *Connect SoCal* 2024–2050 RTP/SCS on April 4, 2024, the plan has not yet been approved by CARB nor has the conformity analysis been approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA).

The consistency determination at the environmental review stage in the planning process fulfills the CEQA goal of fully informing local agency decision makers of the possible air quality concerns for a proposed project. The SCAQMD *CEQA Air Quality Handbook* identifies two key indicators of consistency with the applicable plans:

(i) Whether the project has the potential to result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay timely attainment of air quality standards (i.e., the National or California Ambient Air Quality Standards) or the interim emission reductions specified in the AQMP; and,

(ii) Whether implementation of the project has the potential to exceed the assumptions in the contemporary AQMP, or increments based on the year of project build-out and phase (i.e., growth projections of population, housing, and employment within the local jurisdiction over the regional planning horizon).

Consistency Criterion: Air Quality Violations

Construction. Air quality violations are determined by an SCAQMD Air Quality Inspector when a business is out of compliance with applicable SCAQMD rule requirements, permit conditions or legal requirements, or with applicable state or federal air pollution regulations. Air quality violations typically involve large industrial facilities that emit vast quantities of highly regulated pollutants and are not common among typical land use development projects. Construction of the proposed project would be conducted in accordance with the best management practices (BMPs) provided in SCAQMD Regulation IV, Rule 401 (Visible Emissions) and Rule 403 (Fugitive Dust). These BMPs include the application of water as a dust suppressant to material stockpiles and disturbed

ground areas. The application of these BMPs would reduce fugitive dust emissions during construction activities by approximately 61 percent. All construction equipment and vehicles would be maintained and operated within manufacturer specifications to limit unnecessary emissions during use, and any vehicles traveling on unpaved surfaces would be required to limit their speed to 15 miles per hour or less. Construction of the proposed project would not have the potential to obstruct or conflict with implementation of the AQMP in the context of SCAQMD rule requirements.

Estimates of maximum daily air pollutant emissions that would be generated by construction activities can be used to demonstrate that the Project would not conflict with or obstruct implementation of the AQMP with regards to increasing the frequency or severity of existing air quality violations. SCAQMD devised its mass daily thresholds of significance as a screening tool for determining the potential significance of air pollutant emissions from CEQA projects. Emissions of air pollutants that would be generated by construction activities were calculated using the California Emissions Estimator Model (CalEEMod, Version 2022.1.1.21). 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 emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California and is recommended by the SCAQMD.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be project-specific for the construction schedule and the equipment used was based on CalEEMod defaults. Sources of air pollutant emissions associated with Project construction include heavy-duty diesel equipment exhaust, fugitive dust generation from material movement, off-gassing of volatile compounds from architectural finishing, haul truck trips, vendor material delivery trips, and construction worker trips.

Construction activities associated with the Project will result in emissions of volatile organic compounds (VOCs), nitrogen oxides (NO_X), carbon monoxide (CO), sulfur oxides (SO_X), and particulate matter (PM_{10} and $PM_{2.5}$). Construction related emissions are expected from the following activities: demolition, site preparation, grading, building construction, paving, and architectural coating. Construction is expected to begin in February 2026 and last for approximately 35 months, ending in January 2029. The construction schedule utilized in the analysis represents a “worst-case” analysis scenario even if construction were to occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.

Dust is typically a major concern during demolition and excavation/grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions”. Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions

resulting from this phase of activity. The Project would be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule would be achieved through application of standard BMPs in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. Additionally, SCAQMD Rule 1113 limits the VOC content of paints and other architectural coatings to 50 grams per Liter (50 g/L) for all building envelope applications. These control measures were accounted for in CalEEMod as standard features under the unmitigated conditions.

TABLE 4-2, *Estimated Regional Construction Emissions*, presents the maximum daily regional emissions that would be generated by each construction activity for the Project. Maximum daily emissions during construction are compared to the applicable SCAQMD mass daily thresholds of significance. Construction of the proposed project would not generate daily emissions of criteria pollutants or O_3 precursors in excess of any SCAQMD regional threshold. Thus, construction of the Project would not result in an increase in the frequency or severity of existing air quality violations, would not cause or contribute to new violations, and would not obstruct timely implementation of the AQMP.

TABLE 4-2: ESTIMATED REGIONAL CONSTRUCTION EMISSIONS

Construction Activity	Maximum Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition	2.5	22.5	31.1	<0.1	4.7	1.5
Site Preparation	1.9	20.3	24.9	<0.1	6.8	1.7
Grading	2.6	29.9	32.6	<0.1	5.7	2.0
Building Construction	5.0	40.6	56.2	<0.1	4.0	1.8
Paving	1.9	16.5	25.6	<0.1	1.3	0.7
Architectural Coating	25.2	5.0	7.2	<0.1	0.8	0.3
Overlapping Activities						
Building Construction + Paving	7.0	57.1	81.7	<0.1	5.3	2.5
Building Construction + Architectural Coating	30.2	45.6	63.3	<0.1	4.7	2.1
Maximum Daily Emissions	**30.2**	**57.1**	**81.7**	**<0.1**	**6.8**	**2.5**
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Emissions modeling files can be found in **Appendix A**.
SOURCE: TAHA, 2024; SCAQMD, 2023.

Operations. CalEEMod was also used to produce estimates of daily air pollutant emissions during future operation. CalEEMod generates default estimates of population growth and daily vehicle trips associated with land uses in lieu of project-specific information. Direct sources of operational emissions would include mobile source vehicle trips and area source emissions such as consumer product use (i.e., household cleaners) and landscaping activities. Indirect source emissions during operations would include energy consumption such as natural gas use associated with space heating, water heating, and stoves, as well as electricity for lighting and appliances.

The primary source of operational emissions would be on-road vehicle travel. The Transportation Assessment for the Project—which is included in Appendix G—determined that operations would generate an estimated 2,935 daily vehicle trips after considering incorporation of transportation demand management measures (KOA, 2024). The CalEEMod program generates estimates of emissions from energy use (i.e., natural gas consumption) based on the land use type and size of the project and average building energy demand factors. The daily operational emissions for the Project in the opening year of 2027 are summarized in **TABLE 4-3**, *Estimated Daily Operational Emissions,* below. As shown in **TABLE 4-3**, future operation of the Project would not result in daily emissions that exceed any of the applicable SCAQMD regional thresholds.

TABLE 4-3: ESTIMATED DAILY OPERATIONAL EMISSIONS

Operational Source	Maximum Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	8.1	0.1	15.4	<0.1	<0.1	<0.1
Energy Sources	0.1	1.8	1.5	<0.1	0.1	0.1
Mobile Sources	9.0	6.6	69.6	0.2	15.4	4.0
Off-Road Equipment	1.5	16.0	23.6	<0.1	0.5	0.5
Daily Operational Emissions	**18.7**	**24.4**	**110.0**	**0.2**	**16.1**	**4.6**
Regional Threshold	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Emissions modeling files can be found in **Appendix A**.
SOURCE: TAHA, 2024.

Consistency Criterion: AQMP Growth Forecast

The second AQMP consistency criterion requires that, for the impact to be considered less than significant, the Project does not exceed the growth assumptions used in preparing the emissions inventory for the AQMP. The population and employment assumptions used to estimate regional emissions in the AQMP are obtained from SCAG demographic growth projections for cities and unincorporated areas within the SCAQMD jurisdiction, which are aggregated from General Plans prepared by the cities and the County. Projects that are consistent with regional growth policies and forecasts in the RTP/SCS are generally consistent with the AQMP. The Project would not construct any new housing units and therefore would have no effect on population and housing within the City.

Implementation of the Project would introduce new non-residential land uses to the area, including commercial office space, retail and restaurant spaces, sound stage studio spaces, and a parking garage near multiple major transit stops. SCAG defines a major transit stop as a site containing an existing or planned rail or bus rapid transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The Project would be located within ¼-mile of the Metro K Line Martin Luther King Jr. Station on Crenshaw Boulevard, as well as several bus routes (i.e., Metro Lines 40, 102, 105, and 210 at the Crenshaw Boulevard/Stocker Street intersection and the DASH Crenshaw Line). The Project would be an infill development providing a net increase of approximately 889 jobs in the City that can be filled by the local labor force, increasing job density

within a Priority Development Area (PDA) that qualifies as both a TPA and a Neighborhood Mobility Area (NMA). SCAG acknowledges that projects located within multiple PDAs indicate a greater alignment with Plan goals.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of the Project on air quality in the SCAB. The Project is an infill development near transit within an existing urbanized area that would concentrate new creative office/retail, restaurant, and sound stage studio uses within a TPA, thus reducing per capita VMT. The Project would not have a significant long-term impact on the region's ability to meet state and federal air quality standards. The Project would not result in daily regional emissions that exceed the applicable SCAQMD thresholds, which were established to ensure that individual projects would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. As discussed above, the Project would be consistent with the growth assumptions, goals, and policies of the 2022 AQMP and, therefore, would not conflict with or obstruct implementation of the SCAQMD's 2022 AQMP. This impact would be less than significant, and no mitigation measures are required.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. The Los Angeles County portion of SCAB has ongoing cumulative regional air quality impacts for O_3, PM_{10}, and $PM_{2.5}$ since the region is designated as non-attainment of the NAAQS and/or CAAQS for these air pollutants. Considering existing environmental conditions, SCAQMD propagated guidance that an individual project can emit allowable quantities of these pollutants on a regional scale without significantly contributing to cumulative emissions of criteria pollutants for which the region is in non-attainment. As such, individual projects that do not generate emissions greater than the SCAQMD regional significance thresholds are not expected to result in cumulatively considerable net increases of any criteria pollutant for which SCAB is non-attainment. As discussed in Response to Checklist Question III(a), daily regional emissions associated with construction and operation of the Project would be below all applicable regional SCAQMD thresholds. Therefore, the Project would not result in a cumulatively considerable net increase of non-attainment pollutants, and this impact would be less than significant, and no mitigation measures ae required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The CARB has identified the following groups who are more susceptible to experiencing adverse health effects as a result of exposure to air pollution: children under 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, land uses that commonly serve sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

A comprehensive land use survey was conducted to identify the closest sensitive receptors to the Project site. Sensitive receptors in closest proximity to the Project would include:

- A multi-family residential complex adjacent to the northern property boundary;
- Single- and multi-family residential developments located to the south and southeast of the site across Stocker Street, approximately 85 feet (26 meters) from the property boundary;
- The View Park Convalescent Center located approximately 275 feet (84 meters) northwest of the property boundary;
- A tract of single-family homes located approximately 315 feet (96 meters) west of the site.

The air quality analysis focuses on the closest receptors to the Project site.

Localized Emissions Analysis

Construction. Sensitive receptors near the Project site may be exposed to pollutant concentrations emanating from emissions sources involved in construction activities. SCAQMD established an LST methodology to determine the likelihood of substantial criteria pollutant concentrations reaching sensitive receptor locations. The LST methodology involves screening values for daily NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions that are generated exclusively by sources located on the Project site. Mobile source emissions on the roadway network are spread across long distances and do not directly affect sensitive receptors in close proximity to the Project site. LST values were determined using emissions modeling based on ambient air quality measured throughout SCAB. If maximum daily emissions remain below the LST values during construction activities, it is highly unlikely that air pollutant concentrations in the ambient air would reach substantial levels sufficient to create public health concerns for sensitive receptors.

As shown in **Table 4-4**, *Estimated Localized Construction Emissions*, maximum daily emissions of criteria pollutants and ozone precursors would not exceed any applicable LST values during construction of the Project. Therefore, construction of the Project would not result in exposure of sensitive receptors to substantial concentrations of criteria pollutants.

TABLE 4-4: ESTIMATED LOCALIZED CONSTRUCTION EMISSIONS

Construction Activity	Maximum Daily On-Site Emissions (Pounds Per Day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition	18.8	24.2	2.9	1.0
Site Preparation	12.5	16.4	4.0	1.0
Grading	18.3	22.7	2.2	1.0
Building Construction	37.4	45.6	1.3	1.2
Building Construction + Paving	53.2	68.5	2.0	1.7
Building Construction + Architectural Coating	41.7	50.1	1.4	1.3
Maximum Daily Localized Emissions	**53.2**	**68.5**	**4.0**	**1.7**
Localized Significance Threshold /a/	108	1,048	8	5
Exceed Threshold?	**No**	**No**	**No**	**No**

/a/ LST values correspond to a two-acre disturbance area in SRA 1 within 25 meters of the nearest sensitive receptor.
Note: Emissions modeling files can be found in **Appendix A**.
SOURCE: TAHA, 2024.

With regards to TAC emissions, carcinogenic risks, and non-carcinogenic hazards, the use of heavy-duty construction equipment and haul trucks during construction activities would release diesel PM to the atmosphere through exhaust emissions. Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. Based on SCAQMD guidance, health effects from TACs are usually described in terms of individual cancer risk, which is the likelihood that a person exposed to TACs over a 70-year lifetime will contract cancer. Project construction activity would not result in long-term substantial sources of TAC emissions (i.e., 30 or 70 years) and would not generate ongoing construction TAC emissions. Given the temporary and short-term construction schedule (approximately 25 months), the Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of Project construction. Furthermore, as shown above, none of the Project's emissions exceed any local or regional thresholds. In addition, the construction activities associated with the Project would be similar to other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, state, and federal level that would protect sensitive receptors from substantial concentrations of these emissions.

Construction of the Project is forecasted to last for approximately 35 months according to the preliminary schedule. Over the course of the construction duration, the analysis in CalEEMod determined that average diesel PM emissions from on-site heavy-duty equipment would be approximately 1.13 pounds per working day, spread across the five-acre site. This magnitude of diesel PM emissions is a conservative estimate based on the assumed near-continuous operation of equipment during the workday, when in reality there may be considerable downtime throughout days of active construction. Emissions would be distributed across the construction site where equipment is active and would be dispersed quickly due to the elevated atmospheric mixing height and higher wind speeds during the daytime. It is unlikely that diesel PM concentrations would reach levels of any public health concern at sensitive receptor locations in the project vicinity during the construction period, and diesel PM emissions would cease upon completion of construction activities. Therefore, the Project would result in a less-than-significant impact related to construction TAC emissions, concentrations, and exposures.

Operations. The Project does not include an industrial component that would constitute a new substantial stationary source of operational air pollutant emissions and does not include a land use that would generate a substantial number of heavy-duty truck trips within the region. The Project would not generate air toxic emissions capable of exposing sensitive receptors to substantial pollutant concentrations. Therefore, the Project would result in a less-than-significant impact related to substantial pollutant concentrations during operational activities.

CO Hot-Spot Analysis

Traditionally, CO has been the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future forecasted CO levels to the state and federal CO standards which were presented above.

To determine if the Project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots"

at a number of intersections in the general Project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse. The analysis prepared for CO attainment in the SCAB by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the SCAB. CO attainment was thoroughly analyzed as part of the SCAQMD's AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) (SCAQMD, 2022b), (SCAQMD, 1992).

As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the SCAB are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region’s unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day.

As part of the 2003 AQMP CO Modeling Attainment Demonstration, an updated analysis was performed based on the 1992 CO Plan using more recent modeling techniques (dispersion modeling, emission factors). The 2003 AQMP CO Modeling and Attainment Demonstration estimated that the 1-hour concentration for this intersection was 4.6 parts per million, which indicates that the most stringent 1-hour CO standard (20.0 parts per million) would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day. As an initial screening step, if a project intersection does not exceed 400,000 vehicles per day, then the project does not need to prepare a detailed CO hot spot analysis. The LADOT evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

The Project would generate a total of 2,935 daily vehicle trips. According to the *Transportation Assessment*, the most-impacted intersection in the Project site vicinity would be located at Crenshaw Boulevard and Stocker Street. The intersection’s peak hourly traffic (Average Daily Traffic [ADT]) volume at this location would be 4,222 vehicles per hour. Conservatively assuming this value represents approximately 10 percent of the daily traffic, the busiest intersection would not exceed 42,250 vehicles per day. As this intersection has a volume that falls far short of 100,000 vehicles per day, no CO “hot spot” modeling was performed, and no significant long term air quality impact is anticipated to local air quality with the ongoing use of the Project.

As discussed above, the Project would not exceed any of thresholds of significance recommended by the SCAQMD; therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Odors are typically associated with the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of an integrated production studios campus that would include four production sound stages.

Construction*.* Potential sources that may emit odors during construction activities include the application of materials, such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Project. Diesel exhaust and volatile organic compounds would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project site and, therefore, should not reach an objectionable level at the nearest sensitive receptors.

Operations*.* With respect to Project operation, according to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not involve these types of uses. On-site trash receptacles would also be contained, located, and maintained in a manner that promotes odor control, and would not result in substantially adverse odor impacts.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. Generally, a significant biological impact to sensitive species would occur if the Project would cause degradation of sensitive habitat such that species that rely on that habitat would be impacted. The Project site is in an area of the City that is highly urbanized and surrounded by commercial and residential uses. Plant life on the Project site is limited to non-native and ornamental species used for landscaping. Animal life is comprised of common bird, insect, reptile, and small mammal species. The California Natural Diversity Database (CNDDB), a computerized database that identifies past occurrences of species of special concern (e.g., plants, animals, and communities that are rare, threatened, or endangered) does not identify any candidate, sensitive, or special status species on the Project site or within approximately 0.3 miles of the Project site (CDFW, 2024). The Project site has been previously disturbed and developed with urban uses (i.e., structures, ornamental landscaping, and paved areas). Suitable habitat for special-status wildlife species does not occur within the Project site. The Project site and the adjacent surrounding areas do not contain any riparian habitat or features necessary to support riparian habitat. However, a linear forested/shrub riparian habitat is located approximately 0.7 mile to the southwest of the Project site in the Baldwin Hills formation (USFWS, 2024). This habitat is nestled between housing developments and therefore construction and operations of the Project would not have any direct or indirect impacts upon it. While individual special species birds could occasionally forage or rest on trees on the site, no special-status species were identified or have high likelihood of maintaining a presence on the Project site, the Project would not result in impacts to candidate, sensitive, or special status species or the degradation of sensitive habitat. Therefore, the Project would not have an effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS), and no impact would occur.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. As discussed in Response to Checklist Question IV(a), the Project site is located within an urbanized area surrounded by commercial and residential uses. The Project site is bounded by Santa Rosalia Drive (northeast), Stocker Street (south), Don Felipe Drive (west), and a four-story condominium development (north). As discussed above, the Project site and the adjacent surrounding areas do not contain any riparian habitat or features necessary to support riparian habitat. A linear forested/shrub riparian habitat is located approximately 0.7 mile to the southwest of the Project site in the Baldwin Hills formation (USFWS, 2024). However, this habitat is nestled between housing developments and therefore construction and operations of the Project would not have any direct or indirect impacts upon it. Therefore, the Project would not have significant effects on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS, and no impact would occur.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. A significant impact would occur if federally protected wetlands would be modified or removed as a result of the Project. The Project site does not contain any state or federally protected wetlands. The Project site is in an urbanized area and is designated for commercial uses. There are no federally protected wetlands adjacent to or in proximity to the Project site. The nearest water body is Ballona Creek, a concrete-lined channel approximately 2.5 miles northwest of the Project site. As discussed in Response to Checklist Question IV(a), the CNDDB has not listed any riparian habitat or other sensitive natural communities on the Project site, However, there is a linear forested/shrub riparian habitat located approximately 0.7 mile to the southwest of the Project site that is nestled between housing developments. The Project would not have any effect this riparian habit or any other federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, no impact would occur.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. A significant impact would occur if the Project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. The Project site and the surrounding area are highly developed with urban uses, and no wildlife corridors are on or in proximity to the Project site. The Project site does not contain any state or federally protected wetlands that would contain migratory fish or other wildlife species. Migratory birds may traverse the Project site, and could utilize mature vegetation on the perimeter Project site, some of which may potentially provide nesting sites for migratory birds.

An Arborists Report was prepared by Lynn Capouya, Inc. Landscape Architects for the Project site in September 2025 and is included as Appendix B. The Report inventoried 70 mature trees on the Project site, including 22 street trees. One of the 22 street trees is dead. The Project site contains no protected trees or shrubs other than the street trees. The Project would result in the removal of 29 mature trees. It is possible that tree removal and construction activities on the Project site could affect migratory birds; however, the Project is required to comply with the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Under the MBTA and CFGC, it is unlawful to take or possess any migratory nongame bird. Therefore, the Project is not expected to interfere with wildlife movement or impede the use of native wildlife nursery sites, and impacts would be less than significant.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Less Than Significant Impact. A significant impact would occur if the Project were inconsistent with local regulations pertaining to biological resources. As discussed in Response to Checklist Question IV(d), the Project would remove 29 mature trees. While none of the tree species on the Project site are classified as significant trees based on the definition of significant trees in Chapter IV, Article 6, Preservation of Protected Trees of the LAMC. Construction activities would encroach into the dripline of 35 trees, including 20 street trees (including one dead street tree)

and 16 offsite trees, would experience encroachment within their driplines. The remaining two trees would be protected in place. No street trees would be removed to construct the project, so no replacement trees are required.

The Mature Tree Report provided protective BMPs for tree and root management during construction and operations of the Project, including measures for construction work and planting within tree protection zones, tree maintenance and pruning operations, watering and fertilizing, and grading changes. The Project would comply with the recommended BMPs included in the Mature Tree Report (See Appendix B) prepared for the Project and applicable provisions of the LAMC pertaining to the protection of trees during construction. Therefore, the Project would not be inconsistent with local regulations pertaining to biological resources and tree preservation, and impacts would be less than significant.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. A significant impact would occur if the Project were inconsistent with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan The Project site is in an urbanized area of the City surrounded primarily by commercial and residential uses. The Project site is not located within or adjacent to the boundaries of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant Impact. A significant impact would occur if the Project would substantially alter the environmental context of or remove identified historical resources. CEQA Guidelines Section 15064.5 generally defines a historical resource as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. A property of potential significance must meet one or more of the following four established criteria:

A. Associated with events that have made a significant contribution to the broad patterns of our history; or
B. Associated with the lives of persons significant in our past; or
C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. Yield, or may be likely to yield, information important in prehistory or history.

The criteria for eligibility of listing in the California Register of Historical Resources (California Register) are based upon National Register of Historic Places (National Register) criteria, but are identified as one through four instead of A-D. A property is eligible for listing in the California Register if it is at least 50 years of age and possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or

2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

The City's Historic Resource Preservation Ordinance (Ordinance No. 185472) identifies the criteria under which a property may be designated as a local historic resource, or Historic-Cultural Monuments (HCMs). In addition to HCMs, the City has an ordinance that establishes local historic districts, known as Historic Preservation Overlay Zones (HPOZs). HCMs may be designated by the City Council after a recommendation by the Cultural Heritage Commission if meets one or more of the following criteria: (Section 22.171.7, revised 2018)

1. Is identified with important events of national, state, or local history or exemplifies significant contributions to the broad cultural, economic, or social history of the nation, state, city, or community;
2. Is associated with the lives of historic personages important to national, state, city, or local history; or
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

A Cultural Resources Assessment was conducted for the Project by Rincon Consultants, Inc. The Cultural Resources Assessment, which is included in Appendix C, included a cultural resources records search of the California Historical Resources Information System (CHRIS), a Sacred Lands File (SLF) search, and a pedestrian survey of the Project site. The assessment indicates that the five existing buildings on the Project site were originally constructed between 1950 and 1959 and historically functioned as a medical-office complex. The structures were found to lack significant historical or architectural associations and are recommended ineligible for the National Register, California Register, and local designation. One property within the project site, 3701 Stocker Street was evaluated in 2018. It was assigned a 6Y status code, indicating it was determined ineligible for listing in the NRHP by consensus through the Section 106 process, but it was not evaluated for CRHR or local listing. According to the Cultural Resources Assessment, the five buildings are representative examples of the Late Moderne style, which was commonly applied to office and medical buildings constructed between the 1930s and 1950s across the nation, and the buildings do not appear to be individually distinctive examples of Late Moderne style architecture applied to a medical-office typology. Rather, these buildings were constructed toward the end of the style's period of popularity and do not appear to offer any exceptional design qualities in terms of their application or adaptation of architectural style or construction. In addition, the Project site is not located within an HPOZ, and the structures on the site are also not listed as identified as an historical resource in the City's West Adams-Baldwin Hills-Leimert Community Plan Area Historic Resources Survey Report (OHR, 2016).

The Cultural Resources Assessment identified 11 cultural resources within 0.5 miles of the Project site, one which was recorded adjacent to the Project site (Sanchez Ranch Adobe at 3725 Don Felipe Drive), and none of which are within the Project site. Sanchez Ranch Adobe, located west of the Project site, became a City of Los Angeles Historic Cultural Monument (HCM 487) in 1990. The adobe potentially dates to 1790-1794 and is significant as one of the oldest surviving buildings

in the City. The building was converted into a clubhouse for the Sunset Golf Club in the 1920s and is currently occupied by a commercial-office use.

While the Project will introduce several buildings and a sound abatement wall to the vicinity of Sanchez Ranch Adobe, the property that encompasses this historical resource is expansive and overall, its setting, which includes development including nearby residential neighborhoods, commercial-office and medical-office properties, would not be significantly altered by the Project. Potential impacts could occur to the Sanchez Ranch Adobe through construction activity, which would intermittently generate vibration on and adjacent to the Project site. Vibration impacts are discussed in Section XII, Noise, and mitigation has been identified to ensure potential vibration damage to the historic Sanchez Ranch building, should it occur, would be mitigated.

Based on the analysis above and associated technical report, the Project is not expected to cause an adverse change in the significance of a historical resource, including the Sanchez Ranch Adobe. Therefore, a less than significant impact would occur.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact With Mitigation Incorporated. Research was conducted through the California Historic Resources Information System (CHRIS) and Native American Heritage Commission (NAHC) Sacred Lands File. The CHRIS report dated May 5, 2022 shows that there are: 11 cultural resource reports and studies within a 0.5-mile Project radius, Of these studies, two include a portion of the Project site and none are immediately adjacent to the Project site, 11 cultural resources within a 0.5-mile Project radius, of these resources none are recorded within the Project site and one is recorded adjacent to the Project site. The NAHC Sacred Lands File dated May 27, 2022 states that a records search was conducted for the Project site and the results were positive.

On November 20, 2024, the City began the AB 52 consultation with the Gabrieleno Band of Mission Indians – Kizh Nation who submitted a formal request for tribal consultation under the provisions of CEQA for the mitigation of potential impacts to tribal cultural resources, see Section XVIII, Tribal Cultural Resources in this Initial Study. After analyzing correspondence from the Kizh Nation and the positive results from the CHRIS report and NAHC Sacred Lands File, the City concluded the AB 52 consultation on March 26, 2024 and imposed a mitigation measure as a condition on the Project, which is a modified version of the City's standard mitigation measure that incorporates several of the provisions and requirements from the Gabrieleno Band of Mission Indians – Kizh Nation mitigation measures. The Project would be required to comply with Mitigation Measure **TCR-1**. With the implementation of Regulatory Compliance Measures and Mitigation Measure **TCR-1**, impacts would be less than significant.

Mitigation Measures

See Mitigation Measure **TCR-1** in Section XVIII, Tribal Cultural Resources.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact. A significant impact would occur if the Project would disturb any human remains, including those interred outside of dedicated cemeteries The Project site is not part of a formal

cemetery and is not known to have been used for disposal of historic or prehistoric human remains. There are no known human remains on the Project site, and human remains are not expected to be encountered during construction of the Project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to exist within the Project site, there is always a possibility that human remains may be unexpectedly encountered during construction. In the unlikely event that human remains are encountered, the Project would be required to comply with Section 7050.5 of the California Health and Safety Code. If human remains of Native American origin are discovered during construction, the Project would also be required to comply with applicable regulations related to the handling of Native American human remains, including Public Resources Code Section 5097. With compliance of the State Health and Safety Code Section 7050.5 and applicable regulations related to the handling of human remains of Native American origin, no impact would occur.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. A significant impact would occur if the Project were to consume energy resources in a wasteful, inefficient, or unnecessary way during construction or operation. The main forms of available energy supply are electricity, natural gas, and petroleum/oil.

During construction of the Project, energy would be primarily consumed in the form of electricity associated with the conveyance of water used for dust control, powering lights, electronic equipment, or other construction activities that require electrical power. Construction activities typically do not involve the consumption of natural gas. Petroleum-based fuels would be used for off-road construction vehicles and equipment, round-trip construction worker travel to the Project site, and delivery and haul truck trips. Construction activities would comply with CARB's "In-Use Off-Road Diesel Fueled Fleets Regulation", which limits engine idling times to reduce harmful emissions and reduce wasteful consumption of petroleum-based fuel. Additionally, compliance with the California Renewable Portfolio Standard and the Clean Energy and Pollution reduction Act of 2015 (Senate Bill [SB] 350) would result in use of cleaner more carbon efficient fuels. Compliance with the standards set in the City of Los Angeles Green Building Code (Chapter IX, Article 9 of the LAMC) and the California Green Building Code Title 24 (CalGreen) during construction would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. Compliance with all other applicable local, state, and federal regulations would reduce short-term energy demand during Project construction to the extent feasible, and Project construction would not result in a wasteful or inefficient use of energy.

During operations of the Project, the Los Angeles Department of Water and Power would provide electricity and Southern California Gas Company would provide natural gas to the Project site. Energy use associated with operation of the Project would be typical for movie production studio, retail, and restaurant uses, requiring electricity and natural gas for interior and exterior building lighting; heavy machinery used for film production, including cameras, lighting, and sound recording equipment; heating, ventilation, and air conditioning systems (HVAC); electronic equipment; refrigeration; kitchen appliances; security systems; and more. Maintenance activities

during operations, such as landscape maintenance, would involve the use of electric or petroleum-powered equipment. The Project is anticipated to achieve LEED Gold Standard certification and would incorporate high efficiency lighting fixtures throughout the Project site.

In addition to on-site energy use, the Project would result in transportation energy use associated with vehicle trips generated by staff, visitors, and haul truck deliveries to and from the Project site. However, the Project would not involve any characteristics or processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or involve the use of equipment that would not conform to current emissions standards and related fuel efficiencies. Therefore, the Project would not result in any wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation, and a less-than-significant impact would occur.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. A significant impact would occur if the Project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. In 2019, the City adopted the latest update to the Sustainable City pLAn, a guide for the City to achieve carbon neutrality by 2050. The pLAn proposes several policies related to energy-efficiency and conservation which aim to reduce building energy use by 34 percent by 2035 and 44 percent by 2050. In addition to the requirements from the pLAn, the Project will be subject to the California Green Building Standards Code, which requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant-emitting finish materials. The Project does not include any feature (i.e., substantially alter energy demands) that would interfere with the implementation of these state and City codes and plans. Therefore, a less-than-significant impact would occur.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. A significant impact would occur if the Project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects associated with the rupture of a known earthquake fault. The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. It prohibits the location of most structures for human occupancy across the trace of active faults. The Act also establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within 1,000 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. The closest known active fault is the Newport-Inglewood fault, located near La Brea Avenue approximately one mile to the west of the Project site. According to the California Department of Conservation Earthquake Zones of Required Investigation, the Project site is not located within the Alquist-Priolo Special Studies Zone, and no trace of any known active or potentially active fault passes through the Project site (CDC, 2023). The Project is a movie production studio and does not involve any activities that would potentially exacerbate existing environmental conditions so as to increase the potential to expose people or structures to the rupture of a known earthquake fault. The type of development proposed would not involve deep excavation into the Earth or boring of large areas creating unstable seismic conditions or stresses in the Earth's crust that would result in the rupture of a fault. Therefore, no impact would occur.

ii. Strong seismic ground shaking?

No Impact. A significant impact would occur if the Project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects related to strong ground shaking from severe earthquakes. As with all properties in the seismically active Southern California region, the Project site is susceptible to moderate to high levels of ground motion during a seismic event. The ground motion characteristics of any future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geologic conditions. The Project does not involve activities that would increase the potential to expose people or structures to the adverse effects associated with strong seismic ground shaking. Additionally, the design and construction of the proposed buildings is required to conform to the California Building Code seismic standards, as well as all other applicable codes and standards that addresses issues related to strong seismic ground shaking. Therefore, no impact would occur.

iii. Seismic-related ground failure, including liquefaction?

No Impact. A significant impact would occur if the Project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects related to seismic-related ground failure, including liquefaction. Liquefaction typically occurs when a saturated or partially saturated soil becomes

malleable and loses strength and stiffness in response to an applied stress caused by earthquake shaking or other sudden change in stress conditions. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from the lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. According to the California Department of Conservation's Earthquake Zones of Required Investigation, the Project site is not located within a liquefaction hazard zone (CDC, 2023). The Project site is located approximately 1,350 feet to the east of the Hollywood Liquefaction Zone. The geotechnical investigation conducted for the Project site did not encounter groundwater within the maximum explored depth of 51.5 feet. Due to deep groundwater level, the potential for liquefaction to occur beneath the Project site is unlikely (CTI Environmental, Inc. 2022). The Project would be constructed in accordance with the California Building Code, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, no impact would occur.

iv. Landslides?

No Impact. A significant impact would occur if the Project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects related to landslides. The Project site slopes northwest to northeast about 38 feet and lies at the northeast foot of the Baldwin Hills. According to the California Department of Conservation's Earthquake Zones of Required Investigation, the Project site is not located within an earthquake-induced landslide area. The nearest landslide area is located across Stocker Street and approximately 280 feet to the west of the Project site (CDC, 2023). Therefore, the areas surrounding the Project site could be subject to landslide risk. However, the Project would not include any activities which would exacerbate existing landslide conditions or expose people or structures to landslides. Therefore, no impact would occur.

b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. A significant impact would occur if construction activities or future uses of the Project would result in substantial soil erosion or loss of topsoil. During ground disturbing activities, the Project site could potentially be subject to soil erosion or loss of topsoil. Construction of the Project is estimated to export approximately 69,000 cubic yards of topsoil as part of grading and earthwork activities. However, the Project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion impacts, including the latest requirements of the City-enforced National Pollution Discharge Elimination System (NPDES) Construction General Permit, BMPs, and applicable pollution control and erosion protection measures pursuant to the Division 70: Grading, Excavations, and Fills of the LAMC. The NPDES Construction General Permit requires the development of a Stormwater Pollution Prevention Plan describing the design, placement, and implementation of BMPs to prevent stormwater runoff, which the City would review and approve prior to issuing any grading or building permit of the Project. The Stormwater Pollution Prevention Plan would include BMPs to control sedimentation and erosion. Therefore, with compliance with these regulations, impacts related to soil erosion and loss of topsoil would be less than significant.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

No Impact. A significant impact would occur if the Project would cause geologic unit or soil on the Project site to become unstable or, if the Project site is on unstable geologic unit or soil, the Project would exacerbate existing conditions so as to increase the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse. As discussed under Response to Checklist Questions VII(a.iii) and VII(a.iv), the Project site is not located within a liquefaction hazard zone or an earthquake-induced landslide area (CDC, 2023). The Project would not create liquefaction or landslide hazards because the Project does not involve activities that would affect seismic conditions or alter underlying soil or groundwater characteristics that govern liquefaction potential. According to the geotechnical investigation conducted for the Project site, which is included as Appendix E of this IS/MND, the potential of lateral spreading is not likely to occur within the Project site due to a lack of liquefiable soils in the upper 50 feet (CTI Environmental, Inc., 2022). The Project site slopes 38 feet northwest to northeast, is located at the foot of Baldwin Hills and is within 300 feet of landslide prone hillside areas.

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The compaction of subsurface sediments by fluid withdrawal will cause subsidence or ground collapse overlying a pumped reservoir. The Project site and its vicinity do not contain any subsurface oil extraction facilities or groundwater withdrawal activities (CDC, 2024b). The Project site is located in an area with commercial, residential, and health care-related uses. The Project would develop a movie production studio that would replace the existing medical office buildings on the Project site. Construction and operation of the Project would not involve activities known to cause or trigger subsidence and is not anticipated to adversely affect soil stability or increase the potential for local or regional landslides, lateral spreading, subsidence, liquefaction, or collapse. The Project would be constructed in accordance with the California Building Code, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, the Project would not cause or exacerbate existing conditions associated with landslides, lateral spreading, subsidence, liquefaction, or collapse, and no impact would occur.

d. Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. A significant impact would occur if the Project would be built on expansive soils without proper site preparation or adequate foundations for proposed buildings, thus posing a hazard to life and property. Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to its high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Changes in soil moisture content can result from rainfall, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors.

Soil materials encountered on the Project site during the geotechnical investigation consist of fill soils with silty sand and trace amounts of clay. Soils within the upper five feet of soil contain trace amounts of clay. In general, soils at shallow depths are anticipated to be very low to low expansive. Underlying the fill, alluvium deposits are found to generally consist of silty fine sand to sand, sandy silt and gravelly sand. Subsurface soils within the maximum explored depths of 51.5 feet are primarily sandy, mixed with variable amounts of silt and lay. The geotechnical investigation concluded that the near-surface soils would provide adequate bearing, lateral resistance, friction, and support for the Project (CTI Environmental, Inc., 2022). Additionally, the Project would be required to comply with all applicable building codes and standards, including the California Building Code, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, no impact would occur.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. A significant impact would occur if adequate wastewater disposal were not available to the Project site. The Project site is in an urbanized area of the City, where wastewater infrastructure is currently in place. The Project would connect to the existing sanitary sewer system and would not include septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation Incorporated. A significant impact would occur if the Project would directly or indirectly destroy a unique paleontological resource or unique geologic feature. Paleontological resources are fossils (e.g., preserved bones, shells, exoskeletons, and other remains) and other traces of former living things. Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface.

The Project site is located in an urbanized area that has been subject to previous grading and development. No unique geologic features exist on or adjacent to the Project site. Construction of the Project would involve excavation and grading activities in areas with previously disturbed soils and is not expected to disturb native soil. However, it is possible that unanticipated paleontological resources may be encountered during ground disturbance. A Paleontological Resources Assessment was conducted for the Project by Rincon Consultants, Inc. and is included in Appendix D. The assessment includes a literature review, paleontological sensitivity assessment, fossil locality search from the Natural History Museum of Los Angeles County (NHMLA) and reporting consistent with the professional standards of the Society of Vertebrate Paleontology. A formal fossil locality search of the NHMLA discovered no fossil localities within the Project site. However, the search identified several fossil localities from areas mapped as Holocene-aged sediments less than a mile from the Project site, yielding horse (Equus), elephant (Mammuthus), bison (Bison), camel (Camelops), rodent, fish, and invertebrate fossils, from sites as little as six feet below the surface.

Ground-disturbing construction activities for the Project are anticipated to consist of grading for building pads and excavating/trenching for new utilities and storm drains. The geotechnical investigation conducted for the Project found that fill sediments underlie the Project site to depths ranging from 1.5 to 4.5 feet. Nearby NHMLA fossil localities suggest that paleontological resources may occur as shallow as six feet below the surface in areas mapped as Quaternary alluvium. If excavations were to reach six feet or more below the surface, then the Project could significantly impact paleontological resources. According to the Geotechnical Report prepared for the Project, excavations to construct the Studio Building Pads would extend a minimum of six feet below the existing grade or minimum four feet below the spread footings, whichever is deeper (CTI Environmental, Inc. 2022). Therefore, Mitigation Measure **GS-1** would be required to reduce the potential for the destruction of a unique paleontological resource. Mitigation Measure **GS-1** consists of procedural steps to take in the event of an unanticipated paleontological resource discovery during construction. With implementation of Mitigation Measure **GS-1**, impact would be less than significant.

MITIGATION MEASURES

GS-1 **Qualified Professional Paleontologist**. Prior to excavation, the project applicant shall retain a Qualified Professional Paleontologist, as defined by the Society of Vertebrates Paleontology's Standard Practices (SVPS) (2010). The Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources.

Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Qualified Professional Paleontologist or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel to comply with Policy CR9 of the West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District.

Paleontological Monitoring. Initial part-time monitoring (i.e., spot-checking) shall be conducted for all ground-disturbing activities that reach 6 feet or more below the surface to check for the presence of geologic units of high sensitivity (i.e., Quaternary older alluvium). If such sediments are observed at depth, then full-time monitoring shall be conducted. Paleontological monitoring shall be conducted by a paleontological monitor with experience with collection and salvage of paleontological resources and who meets the minimum standards of the SVPS (2010) for a Paleontological Resources Monitor. The Qualified Professional Paleontologist may recommend that monitoring be reduced in frequency or ceased entirely based on geologic observations. Such decisions shall be subject to review and approval by the City of Los Angeles. In the event of a fossil discovery by the paleontological monitor or construction personnel, all construction activity within 50 feet of the find shall cease, and the Qualified Professional Paleontologist shall evaluate the find. If the fossil(s) is (are) not scientifically significant, then construction activity may resume. If it is determined that the fossil(s) is (are) scientifically significant, the following shall be completed:

Fossil Salvage. The paleontological monitor shall salvage (i.e., excavate and recover) the fossil to protect it from damage/destruction. Typically, fossils can be safely salvaged quickly by a single paleontological monitor with minimal disruption to construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically sensitive deposits. After the fossil(s) is (are) salvaged, construction activity may resume.

Fossil Preparation and Curation. Fossils shall be identified to the lowest (i.e., most-specific) possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Professional Paleontologist.

Final Paleontological Mitigation Report. Upon completion of ground-disturbing activities (or laboratory preparation and curation of fossils, if necessary), the Qualified Professional Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts. The report shall include a summary of the field and laboratory methods employed; an overview of project geology; and, if fossils were discovered, an analysis of the fossils, including physical description, taxonomic identification, and scientific significance. The report shall be submitted to the City of Los Angeles and, if fossil curation occurred, the designated scientific institution.

VIII. GREENHOUSE GAS EMISSIONS

Greenhouse gases (GHG) are those gaseous constituents of the atmosphere—both natural and human generated—that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. CEQA Guidelines Section 15064.4 does not establish a numeric threshold of significance for a project's GHG emissions; instead, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions and, pursuant to CEQA Guidelines Section 15064.7, may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officer's Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (OPR, 2024). CEQA Guidelines Section 15064.4 gives lead agencies the discretion to determine whether to assess a project's emissions quantitatively or qualitatively.

Although Section 15064.4 does not establish a threshold of significance, the section recommends considering certain factors, among others, when determining the significance of project's GHG emissions, including the extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs. Moreover, neither the state, SCAQMD, nor the City has adopted any numeric threshold for GHG emissions. Lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions and, pursuant to CEQA Guidelines Section 15064.7, may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officer's Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (OPR, 2024). The California Department of Natural Resources has also clarified that the effects of GHG emissions are cumulative impacts, and that they should be analyzed in the context of CEQA's requirements for cumulative impact analyses (see CEQA Guidelines Sections 15064(h)(3) and 15064.4(b)) (California Natural Resources Agency. 2009).

Further, the Governor's Office of Planning and Research's (OPR) technical advisory on CEQA and climate change, the Department of Natural Resources Agency's Final Statement of Reasons, and CEQA Guidelines Section 15064.4 provide that a qualitative analysis of project-level impacts to determine whether a project's GHG impacts are significant can be based on a project's consistency with previously approved plans and mitigation programs, as long as such plans have adequately analyzed and mitigated GHG emissions to a less than significant level (OPR, 2008).

Therefore, while the City has determined to quantify the Project's GHG emissions for informational purposes, only, the quantified Project GHG emissions are not evaluated against any numeric threshold to determine their significance. Instead, consistent with CEQA Guidelines Section 15064.4(b), the City has determined to assess the significance of the Project's GHG emissions by assessing whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. This evaluation of the Project's consistency with such plans is the sole basis for the City's determination of whether the Project's GHG emissions would be cumulatively considerable.

The SCAG Connect SoCal 2020–2045 RTP/SCS (SCAG, 2020a), the CARB 2022 Climate Change Scoping Plan (CARB, 2022), and the City's Sustainable City pLAn/L.A.'s Green New Deal are the most relevant planning documents that address strategies for reducing GHG emissions at the State, regional, and local levels, respectively (City of Los Angeles Mayor's Office, 2019). These plans were developed to guide the advancement of climate action planning to reduce GHG emissions in accordance with the statewide targets set forth in the California Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32. Thus, the City has determined that the Project would not have a significant effect on the environment if the Project were found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including the emissions reduction measures discussed within the CARB 2022 Climate Change Scoping Plan, the mobile source-based reductions in the Connect SoCal 2020–2045 RTP/SCS, and the Sustainable City pLAn/L.A.'s Green New Deal. The Project's consistency with these applicable regulatory plans and policies is discussed in Response to Checklist Question VIII.b below.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

Quantification of the Project's GHG Emissions

The quantitative estimation of the amount of GHG emissions that would be attributable to construction and long-term operation of the Project using recommended air quality models is described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate a project's GHG emissions. Again, however, the significance of the Project's GHG emissions is not based on the mass quantity of emissions generated but rather its consistency with applicable plans and reduction strategies, as well as per-capita vehicle miles traveled (VMT).

The Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water/wastewater, and construction equipment. The following describes the methodology used to calculate the Project-related GHG emissions and the Project impacts.

CalEEMod is a statewide land use emissions computer model designed to provide a uniform interface for government agencies, land use planners, and environmental professionals to

quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California, who provided data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) to account for local requirements and conditions. The model is considered by the SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California. CalEEMod Version 2022.1.1.22 was used to calculate the GHG emissions from the Project. The CalEEMod detailed report output for the Project in the analysis year of 2027 is available in Appendix F of this IS/MND. Each source of GHG emissions is described in greater detail below.

Area Sources. Area sources include emissions from consumer products, landscape equipment and architectural coatings. The Project would comply with SCAQMD Rule 1113. SCAQMD Rule 1113 states that paints applied to the building envelope are limited to 50 grams per Liter (g/L) VOC content. No changes were made to the default area source emissions.

Energy Sources. Energy usage includes emissions from the off-site generation of electricity and the consumption of natural gas on-site. The Project will be designed to comply with LEED Gold certification, and it was estimated that the overall energy consumption would be approximately five percent lower than the 2019 Title 24 Energy Efficiency Standards that are provided as the default setting in CalEEMod. Additionally, the Los Angeles Department of Water and Power (LADWP) carbon intensity factor for delivered electricity was updated to 567 pounds of carbon dioxide equivalents per Megawatt-hour (lbs.$_{CO2e}$/MWh) based on the 2022 Power Content Label submitted to the California Energy Commission (CEC) (LADWP, 2022a).

Mobile Sources. Mobile sources include emissions from the additional vehicle trips and VMT generated from the Project's proposed land uses. The vehicle trips associated with the Project have been analyzed based on the Project trip generation rates as detailed in the Transportation Assessment (Appendix G), the Project would generate 2,873 weekday vehicle trips with incorporation of Transportation Demand Management (TDM) strategies, including incorporating permissible reductions to the vehicle parking supply below what is required per LAMC. The Project would provide a sufficient number of bicycle parking spaces to meet City of Los Angeles bicycle parking requirements per LAMC Section 12.21.A.16 by providing 32 short term bicycle parking spaces, long term bicycles spaces, and showers and secure lockers in Buildings A and B. Based on the data and analyses in the Transportation Assessment, the Project would not result in any significant VMT transportation impacts.

Emissions of GHGs associated with mobile sources from operation of the Project are based on the average daily trip rate, trip distance, the GHG emission factors for the mobile sources, and the Global Warming Potential (GWP) values for the GHGs emitted. The types of vehicles that would visit the Project site include all vehicle types including automobiles, light-duty trucks, delivery trucks, and waste haul trucks. Modeling for the Project was conducted using the vehicle fleet mix for the Los Angeles County portion of the South Coast Air Basin as provided in EMFAC2021 and CalEEMod.

Waste. Within CalEEMod, GHG emissions attributed to solid waste include the emissions generated from the processing of waste from the Project as well as the GHG emissions from the waste once it is interred into a landfill. According to the City of Los Angeles Zero Waste Progress Report, the City achieved a landfill diversion rate of approximately 76 percent by year 2012

(LASAN, 2013). AB 341 requires that 75 percent of waste be diverted from landfills by 2020. No changes were made to the default waste parameters.

Water/Wastewater. Water includes the water that would be used for the interior of the buildings as well as for landscaping and is based on the GHG emissions associated with the energy required to supply, treat, and distribute water and wastewater. Strategies to reduce water usage and wastewater generation on the Project site (low-flow appliances and water-efficient landscape irrigation) are shown in the mitigated CalEEMod output values provided in Appendix F. No other changes were made to the default water usage parameters.

Construction

The construction-related GHG emissions were also included in the analysis and were then amortized based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009 (SCAQMD, 2009). The construction-related GHG emissions were calculated using CalEEMod and information provided by the Applicant outlining the forecasted construction schedule and off-road equipment and on-road vehicle inventories required to construct the Project. Detailed construction inputs can be found in the CalEEMod detailed report included in Appendix F.

Estimated Project GHG Emissions. The GHG emissions have been calculated based on the methodology and parameters described above and in greater detail in Appendix F. A summary of the results is shown below in **Table 4-5**, *Estimated Annual Greenhouse Gas Emissions*. Construction of the Project would generate a total of 3,347 metric tons of carbon dioxide equivalents ($MTCO_2e$), which would equate to 112 $MTCO_2e$ annually over a 30-year operational period. When combined with the operating emissions, the Project would generate 4,733 $MTCO_2e$ of GHG emissions annually in the operational year of 2027. This value represents the maximum annual emissions that would be produced by Project operations, as emissions from electricity consumption and mobile vehicle sources would gradually decrease as the proportion of electricity derived from renewable resources increases and turnover of the regional vehicle fleet adding more fuel efficient and alternatively fueled vehicles occurs, respectively.

TABLE 4-5: ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS

Emissions Source	Source Type	Annual Greenhouse Gas Emissions (Metric Tons of Carbon Dioxide Equivalents)
Construction Emissions Amortized/a/	Direct	111.6
Area Source Emissions	Direct	7.2
Energy Source Emissions	Indirect	1,336.7
Mobile Source Emissions	Direct	2,542.5
Waste Disposal Emissions	Indirect	117.5
Water Conveyance Emissions	Indirect	161.8
Refrigerants	Direct	5.5
Off-Road Equipment	Direct	450.3
	TOTAL	**4,733.0**

/a/ Based on SCAQMD guidance, the summary of the emissions includes construction emissions amortized over a 30-year span.
SOURCE: TAHA, 2024.

As discussed more thoroughly in the Section XVII, Transportation, the Transportation Assessment determined that the forecasted per-capita VMT for the Project would be 10.4 VMT per employee, which is approximately 10 percent lower than the LADOT screening threshold for South Los Angeles of 11.6 VMT per employee. Based on the analyses and Project elements discussed above, the Project would result in a less than significant impact related to the magnitude of GHG emissions.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. As stated above, the City has determined to assess the significance of the Project's GHG emissions based on its consistency with statewide, regional, and local plans and policies adopted for the purpose of reducing and/or mitigating GHG emissions as the sole basis for determining whether the Project's GHG emissions would be cumulatively considerable. Applicable plans adopted for the purpose of reducing GHG emissions include the CARB 2022 Scoping Plan, the *Connect SoCal* 2020–2045 RTP/SCS, and the City of Los Angeles Sustainable City pLAn/Green New Deal, as discussed below.

CARB's Climate Change Scoping Plan

The Scoping Plan includes a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a Cap-and-Trade system, and an AB 32 implementation fee to fund the program. The following discussion demonstrates how the pertinent reduction actions relate to and reduce Project-related GHG emissions.

Generally Applicable Regulations

The following applicable mandatory reduction actions/strategies would serve to reduce Project GHG emissions:

- Renewable Portfolio Standard (RPS) and Senate Bill (SB) 2X: The California RPS program (Updated under Senate Bill (SB) 2X) requires both public and investor-owned utilities in California to receive at least 33 percent of their electricity from renewable sources by the year 2020. SB 350 further requires 50 percent renewables by 2030. In 2022, LADWP indicated that 35 percent of its electricity came from eligible renewable resources when combined with the in-basin renewable energy generation sources (LADWP, 2022b). Under SB 100, LADWP is required to generate electricity that would increase renewable energy resources 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045. The Project complies with these interim renewable energy targets because it would rely entirely on power provided by LADWP, and would not interfere with LADWP's initiatives to expand its renewable energy portfolio. LADWP achieved and exceeded the GHG emission reduction target set by SB 32 to reduce GHG emissions to 40 percent below 1990 levels by 2030 in 2016, 14 years ahead of schedule. Given LADWP's demonstrated progress towards meeting and exceeding the established targets, as well as potential penalties for non-compliance, it is reasonably assumed that LADWP will comply.

- SB 350: As required under SB 350, doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under CCR Title 24, Part 6 (discussed below) and utility-sponsored programs such as rebates for high-efficiency appliances, HVAC systems, and insulation. The Project would further support this action/strategy because it includes energy-efficient light-emitting diode (LED) lighting as well as Energy Star–labeled appliances for the Project.

- Cap-and-Trade Program: The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, this regulatory program applies to electric service providers and not directly to the Project. That being said, while not quantified in this analysis, the Project would benefit from this regulatory program in that the GHG emissions associated with the Project's electricity usage per year presented in Section VI, Energy, would indirectly be covered by the Cap-and-Trade Program.

- Advanced Clean Cars Program: In 2012, CARB approved the Advanced Clean Cars Program, which establishes an emissions control program for model years 2017 through 2025 and increases the number of zero emission vehicles manufactured in the 2018 through 2025 model years (CARB, 2024a). Standards under the Advanced Clean Cars Program apply to all passenger vehicles and light duty trucks within California and indirectly used by employees and deliveries to the Project. Since the CalEEMod model default fleet mix for the South Coast Air Basin does not yet account for this regulation, the Project's mobile source GHG emissions provided in **Table 4-5** above are conservative because they could not be adjusted to include this additional 34-percent reduction, even though the Project's emissions would be reduced as a result of this Program. The Project would further support this regulation since the Applicant would provide 75 parking spaces with electric vehicle (EV) charging stations.

- Low Carbon Fuel Standard (LCFS): The current LCFS requires a reduction of at least 8.75 percent in the carbon intensity (CI) of California's transportation fuels by 2021 (CARB, 2024b). The LCFS was amended in September 2018 to target a 20 percent reduction in CI from a 2010 baseline by 2030. The Project's emissions inventory conservatively does not take credit for additional GHG reductions due to the more recent LCFS requirements, but this additional 10-percent reduction in CI would indirectly reduce the Project's mobile source emissions.

- California Integrated Waste Management Act of 1989: The regulation requires each jurisdiction's source reduction and recycling element to include a diversion of 50 percent of all solid waste by 2000 (CLI, 2023). AB 341 (2011) amended the regulation to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter (CLI, 2023). The Project would comply with these percentage recycling requirements inasmuch as the Project is served by the City of Los Angeles, which currently achieves a diversion rate of at least 76 percent (LASAN, 2013). The Applicant must also only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341 (CalRecycle, 2024a). In addition, the Project would provide recycling bins at appropriate locations to promote recycling of paper, metal, glass and

other recyclable material. Consistent with CALGreen requirements, the Project would recycle and/or salvage at least 65 percent of non-hazardous construction and demolition debris, and the Applicant would prepare a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials would be sorted on-site or comingled (CalRecycle, 2024b).

Applicable Scoping Plan Measures

Further evaluation of specific applicable polices and measures in the Scoping Plan is provided below. As shown below, the Project would not conflict with the policies included in the Scoping Plan.

- CCR, Title 24, Building Standards Code: The 2022 Building Energy Efficiency Standards contained in Title 24, Part 6 (also known as the California Energy Code), requires the design of building shells and building components to conserve energy. The Project would not conflict with these regulatory requirements as the Project must comply with applicable provisions of the 2020 LAGBC that in turn require compliance with mandatory standards included in the California Green Building Standards such as automatic lighting controls, electric vehicle charging requirements and reduced flow rate of plumbing fixtures to conserve water (CBSC, 2023).[9] The Project would further support this regulation since the Project would incorporate energy- efficient LED lighting throughout the Project, reducing overall energy usage compared to baseline conditions. In addition, lighting and energy usage for new structures would comply with 2022 Title 24 standards.

- SB 375: SB 375 requires integration of planning processes for transportation, land- use and housing. Under SB 375, each Metropolitan Planning Organization (MPO) would be required to adopt an SCS to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet a target, created by CARB, for reducing GHG emissions. The Project represents an infill development on a site located within an existing urbanized area that would introduce new employment within both a TPA and an NMA, consistent with the overall growth pattern encouraged in the RTP/SCS (SCAG, 2020b). As a general principle, SCAG acknowledges that being in multiple PDAs indicates a greater alignment with *Connect SoCal* policies and goals. The Project site is also well served by public transportation and the Project provides the required short- and long- term bicycle parking spaces in compliance with the requirements of the LAMC. These and other Project characteristics would further promote a reduction in VMT and subsequent reduction in GHG emissions. Therefore, the Project would be consistent with SB 375 and the reduction in passenger vehicle GHG emissions provided in the 2020–2045 RTP/SCS.

- SB X7-7: The Water Conservation Act of 2009 set an overall goal of reducing per-capita urban water use by 20 percent by December 31, 2020. The state was required to make incremental progress toward this goal by reducing per-capita water use by at least 10 percent by December 31, 2015. This senate bill was an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy and the associated emissions necessary to convey, treat, and distribute the

9 Los Angeles Municipal Code (LAMC), Chapter IX, Article 9.

water; it also reduces emissions from wastewater treatment. The Project would comply with the LAGBC, which requires a 20 percent reduction in water usage.[10]

As shown above, the Project would be consistent with the applicable measures established in the Scoping Plan.

SCAG *Connect SoCal* RTP/SCS

The purpose of SB 375 is to implement the state's GHG emissions reduction goals by integrating land use planning with the goal of reducing car and light-duty truck travel. Reflecting that purpose, the primary goal of the *Connect SoCal* RTP/SCS is to provide a framework for future growth that will decrease per capita GHG emissions from cars and light-duty trucks based on land use planning and transportation options. To accomplish this goal, the *Connect SoCal* RTP/SCS identifies various strategies to reduce per capita VMT. The *Connect SoCal* RTP/SCS is expected to help SCAG reach its GHG reduction goals, as identified by CARB, with reductions in per capita passenger vehicle GHG emissions for specified target years.

In addition to demonstrating the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB—a reduction of at least 19 percent in light duty vehicle per capita GHG emissions relative to 2005 levels by 2035—the *Connect SoCal* RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the *Connect SoCal* RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use. With regard to individual developments, such as the Project, strategies and policies set forth in the *Connect SoCal* RTP/SCS can be grouped into the following three categories: (1) reduction of vehicle trips and VMT; (2) increased use of alternative fuel vehicles; and (3) improved energy efficiency. These strategies and policies are addressed below. Also, as explained immediately below, the Project is consistent with applicable growth forecasts.

Consistency with the Integrated Growth Forecast

The *Connect SoCal* RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. As discussed in Response to Checklist Question XIV.A, Population and Housing, below, the 889 employees generated by the Project is consistent with the regional growth projections for the Los Angeles Subregion. Additionally, the Project would increase job density on a site that is located in both a TPA and NMA, signifying that future employees and patrons would have several options to access the proposed land uses via public transportation. The Project would satisfy the objectives of the *Connect SoCal* plan to concentrate new growth in areas that would decrease reliance on single-occupancy vehicles.

[10] Los Angeles Municipal Code (LAMC), Section 99.04.303.

Consistency with VMT Reduction Strategies and Policies

The Project is designed and would be constructed to incorporate features to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that is well served by public transportation and located adjacent to several Metro bus stops. As discussed in Response to Checklist XVII.A, Transportation, below, the Project is estimated to generate lower VMT per employee for employees than the average for the area. Additionally, the Project incorporates several TDM measures (e.g., provide required short- and long-term bicycle parking spaces in compliance with the requirements of the LAMC) to reduce the number of single occupancy vehicle trips to the Project site. Trip generation and VMT were calculated using the LADOT VMT Calculator which accounts for project features such as increased density and proximity to transit. As shown in Appendix F, incorporation of reduction features applicable to the Project results in reduction in overall VMT and resultant GHG emissions, which is consistent with the GHG reduction strategies provided in the *Connect SoCal* RTP/SCS. The Project would also be consistent with the following key GHG reduction strategies in the 2020–2045 RTP/SCS, which are based on changing the region's land use and travel patterns (SCAG, 2020c):

- New housing and job growth focused in proximity to transit;
- Limit total acreage of greenfield or otherwise rural land uses converted to urban use; and,
- Reduce VMT per capita.

As discussed above, the Project represents an infill development within an existing urbanized area that would introduce new employment, in an area that is well served by public transportation. Furthermore, the Project VMT per capita would be well below the APC average designated for the Project area. The Project would also provide required short- and long-term bicycle parking spaces in compliance with the requirements of the LAMC. These and other measures would further promote a reduction in VMT and subsequent reduction in GHG emissions, which would be consistent with the goals of the 2020–2045 RTP/SCS.

Increase Use of Alternative Fueled Vehicles Policy Initiative

The second goal of the 2020–2045 RTP/SCS, with regard to individual development projects such as the Project, is to increase alternative fueled vehicles to reduce per capita GHG emissions. The 2020–2045 RTP/SCS policy initiative focuses on providing charge port infrastructure and accelerating fleet conversion to electric or other near zero-emission technologies. Implementation of the Project would not interfere with the market penetration of alternatively fueled vehicles, and would provide 22 parking spaces equipped with electric vehicles charging stations.

Energy Efficiency Strategies and Policies

The third important goal within the 2020–2045 RTP/SCS for individual developments, such as the Project, involves improving energy efficiency (e.g., reducing energy consumption) to reduce GHG emissions. The 2020–2045 RTP/SCS goal is to actively encourage and create incentives for energy efficiency, where possible. As discussed above, the Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the LAGBC and CALGreen Code. These standards would reduce energy and water usage and waste and, thereby, reduce associated GHG emissions and help minimize

the impact on natural resources and infrastructure. The sustainability features to be incorporated into the Project would include, but not limited to; high-performance glazing as well as enhanced façade, roof and deck insulation values. The air conditioning system would be comprised of highly efficient Variable Refrigerant Flow (VRF) systems allowing for minimal electrical consumption, particularly when the building is lightly occupied. The building systems would increase the filtration of outside air being delivered to the occupied areas, and operable windows and large expanses of sliding glass doors would improve the natural ventilation whenever weather conditions permit. The glazing features would also promote daylighting and access to quality views, both of which are essential for occupant wellness and productivity.

Indoor water usage would be minimized via the use of low-flow plumbing fixtures installed throughout the Project. The irrigation system would be designed to meet or exceed the state Model Water Efficient Landscape Ordinance (MWELO) (DWR, 2024b). The irrigation system would utilize a dedicated landscape water meter and automatic weather-based controllers with electronically operated control valves and seasonal irrigation schedules. All areas would include high efficiency irrigation emitters, including micro spray and drip irrigation.

Land Use Assumptions

At the regional level, the 2020–2045 RTP/SCS is a plan adopted for the purpose of reducing GHGs. In order to assess the Project's consistency with the 2020–2045 RTP/SCS, this IS/MND also analyzes the Project's land use characteristics for consistency with those utilized by SCAG in its SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as the 2020–2045 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. As discussed in Response to Checklist Question XI.B, Land Use and Planning, below, the Project is consistent with the land use goals and principles set forth in the 2020–2045 RTP/SCS that pertain to GHG emissions.

The Project site is located within an HQTA as designated by the 2016 RTP/SCS. As discussed previously, the Project site is an urban center location close to jobs, off-site housing, shopping and entertainment uses and in close proximity to public transit stops, which would result in reduced VMT, as compared to a project of similar size and land uses at a location without close and walkable access to off-site destinations and public transit stops. The 2020-2045 RTP/SCS projects that these urban center/infill areas, while comprising only four percent of land area in the region make up 58.2 percent of household growth and 45.2 percent of job growth.

Further, the vertical integration of land uses on the Project Site would produce substantial reductions in auto mode share to and from the Project Site that would help the region accommodate growth and promote public transit ridership that would minimize GHG emission increases and reduce per capita emissions consistent with the 2020–2045 RTP/SCS, shown in the Transportation Assessment. Additionally, the inclusion of electric vehicle charging infrastructure (per LAGBC) will support the penetration of electric zero-emission vehicles into the vehicle fleet.

Additionally, the Project would be located on an infill site in an area well-served by public transit. Specifically, there is a Metro 102 bus stop on Stocker Street in front of the southern boundary of the Project site (Stocker Street/Don Felipe Drive) for westbound travel, and across the street to the south for eastbound travel. There is also a Crenshaw Clockwise DASH north-south stop at the eastern corner of the Project site at Santa Rosalia Drive/Stocker Street. The Project would

also include bicycle facilities and would create a pedestrian-friendly environment by providing landscaped walkways. The Project site is located adjacent to a mature network of streets that include vehicular, pedestrian and bicycle facilities. Development of the Project within this established community would promote a variety of travel choices and would create new employment and housing opportunities in the area. The Project would not conflict with RTP/SCS goals to maximize mobility and accessibility for all people and goods in the region, ensure travel safety and reliability, preserve and ensure a sustainable regional transportation system, protect the environment, encourage energy efficiency and facilitate the use of alternative modes of transportation.

As demonstrated above, the Project would be consistent with the applicable goals, including those pertaining to reductions in GHG emissions, in the 2020–2045 RTP/SCS. The Project is the type of land use development that is encouraged by the 2020–2045 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the state's long-term climate policies. By furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions consistent with state regulatory requirements.

Sustainable City pLAn/L.A.'s Green New Deal

On April 8, 2015, Los Angeles released the Sustainable City pLAn, which covers a multitude of environmental, social, and economic sustainability issues related to GHG emission reduction either specifically or by association. Applicable goals include increasing the green building standard for new construction, creating a benchmarking policy for building energy use, developing "blue, green, and black" waste bin infrastructure, reducing water use by 20 percent, and possibly requiring LEED Silver or better certification for new construction. While not a plan adopted solely to reduce GHG emissions or directly applicable to private development projects, within L.A.'s Green New Deal (Sustainable City pLAn, 2019), climate mitigation is one of eight explicit benefits that help define its strategies and goals.

The 2019 pLAn, L.A.'s New Green Deal, was the first four-year update to the Sustainable City pLAn. It augments, expands, and elaborates in more detail the City's vision for a sustainable future, and it addresses the climate emergency with accelerated targets and new aggressive goals. The Project would contribute toward the attainment of the aspirations and goals by:

- Obtaining power from a utility provider that supplies 55 percent renewable energy by 2025.
- Including components that will reduce building energy use per square foot 22 percent by 2025.
- Reducing VMT per capita by at least 13 percent by 2025.
- Ensuring 57 percent of new housing units are built within 1,500 feet of transit.

Through the Green New Deal, the City would reduce an additional 30 percent in GHG emissions above and beyond the 2015 pLAn and ensure that the City stays within its carbon budget between 2020 and 2050. The Project would use energy from the LADWP, which currently provides approximately 35 percent of electricity via renewable sources and has committed to providing an increasing percentage from renewable sources that exceed the RPS requirements by providing 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036. Therefore, by the time the Project is operational in 2027, it is reasonable to assume that LADWP's delivered power mix will

be comprised of at least 50 percent renewably-derived electricity. The Project would be designed and constructed to meet LAGBC standards, where applicable, by including several measures designed to reduce energy consumption. The Project would include Energy Star® appliances where applicable and would be a modern development with energy efficient heaters and air conditioning systems. As such, the Project would be consistent with the goals and initiatives in the Sustainable City pLAn/L.A.'s Green New Deal.

A discussion of the Project's consistency with the Sustainable City pLAn/Green New Deal targets is provided below in **Table 4-6**, *Project Consistency with the Sustainable City pLAn*.

TABLE 4-6: PROJECT CONSISTENCY WITH THE SUSTAINABLE CITY PLAN

Targets/Goals	Project Consistency
Local Water. Achieve a 20 percent reduction in water use per capita by 2017; 22.5 percent reduction by 2025; and 25 percent reduction by 2035.	**No Conflict**. The Project would be consistent with the LAMC to reduce water consumption by 20 percent. The Project is required to follow CALGreen Standards which mandates a 20 percent reduction in indoor water use. Therefore, the Project would also be consistent with the LA Sustainable City pLAn/Green New Deal.
Solar Power. Increase cumulative total megawatts of local solar photovoltaic power to between 900-1,500 megawatts by 2025 and 1,500 to 1,800 megawatts by 2035 as well as increasing the cumulative total megawatts of energy storage capacity to at least 1,654 to 1,750 megawatts by 2025.	**No Conflict.** The Project design would comply with the LAGBC and CALGreen Code—as well as qualifying for LEED Gold certification or equivalent—ensuring that applicable energy efficiency standards are met and/or exceeded. The Project would feature an air-tight and insulated building envelope for all structures, Low-E windows, Energy Star appliances, and LED lighting. Implementation of the Project would not interfere with City or LADWP programs involving the development of additional solar energy installations. Therefore, the Project would also be consistent with the LA Sustainable City pLAn/Green New Deal.
Energy Efficient Buildings. Reduce energy use per square foot below 2013 baseline levels for all building types by at least 14 percent by 2025 and 30 percent by 2035, and use energy efficiency to deliver 15 percent of all of the City's projected electricity needs by 2020.	**No Conflict.** The Project design would comply with the LAGBC and CALGreen Code, ensuring that it would meet energy efficiency requirements. The Project would feature an air-tight and insulated building envelope for all structures, Low-E windows, Energy Star appliances, and LED lighting. Implementation of the Project would not interfere with City or LADWP programs involving the development of additional solar energy installations. Therefore, the Project would also be consistent with the LA Sustainable City pLAn/Green New Deal.
Carbon and Climate Leadership. Reduce GHG emissions below 1990 baseline by at least 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050. Improve GHG efficiency of the City from 2009 levels by 55 percent by 2025 and 75 percent by 2035.	**No Conflict.** The Project would be designed to incorporate energy and water efficient design that meet or exceed the 2022 Title 24 Building Energy Efficiency Standards and CALGreen Code standards and incorporate energy and water efficiency measures. The Project would employ measures which comply with Code measures that will assist in the reduction of Project-related GHG emissions. Some of these measures include enhanced energy-efficiency via high-performance glazing as well as enhanced façade, roof and deck insulation values. The air conditioning system would be comprised of highly efficient Variable Refrigerant Flow (VRF) systems allowing for minimal electrical consumption, particularly when the building is lightly occupied. The building systems would increase the filtration of outside air being delivered to the occupied areas, and operable windows and large

TABLE 4-6: PROJECT CONSISTENCY WITH THE SUSTAINABLE CITY PLAN	
Targets/Goals	**Project Consistency**
	expanses of sliding glass doors would improve the natural ventilation whenever weather conditions permit. The glazing features would also promote daylighting and access to quality views, both of which are essential for occupant wellness and productivity. Indoor water usage would be minimized via the use of ultra-low flow plumbing fixtures installed throughout the Project. The irrigation system would be designed to meet or exceed the state MWELO. The irrigation system would utilize a dedicated landscape water meter and automatic weather-based controllers with electronically operated control valves and seasonal irrigation schedules. All areas would include high efficiency irrigation emitters, including micro spray and drip irrigation. Bubblers may be used for trees or shrubs where drip irrigation is not feasible. Irrigation valves would be located in inconspicuous areas, and would be parallel to adjacent structures and paving, with quick coupling valves spaced a minimum 100 feet on center.
Waste and Landfills. Increase landfill diversion rates to at least 90 percent by 2025 and 95 percent by 2035, as well as increasing proportion of waste products and recyclable commodities productively reused and repurposed within the County of Los Angeles to at least 25 percent by 2025 and 50 percent by 2035.	**No Conflict.** The Project would be required to implement recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341). The Project would be served by a solid waste collection and recycling service that may include mixed-waste processing, and that yields waste diversion results comparable to source separation and consistent with citywide recycling targets. The Project would also comply with the City of Los Angeles Space Allocation Ordinance (171,687) which requires that developments include a recycling area or a room of a specified size on the Project Site. Therefore, the Project would also be consistent with the LA Sustainable City pLAn/Green New Deal.
Housing and Development. Increase cumulative new housing unit construction to 100,000 by 2021, 150,000 by 2025, and 275,000 by 2035. Ensure proportion of new housing units built within 1,500 feet of transit is at least 57 percent by 2025 and 65 percent by 2035.	**No Conflict.** The project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities, which would reduce vehicle miles traveled for the office space.
Mobility and Transit. Reduce daily VMT per capita by at least 5 percent by 2025 and 10 percent by 2035. Increase the percentage of all trips made by walking, biking, or transit to at least 35 percent by 2025 and 50 percent by 2035.	**No Conflict.** The Project is an urban center/infill development located in close proximity to transit. The Project's development on a site in an infill location would promote the concentration of development in an urban location with extensive infrastructure and access to diverse uses and public transit facilities, which would promote multi-modal travel and reduce vehicle miles traveled for the office and retail spaces.
Air Quality. Increase the percentage of electric and zero emissions vehicles in the city to 10 percent by 2025 and 25 percent by 2035 as well as increasing the percentage of port-related goods movement trips that use zero-emissions technology to at least 15 percent in 2025 and 25 percent in 2035.	**No Conflict.** The Project will comply with applicable LAGBC provisions pertaining to building code requirements for charging station prewiring and installation of charging stations at workplaces. Therefore, the Project would also be consistent with the Sustainable City pLAn/Green New Deal.
SOURCE: City of Los Angeles, 2019; TAHA, 2024	

The analysis above describes the consistency of the Project with the City's *Sustainable City pLAn*. As discussed in **Table 4-6**, generally the Project's consistency with the plans and policies is shown through a combination of regulatory compliance (green building code etc.) as well as Project-specific characteristics (water conservation, energy conservation, and other features consistent with these plans). Therefore, the Project would be consistent with the City's applicable plans, policies, or regulations for the reduction of GHG emissions.

As discussed above, the Project would comply with the LAGBC and CALGreen Code which would ensure energy efficiency and installation of water conserving fixtures. Moreover, the Project site would utilize electricity and water from LADWP, which is actively increasing its use of renewable sources. The Project would locate a production studio and creative office campus close to transit opportunities. The Project site is located in an area well-served by public transit. The Project would provide long-term and short-term bicycle parking spaces and lockers for employees of the commercial, retail, and studio spaces. The Project would create a pedestrian-friendly environment by providing landscaped walkways along all street frontages. The Project site is located adjacent to a mature network of streets that include vehicular, pedestrian and bicycle facilities. Therefore, the Project would be consistent with the goals of the LA Green New Deal/Sustainable City pLAn.

Conclusion

As demonstrated above, the Project would be consistent with the 2022 Scoping Plan, the 2020–2045 RTP/SCS, and the *Sustainable City pLAn/L.A.'s Green New Deal*. Thus, the Project would be consistent with these applicable regulatory plans and policies intended to reduce GHG emissions. Therefore, the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The Project also would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Furthermore, because the Project is consistent and does not conflict with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not be cumulatively considerable or result in a significant impact on the environment. Project-specific impacts with respect to GHG emissions would be less than significant, and no mitigation measures are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. A significant impact would occur if the Project would create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials, or if it would create a significant hazard through the accidental release of hazardous materials into the environment. Construction of the Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, transmission fluids, solvents, cleaning supplies and paints. Operations of the Project would involve the use and storage of hazardous substances typical of movie production studios and commercial uses, such as chemicals used in film development, incendiary chemicals used in pyrotechnic film effects

(e.g., explosives); custodial products (e.g., cleaning supplies, solvents, paints); and landscaping supplies (e.g., pesticides). The use, transport, and disposal of hazardous substances during construction and operations would comply with all applicable standards and regulations, including the Medical Waste Management Act (California Health and Safety Code Sections 117600-118360). The Project does not involve any uses or activities that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through the transport, use, or disposal of hazardous materials. All hazardous materials during construction and operational activities would be handled in compliance with applicable standards and regulations. As the Project would comply with all applicable standards and regulations related to hazardous materials during construction and operational activities, the Project would not create a significant hazard to the public or the environment through the transport, use, disposal, and accidental release of hazardous materials. Therefore, impacts related to the creation of hazards to the public or the environment would be less than significant.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. A significant impact would occur if the Project would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As discussed in Response to Checklist Question IX(a) construction and operations of the Project would involve the use and transport of potentially hazardous materials. However, the use, transport, and disposal of hazardous substances during construction and operations of the Project would comply with all applicable standards and regulations. The Project does not involve any uses or activities that would result in the accidental release of unregulated hazardous materials and/or substances into the environment. All hazardous materials during construction and operational activities would be handled in compliance with applicable standards and regulations. Therefore, impacts related to the accidental release of hazardous materials into the environment would be less than significant.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. A significant impact would occur if the Project site is located within one-quarter mile of an existing or proposed school site and is projected to release toxic emissions which pose a health hazard beyond regulatory thresholds. The Marlton School for the Deaf, Escuela Plus Elementary, and Stella Elementary Charter Academy are located within one-quarter mile of the project site. As discussed in Response to Checklist Question IX(a-b), construction of the Project would involve the temporary use of potentially hazardous materials (including vehicle fuels, oils, and transmission fluids), and operations of the Project would involve the use of hazardous materials (such as chemicals used in film production and development, custodial products, and landscaping supplies. The Project would comply with all applicable standards and regulations related to the transport, use, and disposal of hazardous materials during construction and operational activities. Therefore, a less-than-significant impact would occur.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. A significant impact would occur if a Project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses. The California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) each maintain a database (EnviroStor and GeoTracker, respectively) that provides access to detailed information on hazardous waste sites and their cleanup statuses. EnviroStor focuses on hazardous waste facilities and sites with known contamination or sites with possible reasons for further investigation. GeoTracker focuses on sites that impact or have the potential to impact water quality in California, with an emphasis on groundwater. The Project site is not on the EnviroStor database or the Geotracker database (DTSC, 2024a), (DTSC, 2024b). Therefore, no impact would occur.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. A significant impact would occur if a Project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. The closest airport to the Project site is LAX, located approximately five miles to the southwest of the Project site. Therefore, the Project would not result in an airport- or airstrip-related safety hazard for people residing or working in the area, and no impact would occur.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. A significant impact would occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan. The Emergency Operations Plan (EOP) is the City's adopted emergency response plan. It addresses the City's planned response to small- and large-scale emergency situations associated with man-made and natural disasters. The EOP addresses multi-hazard issues, as well as activities from earthquakes, earth movements, flooding, wildfires, and adverse weather.

Martin Luther King Jr. Boulevard is a disaster route located approximately 0.2 mile to the north of the Project site (LACDPW, 2024). Construction and operations of the Project would not interfere with the use of this roadway as a disaster route. Although construction of the Project may involve temporary lane closures, roadways would remain accessible to vehicular traffic and emergency vehicles would still be able to travel along this roadway. Access to all surrounding properties would be maintained. Any construction activities occurring with the public right-of-way, such as construction of sidewalks and driveway approaches, and construction activities that would obstruct portions of the streets are required to obtain an engineering permit from the City. As part of the engineering permit, light barricades, delineators, and traffic control personnel would be required if construction activities were to occur within the public right-of-way. Construction and operational activities would not require temporary or permanent closure of any streets, including

designated disaster routes near the Project site. Additionally, the Project would be reviewed by the Los Angeles Fire Department (LAFD) to ensure that the Project would not interfere with the City's EOP or evacuation routes.

The Project would be designed to accommodate emergency vehicles access on the project site. The proposed driveway and service road within the project site would be designed to meet the minimum width and turning dimension requirements of the LAFD. Vehicles, including emergency response vehicles, would be able to access the Project site via Stocker Street. Therefore, the Project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and a less-than-significant impact would occur.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. A significant impact would occur if a project is located in proximity to wildland areas and poses a potential fire hazard, which could expose persons or structures, either directly or indirectly, in the area in the event of a fire. The Project site is located in an urbanized area and is surrounded primarily by residential and commercial uses. The Project site lies at the northeast foot of Baldwin Hills, an area identified as a very high fire hazard severity zone (VHFHSZ) by the LAFD (DCP, 2024). While the project site itself is not located within a VHFHSZ, properties identified as being within a VHFHSZ are located directly across Don Felipe Drive from the Project site. The large, undeveloped areas and/or steep slopes of Baldwin Hills southwest of the Project site may pose wildfire hazards. In the event of a fire in Baldwin Hills, employees and visitors to the Project site would evacuate via the driveway along Stocker Street and proceed north towards Martin Luther King Jr. Boulevard, which is identified as a disaster route. The Project would not involve activities that would expose people or structures to the risk of loss, injury, or death involving wildland fires. Therefore, a less-than-significant impact would occur.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i. 'Result in substantial erosion or siltation on- or off-site; ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv. Impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. A significant impact would occur if the Project discharges water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems. Construction of the Project would require site clearing, grading, and building construction activities. During construction, surface water quality could potentially be affected by loose soils, debris, construction wastes, and fuels that could be carried off-site by surface runoff in into local storm drains, which drain into water resources. However, the Project would be required to comply with all federal, state, and local regulations related to water quality standards and wastewater discharge. The Project applicant and construction contractors would be required to comply with the NPDES permit program, which was created by the Clean Water Act to address water pollution from point sources (e.g., pipes, channels, and tunnels) that discharge pollutants to the waters of the United States. The NPDES Construction General Permit is issued by the State Water Resource Control Board and enforced by the City. Construction activities subject to this permit include clearing, grading, excavation, stockpiling, and other ground disturbances. During the plan review process, the City's Bureau of Engineering would review the development plans for the Project to make sure that the Project complies with the City's stormwater requirements. The Project applicant and construction contractors would be required to implement BMPs that are required by the City's Bureau of Engineering as part of the NPDES permit, including sediment control and erosion control. The Project would also be required to comply with applicable regulations in Chapter 6, Article 4.4 (Stormwater and Urban Runoff Pollution Control) Article II (Stormwater and Urban Run-Off Pollution Control). LAMC Chapter 6, Article 4.4 requires applicants for development projects to develop a low impact development (LID) plan which includes low impact development structural and non-structural BMPs, source control BMPs, and structural and non-structural BMPs. LID is a stormwater management strategy that emphasizes conservation and the use of existing natural site features integrated with stormwater controls to most closely mimic natural hydrologic patterns in residential, commercial, and industrial settings. LID controls effectively reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that reduce runoff. Source control BMPs would prevent runoff contact with pollutant materials that would otherwise be discharged into the municipal storm drains. Compliance with the NPDES Construction General Permit and applicable regulations in the LAMC would reduce the risk of water degradation from soil erosion and other pollutants related to construction activities. The Project would not violate any water quality standards or waste discharge requirements during construction. Therefore, as the Project would be required to comply with all applicable water quality standards and waste discharge requirements during construction and operations of the Project, impacts would be less than significant.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. A significant impact would occur if the Project included deep excavations resulting in the potential to interfere with groundwater movement or included withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge. As discussed in Response to Checklist Question VII, the geotechnical investigation conducted for the Project site did not encounter groundwater within the maximum explored depth of 51.5 feet, there are no groundwater wells in the general vicinity of the Project site, and the Project site is not currently used for groundwater recharge activities. Groundwater levels across

the Project site is considered to be deeper than 50 feet below grade, and thus groundwater is not considered a constraint for design and construction of the Project (CTI Environmental Inc., 2022). Furthermore, the Project would not install any groundwater wells and would not otherwise directly or indirectly withdraw any groundwater during construction or operations of the Project. The Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. As discussed in Response to Checklist Question XIX(a) below, domestic water service to the Project site would be provided by LADWP, which would be able to provide reliable water supplies for an average year, single dry year, and multiple dry years for the project site through 2045. The Project would be served by available water supply and would not significantly deplete groundwater supplies or interfere with groundwater recharge. Therefore, a less-than-significant impact would occur.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. A significant impact would occur if the Project would substantially alter the existing drainage pattern of the Project site, including through the alteration of the course of an existing stream or river or through the addition of impervious surfaces, in a manner that would result in a substantial erosion or siltation on or off-site. The Project site is located in an urbanized area of the City. The topography of the project site is generally flat within the western potion, followed by gently down sloping gradient towards the northeast direction for the remainder of the site, a range of 38 feet above mean sea level between the northwest and northeast corners. Existing surface water drainage from the Project site generally flows southeast towards Stocker Street and east towards Santa Rosalia Drive. Surface runoff from the Project site is currently collected by existing storm drains on Stocker Street. and landscaping located along Stocker Street and Santa Rosalia Drive. The Project site is predominantly covered with impervious surfaces, and the Project would have a similar amount of impervious surfaces on the project site as existing conditions. Runoff leaving the Project site would not substantially increase compared to existing conditions.

During construction, on-site soils would temporarily be exposed to surface water runoff; however, the Project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion, including LAMC Chapter 9, Article 1, Division 70 regarding drainage and grading. The City requires that the Project applicant prepare an erosion control plan and that the construction contractor implement erosion control measures during ground disturbing activities. Therefore, the Project would not substantially alter the existing drainage pattern of the project site in a manner that would result in substantial erosion or siltation, and less-than-significant impacts would occur.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less Than Significant Impact. A significant impact would occur if the Project would substantially alter the existing drainage pattern of the Project site, including through the alteration of the course of an existing stream or river or through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff and would result in flooding on- or off-site. The Project site is located within an urbanized area of the City with existing stormwater infrastructure in place. Runoff from the project site is currently collected by existing storm drains on

Stocker Street and landscaping located along Stocker Street and Santa Rosalia Drive and off-site on Stocker Street.

As discussed in Response to Checklist Question X(c.i), the Project would have similar amount of impervious surfaces on the project site as existing conditions. Stormwater runoff would continue to be collected by the existing storm drains on Stocker Street. The Project would not increase the amount of impervious surfaces on the Project site; therefore, stormwater runoff would not increase in a manner that would result in flooding on- or off-site, and a less-than-significant impact would occur.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant Impact. A significant impact would occur if the Project would increase the rate or amount of surface runoff in a manner which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. As discussed in Response to Checklist Question X(a), the Project would be required to comply with all federal, state, and local regulations related to water quality standards and wastewater discharge, including Chapter 9, Article 1, Division 70 of the LAMC regarding drainage and grading. Construction contractors are required to comply with NPDES requirements prior to the issuance of a demolition, grading, and building permit, which include sediment control and erosion control. The applicant would be required to develop a LID plan with BMPs to limit the amount of polluted runoff that enter the stormwater drainage system. Compliance with applicable regulations would ensure that during construction, impacts related to creating or contributing to runoff that would exceed the capacity of the City's existing storm drain system or provide additional sources of polluted runoff would be less than significant.

Operation of the Project would not increase stormwater runoff in a manner that would exceed the capacity of the existing stormwater drainage system within the public rights-of-way or provide substantial additional sources of polluted runoff. The Project would have a similar amount of impervious surfaces on the project site as existing conditions. Runoff leaving the project site would not substantially increase compared to existing conditions. As with existing site conditions, stormwater runoff would be conveyed to the existing storm drains along Stocker Street. Therefore, less-than-significant impacts would occur.

iv. Impede or redirect flood flows?

No Impact. A significant impact would occur if the Project would substantially alter the drainage pattern in a manner that would impede or redirect flood flows. The Project site is designated as Zone X (Area of Minimal Flood Hazard) by the Federal Emergency Management Agency (FEMA). As noted above, the Project would have a similar amount of impervious surfaces on the Project site as existing conditions. Runoff leaving the Project site would not substantially increase compared to existing conditions. As with existing site conditions, stormwater runoff would be conveyed to the existing storm drains on Stocker Street. Therefore, the Project would not alter the Project site's drainage patterns in a manner that would impede or redirect flood flows, and no impact would occur.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. A significant impact would occur if the Project is in a flood hazard, tsunami, or seiche zone and would risk the release of pollutants due to Project inundation. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a sea wave produced by a significant undersea disturbance. Mudflows result from the down-slope movement of soil and/or rock under the influence of gravity. The Project site is not located near a body of water that is large enough to create a seiche during a seismic event. The Project site is located approximately 7.2 miles northeast from the Pacific Ocean and is not within a coastal zone or tsunami inundation area. As discussed in Response to Checklist Question X(c.iv), the Project site is located in an area of minimal flood hazard. According to the California department of Water Resources, Division of Safety of Dams, the project site is not located in an area subject to potential inundation in the event of dam failure (DWR, 2024a). The Project does not involve uses or activities that would exacerbate risks from floods, tsunamis, seiche zones, or project inundation. Therefore, no impact would occur.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. A significant impact would occur if the Project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The Project site is located in the Ballona Creek watershed, an approximately 130 square mile area regulated by the Los Angeles Regional Water Quality Control Board (LARWQCB). Water quality standards for the Los Angeles region, including the Ballona Creek watershed, are set forth in the *Water Quality Control Plan: Los Angeles Region Basin Plan* (Basin Plan), which was last updated in 2014. The Basin Plan establishes water quality objectives to protect the valuable uses of surface waters and groundwater within the Los Angeles region. Under Section 303(d) of the Clean Water Act, the Basin Plan is intended to protect surface waters and groundwater from both point and nonpoint sources of pollution within the project area and identifies water quality standards and objectives that protect the beneficial uses of various waters. In order to meet the water quality objectives established in the Basin Plan, LARWQCB established total maximum daily loads, which are implemented through stormwater permits. As discussed in Response to Checklist Question X(a), the Project would be required to comply with applicable regulations associated with water quality. Compliance with these regulations would ensure that the Project would be consistent with the Basin Plan.

The City is underlain by the Coastal Plain of Los Angeles (Central) Groundwater Basin and approximately 12 percent of the City's potable water is from groundwater. The Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or alternatives GSPs. GSPs are detailed road maps for how groundwater basins will reach long term sustainability. The LADWP Urban Water Management Plan (UWMP), last updated in 2020, serves as the City's master plan for reliable water supply and resources management. The LADWP's 2020 UWMP meets the current requirements of the Clean Water Act and anticipates meeting all water supply demands under all hydrologic scenarios (LADWP, 2020).

The Project would not conflict with or obstruct implementation of the Basin Plan. Therefore, impacts related to water quality control plans or sustainable groundwater management plans would be less than significant.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☒	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a. Physically divide an established community?

Less Than Significant Impact. A significant impact would occur if the Project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. The Project site is a large campus that has functioned as a cohesive medical campus since the 1950s. The Project site would change to a cohesive motion picture studio campus. The site is located within an urbanized area of the City surrounded primarily by residential and commercial uses. The Project does not include any elements that would physically divide or block access to or through the community, and no separation of uses or disruption of access between land use types would occur as a result of the Project.

The Project site and its surrounding uses are served by existing roadways, and implementation of the Project would not result in any street closures. Vehicular access for visitors and tenants of the Project site would be provided via Stocker Street and via the fire road connecting Don Felipe Drive and Santa Rosalia Drive. The fire road is wholly located within the Project site and would not divide the surrounding community. Access to the existing fire road from Don Felipe Drive would be limited to emergency vehicles and occasional VIP access. The existing fire road would be closed for routine pass-through traffic but would continue to provide easement access to utility providers and others as appropriate. Delivery trucks and studio trailers would access the project site from a right turn in only via a truck-only entry driveway off Stocker Street. All trucks entering from Stocker Street would exit on Santa Rosalia Drive via the existing fire road along the northern property line. No traffic would exit Stocker Street; only emergency vehicles and occasional VIP vehicles would exit on Don Felipe Drive. Pedestrian access would be maintained on the sidewalks along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive surrounding the Project site and at the gateway along Stocker Street. There are signalized pedestrian crosswalks along Stocker Street at the intersections of Don Felipe Drive and Santa Rosalia Drive, and access to all surrounding uses would not be disrupted. Therefore, a less-than-significant impact would occur.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. A significant impact would occur if the Project conflicts with applicable land use plans, policies, or regulations in a manner that would result in a significant environmental impact. The Project site is zoned C2-1 (Commercial, Height District 1) and has a General Plan designation of Community Commercial. Height District 1 does not include height limitation for C2 zones; however, Height District I does limit FAR to not exceeding 1.5:1. The Project site is located within Crenshaw Corridor Specific Plan, which provides design guidelines for commercial and industrial projects. The Project site is also located within the Crenshaw Redevelopment Project Area and the Los Angeles State Enterprise Zone, which increases the total maximum allowable FAR to 3:1.

The Project would construct six new buildings on the project site ranging from 15 feet to 110 feet in height. Building A would have an FAR of 1.5:1, while Buildings B through F would have a FAR of 2:1. Excluding parking areas, the overall Project site would have an FAR of 1.6:1. The Project would therefore not exceed the maximum allowed FAR on the project site.

All applicable plans and policies have been reviewed; **Table 4-7***, Consistency Analysis*, shows Project consistency with key goals and policies.

TABLE 4-7: CONSISTENCY ANALYSIS	
Goal/Policy/Objective	**Consistency Analysis**
CITY OF LOS ANGELES GENERAL PLAN – FRAMEWORK ELEMENT	
Introduction. The Framework Element's fundamental economic development goals are twofold: to provide the physical locations and competitive financial environment necessary to attract various types of economic development to Los Angeles, and to encourage the geographic distribution of job growth in a manner supportive of the City's overall planning objectives…. the City needs to offer meaningful development incentives. This is particularly true in those areas that have historically received a less than proportional share of Citywide employment and development opportunities.	The Project would provide economic development opportunities by creating high income jobs in an historically underserved and economically divested community.
Policy 7.2.2. Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.	The Project site is zoned for commercial use and the development does not displace housing. The site is also within 0.2 miles to the transit station at the intersection of Stocker Street and Crenshaw Boulevard.
Policy 7.2.3. Encourage new commercial development in proximity to rail and bus transit corridors and stations.	The Project site is within 0.2 miles of the Metro K Crenshaw station at Crenshaw Boulevard and Stocker Street.
Policy 7.8.1. Place the highest priority on attracting new development projects to Los Angeles which have the potential to generate a net fiscal surplus for the City.	This Project contributes to generating a net financial surplus through the creation of high wage jobs that generate tax revenue and by generating property taxes for a development that provides movie studios and a net increase of over 100,000 square feet of office space.

TABLE 4-7: CONSISTENCY ANALYSIS	
Goal/Policy/Objective	**Consistency Analysis**
Objective 7.10. Program resources in a manner that encourages appropriate development, housing opportunities, transit service and employment generation in all areas of the City, with particular emphasis on those portions of the City which historically have not received a proportional share of such opportunities, consistent with the City's overall economic policies.	The Project provides new high-income jobs and investment in an area that historically has not received a proportional share of such resources. The location of the Project, directly across the street from the Baldwin Hills Crenshaw Plaza and within walking distance of the Kaiser Permanente Hospital, provides an influx of high-income jobs and contributes to a balanced community where nearby residents can work close to home.
CRENSHAW CORRIDOR SPECIFIC PLAN	
Guideline 1. Projects should be designed with articulation, which provides variation and visual interest. New development should enhance the street frontage by providing continuity while providing views into businesses located along the pedestrian and arterial streets. The mass, portion, and scale of all new buildings and remodels should be at a pedestrian scale.	The Project has been designed to highlight the corner facade at the intersection of Stocker Street and Santa Rosalia Drive. The building features a combination of retail and casual dining uses that feature glass facades arranged to acknowledge the art deco designs that are prominent in the community. Articulation spans the facade of the building while highlighting the ground level pedestrian uses with frames that identify the different restaurants that will be featured in the space. The parking building along Santa Rosalia Drive has been enhanced with retail space along the street frontage to allow an opportunity for a glass facade. The space can be demised as requested by the future tenant. The retail space will be made available as community space when the area is not leased. This is intended to allow the site to remain a vibrant addition to the community over time as demand for the leasable area fluctuates. Articulation is provided on the ground level. Above a large expanse will be used for movie and TV program signage that will provide visual breaks, visual interest, and commercial art that will vary as new projects are released.
Guideline 3. Promote a feeling of safety while encouraging and enhancing pedestrian orientation.	The Project minimizes the use of perimeter fencing, choosing instead to utilize building walls as the perimeter boundaries so that the production studio is as safe for high profile celebrity occupants as it is inviting and welcoming to the community. At the corner of Stocker Street and Santa Rosalia Drive, there is direct access to the restaurants to encourage pedestrians to enter and enjoy both the retail uses and the restaurants.
Guideline 4. Incorporate architectural, ancillary, and open space features into the overall design of the project.	An approximately 30,000-square foot open courtyard has been incorporated into the site that will serve as passive open space with landscaping and outdoor furniture. This space will double as an assembly space for scheduled events, such as movie and TV premieres and events associated with the annual film festival in Leimert Park. The plaza provides a break in the massing of buildings and allows natural light to filter through the site while air circulates.
Guideline 5. Rooftop equipment and building appurtenances should be screened from public view or architecturally integrated into the design of the building.	Rooftop equipment would be screened from public view and architecturally integrated into the design of the building.

TABLE 4-7: CONSISTENCY ANALYSIS	
Goal/Policy/Objective	**Consistency Analysis**
Guideline 6. Loading, storage and trash areas should be attractive, well-defined and located where there will be minimal negative impact, physical or visual, on pedestrians, the flow of traffic, or adjacent uses.	Trash collection rooms shall include recycling and will be enclosed. The facility has been designed to allow trucks to access the site with minimal backing up to service the trash containers. Trash containers will be driven off-site to the trash trucks by smaller vehicles so that trash trucks are not required to enter the site.
Guideline 7. Minimize glare upon adjacent properties.	All lighting shall be shielded from adjacent residential uses. At the parking garage, a parapet wall at each level shall serve to shield car headlights. Planter boxes at each level shall also serve to block light from the parking structure. Light fixtures within the parking structure shall be shielded from residential uses.
Guideline 10. Landscape features, (which include but are not limited to, plant material, signs, walkways, benches and fountains) should be maintained in good condition both in structural integrity and cosmetic appearance.	An approximately 30,000-square-foot open courtyard has been incorporated into the site that will serve as passive open space with landscaping and outdoor furniture. Landscaping from all pedestrian street frontages to beautify the development and contribute to beautification efforts along Stocker Street, Santa Rosalia Drive, and Don Felipe Drive.
Guideline 11. Develop the entrances, side and rear yards, and surface parking of projects with a coordinated landscape and lighting plan, with abundant plant materials 46 and features, including lighting that enhances aesthetics and safety.	All lighting shall be shielded from adjacent residential uses. At the parking garage, a parapet wall at each level shall serve to shield car headlights. Planter boxes at each level would also serve to block light from the parking structure. Light fixtures within the parking structure would be shielded from residential uses. A parapet wall at the rooftop parking levels will hide the parked cars from view. Wall openings in the parking building that are needed for ventilation will have a sufficient height to screen car headlights and will feature maintained planter boxes that will soften the facade of the building.
Guideline 13. Incorporate the design of parking structures to the building(s) which it serves.	The parking structure (Building F) would be constructed with glass and stucco and would be designed in an Art-Deco style similar to the rest of the campus. On the ground floor, the entire east wall of the building would include full-height glass looking on to a small garden space paralleling Santa Rosalia Drive. Street facing banners on steel frames would decorate the eastern and southern exterior of the parking garage. Additional aesthetic features would include structural pillars with capacity for decorative signage.
Guideline 14. Signs within the Crenshaw Corridor Specific Plan are intended to provide identification of businesses and to assist pedestrians and vehicular traffic, and to identify specific communities, events and local monuments. Signs should be constructed of high quality materials well maintained and designed to coordinate with the design of the building and/or site.	The graphic art developed for each sign will contribute to efforts to beautify the community and increase the number of murals and public art available. The signs proposed will be graphic art that is changed periodically to reflect the production projects taking place at the site. These signs will add to the artistic appeal and enhance the entertainment ambiance of the venue. The proposed signage will contribute to the site as a destination and will support the operation of the restaurant onsite.
WEST ADAMS-BALDWIN HILLS-LEIMERT COMMUNITY PLAN	
LU14-2. Encourage the first floor street frontage of buildings, including parking structures, to incorporate commercial or other active public uses.	The first floor of the seven-story parking structure features retail space that faces Santa Rosalia Drive and is located across from the Baldwin Hills Crenshaw Plaza. To maintain an active community feature to the greatest extent possible, the retail space will serve as a community room when the space is not leased by a retail or community serving tenant.

TABLE 4-7: CONSISTENCY ANALYSIS	
Goal/Policy/Objective	**Consistency Analysis**
LU 14-3. Promote projects that are developed to achieve excellence in architectural and environmental design, as well as adhere to a high level of quality in construction and material methods toward reinforcing and enhancing the distinctive character of the established commercial areas.	The Project would be developed to LEED Gold standards and utilizes a variety of building styles and building massing to create an inviting campus with strong visual interest. A highlight of the Project is the landmark blade and frame elements on Building B that will provide a distinct architectural identity for the campus. This feature is at the Stocker Street entrance where it will have high visibility.
LU 16-1. Protect commercially planned and zoned land from excessive encroachment by low intensity residential only development.	No residential uses are proposed on the Project site. The commercially zoned project site would provide an increase of over 100,000 square feet of non-residential floor area and attract businesses and jobs to the area. These jobs will be in close proximity to the Metro K Line that runs along Crenshaw Boulevard. and connects to the LAX airport.
LU 17-1. Promote commercial infill projects that achieve harmony with the best of existing pedestrian oriented environments by enhancing desirable neighborhood character and supporting established connectivity.	The Project is located in proximity to Baldwin Hills Crenshaw Plaza, the City's first shopping mall and a historic landmark. The proximity of this Project to the 35-acre mall supports connectivity between the sites and is conveniently located within 1,000 feet of the Metro K Line on Crenshaw Boulevard. The restaurants at the corner of Stocker Steet and Santa Rosalia Drive and retail storefronts along Santa Rosalia Drive provide a pedestrian friendly character and enhance the neighborhood.
LU 18-2. Encourage the attraction of sit-down restaurants, high "star" rated lodging and legitimate and responsible entertainment venues.	The rooftop restaurant will be a high "star" sit-down restaurant with rooftop landscaping and expansive rooftop views that extend to Downtown Los Angeles and the Santa Monica Mountains.
LU 18-4. Strive to limit further proliferation of new fast food restaurants and in particular free-standing restaurants, within commercial areas.	Free standing fast-food restaurants are not proposed.
LU19-1. Pursue urban design strategies that effectively address graffiti abatement.	The Project includes graffiti resistant paint at the lower 15 feet of building facades. Where graffiti cannot be simply washed away, the exterior will be painted to match the color of the subject wall.
LU23a-1. Promote efforts to prioritize commercial/economic development strategies that match jobs to existing and desired resident skills.	Media content creators of minority backgrounds do not have workspaces in the community. The Project will provide pathways to careers in the film and entertainment industries and will serve as a single location with all of the pre- and post- production support for TV and film makers. Jobs from maintenance and reception through executive producers will be provided with this Project.
LU28-2. Balance commercial and residential development (jobs and housing) within community commercial nodes, centers and transit-oriented development areas to reduce the number of people who must commute long distances to work.	The proximity of the Project site to transit, coupled with the added leasable commercial office space means that entrepreneurs in the entertainment industry who live in the community have the opportunity to relocate their businesses closer to home. New, high-income jobs will be created as a result of the Project and will provide people with the financial resources to enter the affluent housing market in the area.
LU29-1. In addition to fulfilling the mandatory requirements of the City's Green Building Program and State CalGreen Code, encourage developers to seek the voluntary Standard of Sustainable Excellence and take advantage of the procedural incentives afforded at the LEED Silver, or higher, USGBC certification rating.	The Project will be built to LEED Gold standards and includes a Green Roof on Building B.

TABLE 4-7: CONSISTENCY ANALYSIS	
Goal/Policy/Objective	**Consistency Analysis**
LU29-2. Encourage all new building construction to incorporate green roofs and encourage conversions of existing roof space to green roofs in order to maximize opportunities for gardening and reduce heat gain.	The Project would be built to LEED Gold standards and includes a Green Roof for Building B.
SOUCE: TAHA, 2024.	

As discussed in Section 3, *Project Description*, the Project requires a number of discretionary entitlements including a Conditional Use Permit (CUP) to allow for motion picture studio use. The Project would also require approval of several other discretionary requests including a Master Conditional Use Permit (MCUP) to allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza, a Waiver of Dedication and Improvements to allow existing street and sidewalk configurations to remain, and a Specific Plan Exception to allow wall signs that exceed 100 square feet of sign area per 50 linear feet of street frontage. The Project would be reviewed by City's Design Review Board as part of the site plan review process. The regulatory procedures also provide the City with further assurances for review and opportunities to incorporate additional conditions to ensure that the Project would improve the character and condition of the project site. Therefore, with approval of the requested discretionary actions, the Project would be consistent with the City's General Plan, the Crenshaw Corridor Specific Plan, and applicable regulations in the LAMC. The Project would not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, and the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation. Therefore, a less-than-significant impact would occur.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. A significant impact would occur if the Project would result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. The Project site is located within an urbanized area consisting of residential and commercial uses. The Project site is designated for Community Commercial General Plan land uses and is not designated for mineral extraction land use. The Inglewood Oil Field is a major oil extraction site located within the Baldwin Hills approximately 1.3 miles to the west of the Project site. Construction and operation of the Project would not involve any activities that would interfere in oil extraction activities from the Inglewood Oil Field, nor result in the loss of any known mineral resources of value. Therefore, the Project would not result in the loss of availability of any known regionally valuable or locally important mineral resource, and no impact would occur.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. A significant impact would occur if the Project would result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. The Project site is developed with a surface parking lot and medical office buildings and has not historically been used for mineral resource extraction and is not currently used for mineral recovery. The California Department of Conservation identifies the Project site as within mineral resource zone (MRZ) 3, areas containing known or inferred mineral resources of undetermined significance (CDC, 2021). However, no mineral resources are known to exist beneath the Project site. The Project does not involve any uses that would result in any impacts to mineral resources. Therefore, the Project would not result in the loss of availability of any locally important mineral resource recover site, and no impact would occur.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive ground borne vibration or ground borne noise levels?	☐	☒	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact With Mitigation Incorporated. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear.

The noise analysis is discussed using equivalent noise level (L_{eq}) and Community noise equivalent level (CNEL). L_{eq} is the average noise level on an energy basis for a specific time period. The L_{eq} for one hour is the average energy noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA. The CNEL is the time average A-weighted noise level during a 24-hour day that includes the addition of 5 dBA to measured noise levels between the hours of 7:00 pm and 10:00 pm and the addition of 10 dBA to noise levels between the hours of 10:00 pm and 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of

background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and may evoke a community reaction. A 10-dBA increase is subjectively heard as a doubling in loudness and would likely cause a negative community reaction. Noise levels decrease as the distance from the noise source to the receiver increases. Noise levels generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., pavement) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet over hard surface from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise levels generated by a linear source (such as a roadway) decrease by approximately 3 dBA over hard surfaces for each doubling of the distance.

Summary of Applicable Noise Regulations/Standards

The Project site is located north of a community within unincorporated Los Angeles County; however, the Project site is located in the City of Los Angeles. City of Los Angeles noise standards are applicable standards and have been applied to sensitive receptors. The City has established noise standards to control unnecessary, excessive and annoying noise. The noise regulations are provided in Chapter XI of the LAMC. LAMC Section 111.02 provides procedures and criteria for the measurement of the sound level of "offending" noise sources. In accordance with the LAMC, a noise source that causes a noise level increase of 5 dBA over the existing average ambient noise level as measured at an adjacent property line creates a noise violation. This standard applies to radios, television sets, air conditioning, refrigeration, heating, pumping and filtering equipment, powered equipment intended for repetitive use in residential areas, and motor vehicles driven on-site. To account for people's increased tolerance for short-duration noise events, the noise regulations provide a 5 dBA allowance for a noise source that causes noise lasting more than five but less than 15 minutes in any one-hour period, and an additional 5 dBA allowance (for a total of 10 dBA) for a noise source that causes noise lasting five minutes or less in any one-hour period.[11]

Construction noise is governed by LAMC Section 41.10, which prohibits construction between the hours of 9:00 pm and 7:00 am Monday through Friday, 6:00 pm and 8:00 am on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 am to 9:00 pm; and Saturdays and National Holidays between 8:00 am to 6:00 pm). In general, the City's Department of Building and Safety enforces Noise Ordinance provisions relative to equipment and the Los Angeles Police Department (LAPD) enforces provisions relative to noise generated by people.

LAMC Section 112.01 limits noise from amplified voice and music and prohibits the operation of such devices (e.g., radio, musical instrument, phonograph, television receiver, or other machine) or other sounds in such a manner as to disturb the peace, quiet, and comfort of neighbors. Specifically, noise from such uses or operation which is audible at a distance in excess of 150 feet from the property line of the noise source within a residential zone of the City or within 500 feet thereof, is prohibited.

[11] Los Angeles Municipal Code, *Chapter XI*, *Article I*, *Section 111.02-(b)*.

LAMC Section 112.02 limits increases in noise levels from air conditioning, refrigeration, heating, pumping and filtering equipment. Such equipment may not be operated in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dB. LAMC Section 112.05 sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard shall not apply where compliance therewith is technically infeasible.[12]

LAMC Section 112.05 sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard shall not apply where compliance therewith is technically infeasible.

LAMC Section 112.06 set a maximum noise level of 95 dBA for sound amplifying equipment or similar devices in a place of public entertainment at any point that is normally occupied by a customer, unless a conspicuous and legible sign is located outside such place stating "WARNING: SOUND LEVELS WITHIN MAY CAUSE HEARING IMPAIREMENT".

LAMC Section 113.01 prohibits collecting or disposing of rubbish or garbage, operating any refuse disposal truck, or collecting, loading, picking up, transferring, unloading, dumping, discarding, or disposing of any rubbish or garbage, as such terms are defined in LAMC Section 66.00, within 200 feet of any residential building between the hours of 9:00 pm and 6:00 am of the following day, unless a permit therefore has been duly obtained beforehand from the Board of Police Commissioners. LAMC Section 114.03 prohibits loading and unloading of any vehicle or operation of dollies, carts, forklifts and other wheel equipment which causes any impulsive sound, raucous, or unnecessary noise within 200 feet of any residential building between the hours of 10:00 pm and 7:00 am.

LAMC Section 114.03 prohibits loading and unloading of any vehicle or operation of dollies, carts, forklifts and other wheel equipment which causes any impulsive sound, raucous, or unnecessary noise within 200 feet of any residential building between the hours of 10:00 pm and 7:00 am.

The City's General Plan Noise Element provides guidance on improving the safety and health of the community and abatement of excessive noise. The General Plan outlines land use compatibility standards as a guideline for locating new land uses, which have been adopted from the California Office of Noise Control.

An operational impact in noise would occur if the Project (on- and off-site sources) causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category (see **Table 4-8**, *Guidelines for Noise Compatible Land Use,* for a description of these categories); or the Project (on- and off-site sources) causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 5 dBA in CNEL or greater for noise levels within the "conditionally acceptable" or "normally acceptable" category.

[12] In accordance with the City's Noise Ordinances, "technically feasible" means that the established noise limitations can be complied with at a Project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.

TABLE 4-8: GUIDELINES FOR NOISE COMPATIBLE LAND USE

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

A = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

C = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

N = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

U = Clearly Unacceptable - New construction or development should generally not be undertaken.

SOURCE: City of Los Angeles General Plan, *Noise Element*, February 1999.

In August 2024, the City of Los Angeles released updated guidance on construction noise and vibration thresholds and methodology.

- For construction activities occurring between 7:00 a.m. and 7:00 p.m. the threshold for daytime noise sensitive uses at the property line with outdoor uses or the exterior of the building is 80 dBA, L_{eq} 8-hour.
- For construction occurring between 7:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and anytime on Sundays or national holidays the threshold is a 5 dBA increase over the ambient noise level at the property line with outdoor uses or the exterior of the building.
    - The absolute threshold is 55 dBA, L_{eq} for sensitive uses within older buildings that have operable windows;
    - 65 dBA, L_{eq} for sensitive uses with windows closed that are not operable and single-glazed; and
    - 70 dBA L_{eq} for sensitive uses that have newer construction and have been designed to ensure an interior noise level of 45 dBA.
- Mat pour activities that require an extended pour that are required to occur during nighttime hours for less than five days are exempt.

Existing Noise Levels

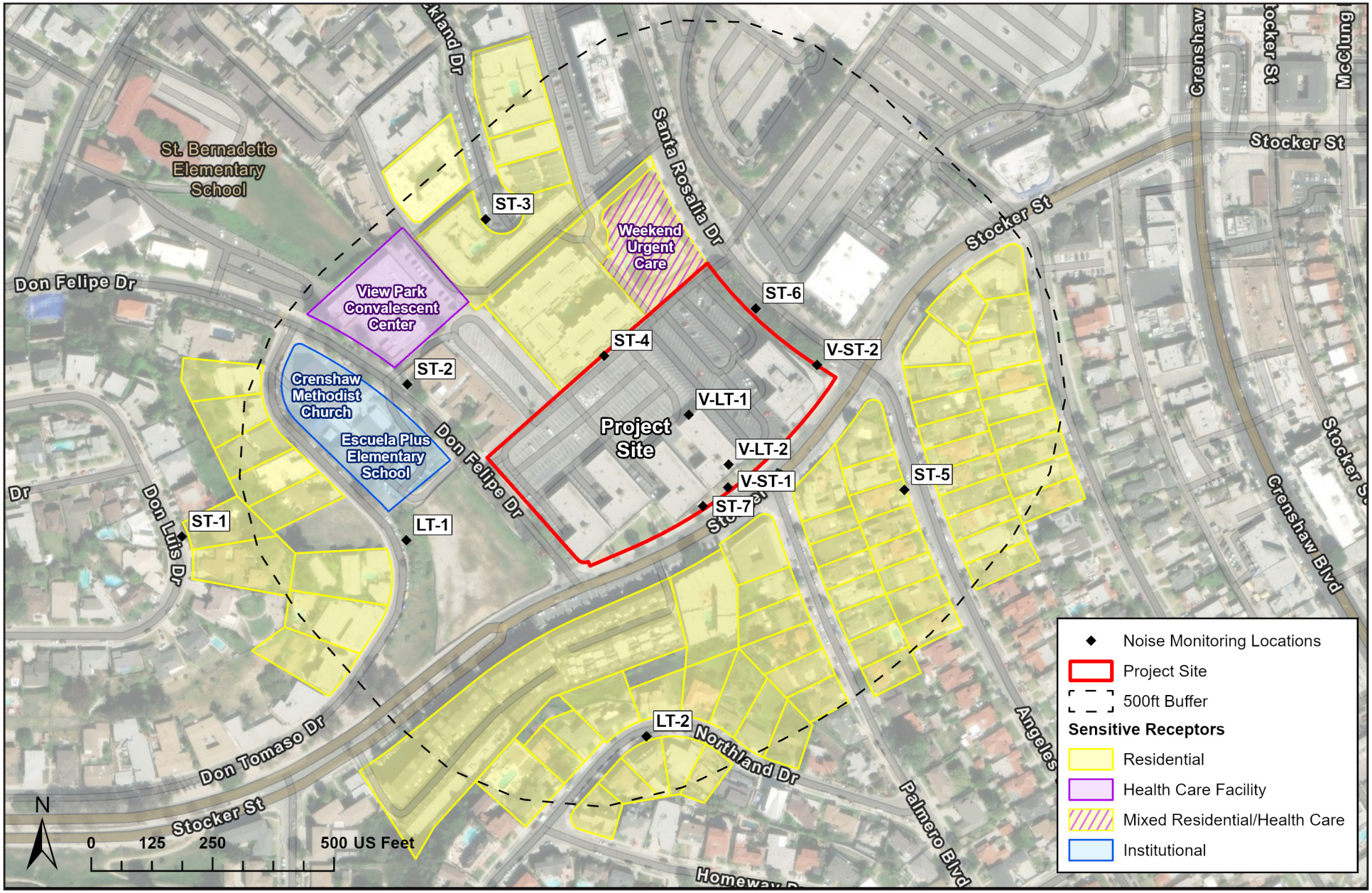
Noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise-sensitive and may warrant unique measures for protection from intruding noise. A distance of 500 feet is generally used as the screening distance for noise in an existing urban environment. Sensitive receptors at or within 500 feet of the Project site are included in **Table 4-9**, *Sensitive Receptors,* and shown in **Figure 4-1**.

TABLE 4-9: SENSITIVE RECEPTORS
Sensitive Receptor
Multi-family residences adjacent to the north
Baldwin Hills Urgent Care
Residences adjacent to the south
Escuela Plus Elementary School
Residences to the south
Multi-family residences to the southwest
View Park Convalescent Center
Single- and Multi-family residences to the west
Multi-family residences to the north
Single-family residences to the south
Single-family residences to the southeast
Crenshaw Methodist Church
Single-family residences to the east
Single- and Multi-family residences to the west
Single-family residences to the south
Single-family residences to the southeast
Multi-family residences to the north
SOURCE: TAHA, 2024.

The existing ambient noise environment near the Project site is predominantly characterized by vehicular traffic and by occasional aircraft flyovers and other typical urban noise sources. Noise levels were monitored at short-term (ST) sites ST-1 to ST-5 on October 31, 2023 from 11:00 am to 1:00 pm and on November 1, 2023 between 12:30 pm and 1:30 pm in 15-minute increments.

This time of day represents a typical construction time without the added noise source of peak hour traffic. Monitored noise levels ranged at short-term sites ranged from 52.7 to 71.8 dBA, L_{eq} during the daytime. Two 24-hour long-term (LT) sites were set up at LT-1 and LT-2 to capture nighttime noise. The long-term measurements represent multiple times of day when the Project would be in operation, including evening and nighttime hours. Long-term noise levels were 59.9 dBA, CNEL along Don Tomaso Drive and 57.6 dBA, CNEL along Northland Drive.

The monitoring locations and monitored noise levels are shown in **Table 4-10***, Existing Ambient Noise Levels,* and **Figure 4-1**. Existing ambient nighttime noise levels for the hours of 7:00 pm to 10:00 pm are shown in **Table 4-11**, *Existing Ambient Evening Noise Levels*. Noise levels during nighttime hours ranged from 51.4 dBA, L_{eq} to 52.2 dBA, L_{eq} at LT-1 along Don Tomaso Drive and 48.8 dBA, L_{eq} to 52.6 dBA, L_{eq} at LT-2 along Northland Drive.



Source: TAHA, 2024.

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TAHA 2022-019

Stocker Street Creative
Intial Study/Mitigated Negative Declaration

CITY OF LOS ANGELES

FIGURE 4-1

NOISE MONITORING LOCATIONS AND SENSITIVE RECEPTORS

TABLE 4-10: EXISTING AMBIENT NOISE LEVELS			
		Measured Noise Levels	
Noise Site	Noise Monitoring Location	(dBA, L_{eq})	(dBA, CNEL)
ST-1	Residence (4108 Don Luis Dr.)	52.7	50.7 /a/
ST-2	Sanchez Ranch (3725 Don Felipe Dr.)	57.9	56.9 /a/
ST-3	Residences (Lockland Dr. Cul De Sac)	47.9	45.9 /a/
ST-4	Project site northern property line	53.0	51.0 /a/
ST-5	Residence (4197 Angeles Vista Blvd.)	56.9	54.9 /a/
ST-6	Project site along Santa Rosalia Dr.	67.1	65.1 /a/
ST-7	Project site along Stocker St.	71.8	69.8 /a/
LT-1	Residence (3857 Don Tomaso Dr.)	56.6	59.9
LT-2	Residence (3668 Northland Dr.)	52.6	57.6
VENEKLASEN ASSOCIATES MEASUREMENTS			
V-LT-1	Project site interior	--	59.9
V-LT-2	Project site fronting Stocker St.	--	59.9
V-ST-1	Stocker St.	69.0	--
V-ST-2	Santa Rosalia Dr.	66.0	--

/a/ The CNEL noise levels for short-term (ST) measurements were estimated based on FTA procedures for calculating CNEL from short-term L_{eq} measurements.

SOURCE: TAHA, 2023; Veneklasen Associates, 2023.

TABLE 4-11: EXISTING AMBIENT EVENING NOISE LEVELS		
	Measured Noise Levels (dBA, L_{eq})	
Time	LT-1	LT-2
7:00 pm to 8:00 pm	52.2	52.6
8:00 pm to 9:00 pm	51.4	48.8
9:00 pm to 10:00 pm	51.4	51.5
Average Evening Noise Level	51.7	51.0

SOURCE: TAHA, 2024.

Noise measurements were also completed by Veneklasen Associates on August 20, 2023 for the purposes of determining compliance with the California Green Building Code (CalGreen) acoustical requirements. Two long-term 48-hour measurements (V-LT-1 and V-LT-2) were completed on the Project site, one fronting Stocker Street and one facing the interior of the Project site. Two short-term measurements (V-ST-1 and V-ST-2) were completed over a period of 4-hours, one along Stocker Street and one along Santa Rosalia Drive.

Construction Noise

Construction activities typically require the use of numerous pieces of noise-generating equipment. Typical noise levels from various types of equipment that may be used during each construction phase are listed in **Table 4-12***, Construction Noise Level by Phase*.

TABLE 4-12: CONSTRUCTION NOISE LEVEL BY PHASE	
Construction Equipment	**Noise Level at 50 feet (dBA, $L_{eq(8\text{-}hour)}$)**
DEMOLITION AND CLEARING PHASE	
Backhoe	79.6
Compressor (air)	76.7
Concrete Saw	85.6
Dozer	80.7
Excavator	79.7
Forklift	82.4
Generator	80.6
Demolition and Clearing Combined Noise Level	**90.0**
SITE PREPARATION PHASE	
Auger Drill Rig	77.4
Excavator	79.7
Backhoe	76.6
Compressor (air)	76.7
Generator	80.6
Dozer	77.7
Site Preparation Combined Noise Level	**86.2**
EXCAVATION AND GRADING PHASE	
Backhoe	79.6
Excavator	73.0
Grader	80.7
Roller	76.2
Dozer	80.6
Compactor	76.7
Generator	79.6
Compressor (air)	73.0
Excavation and Grading Phase Combined Noise Level	**86.4**
BUILDING CONSTRUCTION PHASE	
Auger Drill Rig	77.4
Backhoe	79.6
Crane	77.4
Excavator	79.7
Gradall (forklift)	84.2
Cement and Mortar Mixers	79.6
Compactor	76.2
Generator	84.6
Compressor (air)	84.6
Welders	80.0
Building Construction Phase	**91.4**

TABLE 4-12: CONSTRUCTION NOISE LEVEL BY PHASE	
Construction Equipment	**Noise Level at 50 feet (dBA, $L_{eq(8\text{-}hour)}$)**
ARCHITECTURAL COATING PHASE	
Compressor (air)	76.7
Generator	80.6
Aerial Lifts	70.7
Architectural Coating Phase Combined Noise Level	**82.4**
PAVING PHASE	
Excavator	76.7
Backhoe	79.6
Gradall (forklift)	82.4
Paver	74.2
Cement and Mortar Mixers	77.0
Roller	73.0
Compactor	76.2
Generator	80.6
Compressor (air)	76.7
Paving Phase Combined Noise Level	**87.9**
SOURCE: FHWA, *Roadway Construction Noise Model, Version 1.1*, 2008.	

It is anticipated that any piles necessary for construction would be drilled. Due to the use of noise-generating equipment, construction activities would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers.

Table 4-12 also shows the typical overall noise level during each construction phase. The construction noise levels take into account the likelihood that multiple pieces of construction equipment would be operating simultaneously over a standard 8-hour workday. When considered as an entire process with multiple pieces of equipment operating at the same time, building construction would generate the loudest noise level of approximately 91.4 dBA $L_{eq\ (8\text{-}hour)}$ at 50 feet.

Table 4-13*, Unmitigated Construction Noise Levels at Sensitive Receptors,* presents the estimated noise levels at the sensitive receptors nearest to the Project site as well as the incremental increase in noise associated with Project construction. A reference construction noise level of 91.4 dBA, $L_{eq\ (8\text{-}hour)}$ was used to model noise of the loudest construction phase (building construction) at sensitive receptors. Construction equipment would typically be dispersed throughout the site and would generally not present a concentrated noise source. Construction noise was predicted based on the distance from the center of the nearest work zone to the sensitive receptor. Additionally, the loudest piece of equipment was modeled near the perimeter of the project site and combined with the construction noise from the center of the work zone.

TABLE 4-13: UNMITIGATED CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS					
Sensitive Receptors	**Distance from Center of Nearest Construction Zone (Feet)**	**Distance from Loudest Equipment Near Project Site Perimeter (Feet)**	**Existing Ambient Noise Level (dBA, L_{eq})**	**Typical Construction Noise Level at Sensitive Receptor (dBA, $L_{eq\ (8\text{-}hour)}$)**	**Exceed Threshold (80 dBA, $L_{eq\ (8\text{-}hour)}$)**
Multi-family residences adjacent to the north	160	20	53.0	**88.3**	**Yes**
Baldwin Hills Urgent Care	160	20	67.1	**88.3**	**Yes**
Residences adjacent to the south	160	100	71.8	**81.9**	**Yes**
Escuela Plus Elementary School	300	190	58.0	76.5	No
Residences to the south	290	200	57.0	76.7	No
Multi-family residences to the southwest	270	190	71.8	77.3	No
View Park Convalescent Center	360	280	58.0	74.7	No
Single- and Multi-family residences to the west	370	290	56.6	74.4	No
Multi-family residences to the north	360	280	48.0	70.2	No
Single-family residences to the south	380	290	57.6	74.2	No
Single-family residences to the southeast	400	310	57.0	73.8	No
Crenshaw Methodist Church	370	270	58.0	74.5	No
Single-family residences to the east	350	340	57.0	74.8	No
Single- and Multi-family residences to the west	580	500	52.7	70.5	No
Single-family residences to the south	500	430	52.6	67.3	No
Single-family residences to the southeast	500	420	52.6	67.3	No
Multi-family residences to the north	500	420	48.0	67.3	No
SOURCE: TAHA, 2025					

The most noise-intensive construction activities would occur during the early phases of construction (e.g., demolition, excavation and grading, exterior building construction). The majority of the latter phases of construction would occur interior to the Project site or within the newly constructed building, and result in lower noise levels than exterior construction. As part of the Project, a 40-foot temporary construction noise barrier would be installed along the northern property line to reduce noise levels. Standard construction noise barriers provide approximately 10 dBA of reduction at the receptor. For the unmitigated analysis, no reduction was taken for the 40-foot temporary construction noise barrier.

Construction activity would comply with the allowable hours of construction in the LAMC, including 7:00 am to 9:00 pm Monday through Friday, 8:00 am to 6:00 pm on Saturday or federal holiday, and no construction activity on Sundays. The City of Los Angeles has adopted a construction noise threshold of 80 dBA L_{eq} over an 8-hour period. Construction noise levels would exceed 80 dBA, $L_{eq\ (8\text{-}hour)}$ at residences to the north and south of the project site. Therefore, without mitigation, the Project would result in a significant impact related to on-site construction noise.

To reduce construction noise levels at noise sensitive uses, the Project would be required to implement Mitigation Measures **N-1** through **N-3**. Mitigation Measure **N-1** would reduce heavy-duty equipment noise levels by at least 5 dBA. Mitigation Measure **N-2** would reduce construction noise by 10 or greater dBA for multi-family residences adjacent to the north of the Project site. Although difficult to quantify, Mitigation Measure **N-3** would also help control noise levels. **Table 4-14***, Mitigated Construction Noise Levels at Sensitive Receptors,* shows mitigated noise levels associated with construction activities. The noise level in this table was estimated for the demolition phase of construction. Mitigation Measures **N-1** through **N-3** would reduce noise levels to less than 80 dBA, $L_{eq\ (8\text{-}hour)}$ at nearby sensitive receptors. Therefore, the Project would result in a less-than-significant impact related to construction noise with mitigation incorporated.

Haul trucks associated with construction activity would potentially increase noise levels along the haul route. The anticipated haul route is Stocker Street coming from the I-405 Freeway or eastbound to the I-110. The greatest number of hourly haul truck trips would occur during the excavation and grading phase, which would require up to approximately 60 daily truck round trips (120 one-way trips) or 24 haul trucks per hour. Incremental increases in noise levels were estimated using TNM by adding haul truck volumes to Existing (2024) conditions along Stocker Street and Santa Rosalia Drive. More detailed information is included in the Noise and Vibration Study prepared for the Project, included as Appendix G. The existing noise levels on Stocker Street and Santa Rosalia Drive were calculated to be approximately 71.3 dBA L_{eq} and 64.4 dBA L_{eq}, respectively. The addition of 24 haul truck trips per hour on each roadway during the AM Peak Hour would result in a noise level of approximately 71.8 dBA L_{eq} on Stocker Street and 65.9 dBA L_{eq} on Santa Rosalia Drive. The maximum incremental increase of 1.5 dBA L_{eq}. Although haul truck pass-by noise may result in temporary increases in noise, the hourly increase would be less than the 5 dBA significance criteria. Therefore, the Project would result in a less-than-significant impact related to haul truck noise.

TABLE 4-14: MITIGATED CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS				
Sensitive Receptors	**Existing Ambient Noise Level (dBA, L_{eq})**	**Noise Reduction with Mitigation (dBA) /a/**	**Mitigated Construction Noise Level at Sensitive Receptor (dBA, L_{eq})**	**Exceed Threshold (80 dBA, $L_{eq(8\text{-}hour)}$)**
Multi-family residences adjacent to the north	53.0	15	73.3	No
Baldwin Hills Urgent Care	67.1	15	73.3	No
Residences adjacent to the south	71.8	5	76.9	No
Escuela Plus Elementary School	58.0	5	71.5	No
Residences to the south	57.0	5	71.7	No
Multi-family residences to the southwest	71.8	5	72.3	No
View Park Convalescent Center	58.0	5	69.7	No
Single- and Multi-family residences to the west	56.6	5	69.4	No
Multi-family residences to the north	48.0	15	55.2	No
Single-family residences to the south	57.6	5	69.2	No
Single-family residences to the southeast	57.0	5	68.8	No
Crenshaw Methodist Church	58.0	5	69.5	No
Single-family residences to the east	57.0	5	69.8	No
Single- and Multi-family residences to the west	52.7	5	65.5	No
Single-family residences to the south	52.6	5	62.3	No
Single-family residences to the southeast	52.6	5	62.3	No
Multi-family residences to the north	48.0	15	52.3	No

/a/ Includes a 5 dB reduction for construction equipment mufflers (Mitigation Measure **N1**) and a 10 dB reduction for temporary noise barriers (Mitigation Measure **N2**).
SOURCE: TAHA, 2025

Operational Noise

On-Site Noise Sources

The Project would include several stationary noise sources including mechanical equipment, outdoor gathering spaces, trash pick-up, service plaza drop-off and loading, parking and on-site car and truck movements. Noise levels for on-site operational sources of noise were modeled at 18 representative receptors as shown in **Figure 4-2**.

Mechanical Equipment. Mechanical equipment (e.g., HVAC equipment, mill shop) would be located within enclosures and would be in the subterranean parking garage or on the rooftops. Mechanical equipment located in the subterranean parking garage would not result in off-site noise. Similarly, the mill shop would not generate noise at above-ground sensitive receptors as it would be located in a semi-subterranean level and would be separated from the adjacent residential use by the building walls of the soundstage Building E. HVAC equipment would be located on the rooftop of each building and would be screened from view. HVAC equipment would be required to comply with LAMC Section 112.02 which limits noise level increases at sensitive receptors due to HVAC noise to 5 dBA or less. HVAC equipment typically generates noise levels of approximately 60 dBA at 50 feet (Cowan, 1994). HVAC noise levels were modeled in SoundPLAN to predict noise levels at off-site sensitive receptors. More detailed information is included in the Noise and Vibration Study prepared for the Project, included as Appendix G For informational purposes, the maximum hourly increase in noise over an average nighttime noise level of 52.0 dBA, L_{eq} would be approximately 0.6 dBA, L_{eq}, which would not be an audible increase in noise. The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. HVAC equipment would generate a maximum incremental increase of 0.6 dBA, CNEL at Receptor 6.

The estimated ambient noise levels at all off-site receptor locations with the addition of the Project's HVAC equipment would be below the significance criteria of 5 dBA CNEL above ambient noise levels. Therefore, the Project would result in a less-than-significant impact related to mechanical equipment noise.

Outdoor Gathering Spaces. Outdoor gathering spaces include one rooftop restaurant with outdoor dining and rooftop garden on Building B, outdoor dining at ground level at Building A and on the interior of the site a Green Plaza located between Buildings A and B. The primary source of noise during typical Project operations would be people conversing at the restaurant and outdoor spaces. In social situations, people often talk at distances of approximately three to 12 feet. A typical normal voice level at this distance is approximately 65 dBA and a raised voice level is approximately 77 dBA. A CUP for the Project site would secure approval for a full line of alcohol, live entertainment, and dancing allowed on the Project site. This would allow areas of the Project site to function as hosting venues for community gatherings and special events. During special events, live entertainment and amplified sound may be utilized on the rooftop of Building B and in the Green Plaza. Amplified sound would comply with LAMC Section 112.06, which limits amplified sound in places of public entertainment to 95 dBA. This noise level has been used as the reference noise level and input into SoundPLAN. SoundPLAN was used to predict noise levels, which accounted for the location and height of the noise sources and sensitive receptors.



Source: TAHA, 2024.

taha environmental planners
TAHA 2022-019

Stocker Street Creative
Intial Study/Mitigated Negative Declaration

CITY OF LOS ANGELES

FIGURE 4-2

SOUNDPLAN MODELING RECEIVERS

The analysis of outdoor gathering spaces considers two scenarios: standard operation and special event use. Noise levels during standard operation would range from 78 to 84 dBA and noise levels during special events would range from 93 to 107 dBA. The noise level during special events includes amplified sound with speakers set to 95 dBA per the requirements of LAMC Section 112.06. The two scenarios represent a range of potential noise levels that may occur during operation of the outdoor gathering spaces. Special event noise represents the "worst-case" scenario related to project operations. The reference noise levels were input into the SoundPLAN model to predict noise levels at off-site sensitive receptors. Representative receptors were chosen to reflect the varied topography and areas of exposure surrounding the Project site. The predicted noise levels account for noise reduction provided by the proposed structures on the Project site. More detailed information is included in the Noise and Vibration Study prepared for the Project, included as Appendix G. For informational purposes, the maximum hourly increase in noise over an average nighttime noise level of 52.0 dBA, L_{eq} would be approximately 0.3 dBA, L_{eq} during standard operation and 10.6 dBA, L_{eq} during special events. Standard operation would not result in an audible increase in noise during nighttime hours, but special event noise would be audible. The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. Standard Operation of the outdoor gathering spaces would not result in increases over existing ambient noise levels. On days with special events, noise would result in a maximum increase of 6.8 dBA, CNEL resulting in a new ambient noise level of 66.7 dBA, CNEL for Receptor 15. Receptor 15 is considered residential -low density single-family and the normally unacceptable range is 70 to 75 dBA, CNEL. The new ambient noise level of 66.7 dBA, CNEL would not be within the normally unacceptable range. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level within the normally unacceptable range would not occur. However, an increase greater than 5 dBA CNEL would occur. Therefore, the Project would result in a potentially significant impact related to outdoor gathering space noise.

Service Plaza Trash Pick-up, Studio Trailers, Loading and Unloading. Trash collection trucks would access the Project site from Santa Rosalia Drive to the Project access driveway. Trash storage would be located in the ground level of the parking structure. Storage bins would be brought to the street for compaction in waste collection trucks. The Project would be serviced multiple times per week. Based on measured noise levels from typical loading dock facilities and trash compactors, delivery/trash collection trucks and trash compacters could generate noise levels of approximately 71 dBA, L_{eq} and 66 dBA, L_{eq}, respectively, at a distance of 50 feet (RK Engineering Group Inc. 2023). Noise generated by trash trucks would only be generated on trash days and for approximately 5-minutes during the trash pick-up event. Over the 24-hour period of a day this noise level would not be a significant contributor to the average 24-hour noise level due to the brief and intermittent nature of the trash pick-up event. The overall change would be less than 1 dB, CNEL.

Delivery trucks and studio trailers would access the project site from a right turn in only, truck-only entry driveway off Stocker Street. Noise associated with the trucks would be intermittent once the trucks have pulled into the loading bays/truck parking areas. Loading and unloading would occur at a service plaza located internally to the site between Buildings B and E. As noted above, a typical unshielded loading dock facility generates a noise level of approximately 71 dBA, L_{eq} at 50 feet. LAMC Section 114.03 prohibits loading and unloading of any vehicle or operation of dollies, carts, forklifts and other wheel equipment which causes any impulsive sound, raucous, or unnecessary noise within 200 feet of any residential building between the hours of 10:00 pm and 7:00 am. Loading dock activity has been assumed to operate between the hours of 7:00 am and

10:00 pm. The predicted noise levels account for noise reduction provided by the proposed structures on the Project site. More detailed information is included in the Noise and Vibration Study prepared for the Project, included as Appendix G. For informational purposes, the maximum hourly increase in noise during daytime hours would be approximately 1.2 dBA, L_{eq}, which would not be an audible increase in noise. The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. The service plaza would result in a maximum increase of 0.9 dBA, CNEL at Receptor 11. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level would not occur at sensitive receptors. Therefore, the Project would result in a less-than-significant impact related to service plaza noise.

On-site Vehicle Movements. Parking would primarily be provided in a five-story open parking garage with 366 parking stalls. Street parking for vehicles visiting the Project site would be provided along Don Felipe Drive and Santa Rosalia Drive. Street parking would be prohibited along Stocker Street. Vehicular access to the parking garage would be provided via a driveway along the northern property line which would be accessed from Santa Rosalia Drive. Delivery trucks would access the Project site from the right turn in only, truck only driveway off Stocker Street. Truck activity and deliveries are anticipated to be approximately six truck trips per day.

Sources of noise related to parking would include vehicles accelerating, doors slamming, car alarms, and people talking. Daily 24-hour parking noise was calculated based on anticipated trip hours of 8:00 am to 11:00 pm; the calculated noise level is 49.2 dBA, CNEL at 50 feet. For informational purposes, the maximum hourly increase in noise during daytime hours would be approximately 0.9 dBA, L_{eq}, which would not be an audible increase in noise. The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. Parking activity would generate a maximum incremental increase of 0.5 dBA, CNEL at Receptor 7 adjacent to the north of the proposed parking structure. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level within the normally unacceptable range would not occur nor would a 5 dBA CNEL increase. Therefore, the Project would result in a less-than-significant impact related to parking activity noise.

The roadways used for on-site circulation would also potentially generate noise at off-site sensitive receptors. Vehicles travelling along internal roadways would be travelling at low speeds. Noise levels were modeled at adjacent sensitive receptors because these receptors would have the highest potential for noise increases to occur. The predicted noise levels account for noise reduction provided by the proposed structures on the Project site. Other sensitive receptors would not experience substantial changes in noise as a result of intervening buildings on the Project site and distance from the internal roadways. For informational purposes, the maximum hourly increase in noise during daytime hours would be approximately 10.1 dBA, L_{eq} at Receptor 7 during the PM peak-hour. However, this assumes that all truck trips would occur within this hour and would be leaving the Project site during the PM peak hour, which is not likely to regularly occur. The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. On-site vehicle circulation noise would generate a maximum incremental increase of 1.5 dBA, CNEL at Receptor 7 adjacent to the north of the Project site. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level within the normally unacceptable range would not occur nor would a 5 dBA CNEL increase. Therefore, the Project would result in a less-than-significant impact related to on-site vehicle circulation noise.

Composite On-Site Noise Level Impacts from Project Operations

In addition to considering the potential noise impacts resulting from individual on-site stationary noise, including mechanical equipment noise, rooftop patio noise, Green Plaza noise, service plaza loading and unloading noise, and parking access, a combined noise level was calculated using SoundPLAN at sensitive receptors. The composite noise level includes all on-site stationary source noise sources. As shown in **Table 4-15**, *Composite On-Site Operational Noise Levels at Sensitive Receptors*, Receptor 15 would experience the maximum increase in noise of approximately 6.8 dBA CNEL and a predicted noise level of 66.7 dBA CNEL, which is still within the "conditionally acceptable" range of noise for residential uses. As shown above, the Project includes a variety of operational noise sources that would be contained within the building structures or passive sources that generate low levels of noise.

It is anticipated that Project activities would occasionally be audible at adjacent land uses (e.g., mechanical equipment, parking activity, service plaza/drop off area, or outdoor gathering spaces), but these activities would not increase the permanent CNEL at the property line of affected uses by 3 dBA CNEL to or within the 70 to 75 dBA or incrementally increase the permanent CNEL by more than 5 dBA. However, an increase of 5 dBA CNEL or more would occur during special events at four sensitive receptors. Therefore, the Project would result in a potentially significant impact related to operational noise.

Off-Site Noise Sources

Off-site noise sources that would be generated by the Project include delivery trucks, studio trailers and worker vehicle trips traveling on local roadways. The Project would generate approximately 3,183 daily vehicle trips, of which 270 would be AM peak hour trips, and 361 would be PM peak hour trips. **Table 4-16***, Estimated Off-Site Mobile Source Noise Levels,* shows roadway noise levels for Existing (2024), Future No Project (2029) and Future Plus Project (2029) conditions.

Table 4-17, *Change in Off-Site Mobile Source Noise Levels*, shows the noise level change from the increase in traffic. As shown in **Table 4-17**, the roadway noise increase attributed to the Project would be a maximum of 1.4 dBA, CNEL on the local roadway network and is not anticipated to result in a perceptible change in sound level for a person with normal hearing sensitivity. Some sensitive receptors would experience a decrease in off-site noise as a result of the introduction of Project buildings on the Project site that would serve as a barrier to roadway noise. Off-site noise would not increase the permanent CNEL at the property line of affected uses by 3 dBA CNEL to or within the 70 to 75 dBA or incrementally increase the permanent CNEL by more than 5 dBA. Therefore, off-site noise associated with the Project would in a less-than-significant impact.

TABLE 4-15: COMPOSITE ON-SITE OPERATIONAL NOISE LEVELS AT SENSITIVE RECEPTORS				
Sensitive Receptor (Figure 4-2)	**Existing Ambient Noise Level (dBA, CNEL)**	**Composite Noise Level (dBA, CNEL)**	**New Ambient Noise Level (dBA, CNEL)**	**Noise Level Increase (dBA, CNEL)**
STANDARD OPERATION				
1	50.7	41.1	51.2	0.5
2	59.9	43.8	60.0	0.1
3	58.0	43.0	58.1	0.1
4	56.0	44.4	56.3	0.3
5	56.0	44.4	56.3	0.3
6	56.0	52.5	57.6	1.6
7	65.1	54.5	58.3	2.3
8	59.9	45.2	60.0	0.1
9	59.9	53.5	60.8	0.9
10	59.9	48.6	60.2	0.3
11	57.6	52.5	58.8	1.2
12	57.6	45.0	57.8	0.2
13	57.6	46.7	57.9	0.3
14	57.6	48.7	58.1	0.5
15	59.9	48.8	60.2	0.3
16	59.9	46.1	60.1	0.2
17	57.6	45.5	57.9	0.3
18	57.6	42.7	57.7	0.1
SPECIAL EVENT USE				
1	50.7	47.0	52.2	1.5
2	59.9	47.9	60.2	0.3
3	58.0	46.4	58.3	0.3
4	56.0	47.1	56.5	0.5
5	56.0	47.2	56.5	0.5
6	56.0	53.1	57.8	1.8
7	65.1	60.6	61.9	5.9
8	59.9	50.9	60.4	0.5
9	59.9	58.7	62.3	2.4
10	59.9	63.7	65.2	5.3
11	57.6	58.7	61.2	3.6
12	57.6	53.0	58.9	1.3
13	57.6	55.2	59.6	2.0
14	57.6	57.3	60.4	2.8
15	59.9	65.7	66.7	6.8
16	59.9	56.8	61.6	1.7
17	57.6	61.7	63.1	5.5
18	57.6	57.0	60.3	2.7
SOURCE: TAHA, 2024.				

TABLE 4-16: ESTIMATED OFF-SITE MOBILE SOURCE NOISE LEVELS					
Sensitive Receptor (Figure 4-2)	Nearest Roadway	Estimated dBA, CNEL at 50 Feet			
		Existing (2024)	Future No Project (2029)	Future Plus Project (2029)	Project Only Trips (2029)
1	Stocker St.	55.4	56.1	56.0	41.8
2	Stocker St.	58.3	59.0	59.1	44.8
3	Don Felipe Dr.	53.9	54.6	54.5	39.2
4	Don Felipe Dr.	54.7	55.4	55.4	40.4
5	Don Felipe Dr.	52.9	53.5	53.5	39.5
6	Stocker St./Don Felipe Dr./ Santa Rosalia Dr.	52.8	53.4	49.7	38.4
7	Stocker St./Don Felipe Dr./ Santa Rosalia Dr.	55.3	55.8	53.9	44.0
8	Stocker St.	63.9	64.5	64.6	50.4
9	Stocker St.	63.4	64.1	64.2	50.5
10	Stocker St.	64.2	64.9	65.1	51.7
11	Stocker St.	59.3	60.0	60.1	46.4
12	Stocker St.	56.4	57.0	57.1	43.6
13	Stocker St.	54.7	55.3	55.4	41.8
14	Stocker St.	53.8	54.5	54.6	40.9
15	Stocker St.	62.8	63.4	64.2	54.0
16	Stocker St.	60.2	60.8	61.2	49.5
17	Palmero Blvd.	56.9	57.5	57.8	46.0
18	Angeles Vista Blvd.	54.9	55.4	55.6	43.6
SOURCE: TAHA, 2025.					

TABLE 4-17: CHANGE IN OFF-SITE MOBILE SOURCE NOISE LEVELS			
Sensitive Receptor (Figure 4-2)	Nearest Roadway Segment	Estimated dBA, CNEL at 50 Feet	
		Future No Project vs. Future Plus Project (2029)	Existing (2024) vs. Future Plus Project (2029)
1	Stocker St.	0.0	0.7
2	Stocker St.	0.1	0.7
3	Don Felipe Dr.	-0.1	0.6
4	Don Felipe Dr.	0.0	0.6
5	Don Felipe Dr.	-0.1	0.6
6	Stocker St./Don Felipe Dr./Santa Rosalia Dr.	-3.8	-3.1
7	Stocker St./Don Felipe Dr./Santa Rosalia Dr.	-1.9	-1.4
8	Stocker St.	0.1	0.8
9	Stocker St.	0.2	0.8
10	Stocker St.	0.2	0.9
11	Stocker St.	0.1	0.8
12	Stocker St.	0.1	0.8
13	Stocker St.	0.1	0.8
14	Stocker St.	0.1	0.8
15	Stocker St.	0.7	1.4
16	Stocker St.	0.4	1.0
17	Palmero Blvd.	0.3	0.9
18	Angeles Vista Blvd.	0.3	0.8
SOURCE: TAHA, 2024.			

Summary

Overall, construction of the Project may result in noise levels that would be disruptive to nearby residences, particularly those that are located directly to the north and south of Project site. Construction activity would comply with the allowable hours of construction in the LAMC, including 7:00 am to 9:00 pm Monday through Friday, 8:00 am to 6:00 pm on Saturday or federal holiday, and no construction activity on Sundays. Mitigation Measures **N-1** through **N-3** would reduce construction noise levels to less than 80 dBA, $L_{eq(8\text{-hour})}$ at nearby sensitive receptors. Consistent with the LAMC, all feasible measures would be taken to control construction noise. A less-than-significant impact with mitigation incorporated would occur during construction of the Project.

Operational noise, such as noise from mechanical equipment, outdoor gathering spaces, trash pick-up, service plaza loading and unloading, parking and on-site vehicle movements, and off-site vehicle movements are not expected to cause ambient noise levels at noise sensitive receptor to noticeably increase. **Table 4-18**, *Composite Noise Levels On-Site and Off-Site Operational Noise Levels at Sensitive Receptors* includes the composite noise level for the combination of on-site sources of noise and off-site mobile noise at each analyzed sensitive receptor. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level within the normally unacceptable range would not occur nor. However, a 5 dBA CNEL increase would occur at four sensitive receptors. Impacts related to operational noise would be potentially significant as a result of amplified sound after 10:00 pm and special event noise after 12:00 am. Implementation of Mitigation Measure **N-4** would require the applicant to prepare an acoustical study to determine the potential for noise impacts after speaker equipment and gathering space operations have been determined. The acoustical study would predict operational noise levels and identify any necessary mitigation measures to ensure that the incremental increase in CNEL would remain less than 5 dBA. Implementation of Mitigation Measure **N-4** would ensure that operational noise levels would not exceed the 5 dBA CNEL threshold. Therefore, the proposed project would result in a less-than-significant impact related to operational noise with mitigation incorporated.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact With Mitigation Incorporated. A significant impact would occur if the Project would generate excessive groundborne vibration or groundborne noise levels. Based on field observations, the primary source of existing groundborne vibration in the vicinity of the Project site is vehicular travel (e.g., standard cars, refuse trucks, delivery trucks, construction trucks, school buses, buses) on local roadways. Operations of the Project would not include significant sources of vibration. Vehicle trips associated with the Project would not generate perceptible levels of groundborne vibration or groundborne noise as rubber-tired vehicles rarely create ground-borne vibration problems unless there is a discontinuity or bump in the road that causes the vibration (FTA, 2018).

Construction activity can generate varying degrees of vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, and to damage at the highest levels.

TABLE 4-18: COMPOSITE ON-SITE AND OFF-SITE OPERATIONAL NOISE LEVELS AT SENSITIVE RECEPTORS						
Sensitive Receptor (Figure 4-2)	**Existing Ambient Noise Level (dBA, CNEL)**	**Composite On-Site Noise Level (dBA, CNEL)**	**Off-Site Mobile Noise Level (dBA, CNEL)**	**Composite Operational Noise Level (dBA, CNEL)**	**New Ambient Noise Level (dBA, CNEL)**	**Noise Level Increase (dBA, CNEL)**
STANDARD OPERATION						
1	50.7	41.1	41.8	44.5	51.6	0.9
2	59.9	43.8	44.8	47.3	60.1	0.2
3	58.0	43.0	39.2	44.5	58.2	0.2
4	56.0	44.4	40.4	45.9	56.4	0.4
5	56.0	44.4	39.5	45.6	56.4	0.4
6	56.0	52.5	38.4	52.7	57.7	1.7
7	65.1	54.5	44.0	54.8	58.5	2.5
8	59.9	45.2	50.4	51.6	60.5	0.6
9	59.9	53.5	50.5	55.2	61.2	1.3
10	59.9	48.6	51.7	53.4	60.8	0.9
11	57.6	52.5	46.4	53.5	59.0	1.4
12	57.6	45.0	43.6	47.4	58.0	0.4
13	57.6	46.7	41.8	47.9	58.0	0.4
14	57.6	48.7	40.9	49.4	58.2	0.6
15	59.9	48.8	54.0	55.1	61.2	1.3
16	59.9	46.1	49.5	51.1	60.4	0.5
17	57.6	45.5	46.0	48.7	58.1	0.5
18	57.6	42.7	43.6	46.2	57.9	0.3
SPECIAL EVENT USE						
1	50.7	47.0	41.8	48.2	52.6	1.9
2	59.9	47.9	44.8	49.6	60.3	0.4
3	58.0	46.4	39.2	47.2	58.3	0.3
4	56.0	47.1	40.4	47.9	56.6	0.6
5	56.0	47.2	39.5	47.9	56.6	0.6
6	56.0	53.1	38.4	53.3	57.9	1.9
7	65.1	60.6	44.0	60.7	62.0	6.0
8	59.9	50.9	50.4	53.7	60.8	0.9
9	59.9	58.7	50.5	59.3	62.6	2.7
10	59.9	63.7	51.7	63.9	65.4	5.5
11	57.6	58.7	46.4	59.0	61.3	3.7
12	57.6	53.0	43.6	53.4	59.0	1.4
13	57.6	55.2	41.8	55.4	59.6	2.0
14	57.6	57.3	40.9	57.4	60.5	2.9
15	59.9	65.7	54.0	66.0	66.9	7.0
16	59.9	56.8	49.5	57.5	61.9	2.0
17	57.6	61.7	46.0	61.8	63.2	5.6
18	57.6	57.0	43.6	57.2	60.4	2.8
SOURCE: TAHA, 2025.						

Because construction activity is short-term and equipment moves around a Project site, the primary concern regarding construction vibration relates to building damage. Activities that can result in damage include demolition and site preparation in close proximity to sensitive structures. Typical vibration levels in peak particle velocity (PPV) associated with relevant construction equipment are provided in **Table 4-19***, Vibration Velocities for Construction Equipment.*

TABLE 4-19: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT

	Vibration Levels			
	PPV (Inches per Second)			
Equipment	**25 Feet**	**50 Feet**	**75 Feet**	**100 Feet**
Large Bulldozer	0.089	0.031	0.017	0.011
Caisson Drilling	0.089	0.031	0.017	0.011
Loaded Trucks	0.076	0.027	0.015	0.010
Jackhammer	0.035	0.012	0.007	0.004
Small Bulldozer	0.003	0.001	0.001	0.000

SOURCE: FTA, 2018; TAHA, 2024.

The City adopted vibration standards for construction activities in August 2024.

The vibration damage thresholds are defined by one of four building categories:

- Fragile Buildings which are extremely susceptible to vibration damage and would include, but not be limited to, existing unreinforced masonry buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings. Vibration damage threshold of 0.1 inches per second PPV.
- Historic Buildings which are considered potential historic resources pursuant to CEQA. Vibration damage threshold of 0.25 inches per second PPV.
- Older Residential Structures which are 50 or more years in age. Vibration damage threshold of 0.3 inches per second PPV.
- New Residential Structures and Modern Industrial/Commercial Buildings which are less than 50 years in age. Vibration damage threshold of 0.5 inches per second PPV.

The vibration annoyance thresholds are as follows:

- Daytime construction activities are permitted to occur with no numerical threshold.
- Nighttime construction activities occurring 7:00 pm and 7:00 am. Monday through Friday, and between 6:00 pm and 8:00 am on Saturdays and anytime on Sundays or national holidays is held to an 80 VdB threshold at the exterior of a vibration sensitive building.

Table 4-20*, Construction Vibration Levels – Damage,* shows vibration levels and the applicable standard at the nearest off-site structures. The vibration levels are a conservative estimate based on a large bulldozer operating at property boundary. Equipment activity at the property edge would be limited by space and the need for maneuvering. Vibration levels generated on-site would not exceed the vibration damage threshold at off-site structures.

TABLE 4-20: CONSTRUCTION VIBRATION LEVELS - DAMAGE				
Sensitive Receptors	**Distance (Feet)**	**Vibration Levels at Structure (In/Sec)**	**Damage Threshold (In/Sec)**	**Exceed Damage Threshold?**
NON-HISTORIC STRUCTURES				
Multi-Family Residences adjacent to the north	15	0.191	0.5	No
Crenshaw Methodist Church	50	0.031	0.3	No
Residences to the south	60	0.024	0.3	No
Escuela Plus Elementary School	60	0.024	0.3	No
HISTORIC STRUCTURES				
Sanchez Ranch Adobe	12	0.268	0.1	Yes
SOURCE: TAHA, 2024.				

Historic structures are more sensitive to vibration than structures built with modern construction methods and materials. One historic use has been identified that could be potential exposed to excessive vibration. However, the historic designation only applies to the adobe buildings and not additions added in the 1920s. The City of Los Angeles has established a vibration damage threshold of 0.25 inches per second PPV for historic buildings and 0.1 inches per second PPV for fragile buildings. As the adobe building dates from approximately the 1790s, the fragile buildings threshold has been applied. Vibration levels were analyzed for typical construction equipment such as a large bulldozer and drilling which may be required for building foundations. As shown in **Table 4-20**, Sanchez Ranch Adobe, which is approximately 12 feet to the north of the Project site, would be potentially exposed to vibration levels that would exceed 0.1 inches per second threshold during typical construction in instances heavy construction equipment would be operating frequently along the northern property line of the Project site. Mitigation Measure **N-5** would ensure vibration damage to the historic Sanchez Ranch Adobe buildings, should it occur, would be minimized by implementing building shoring. The pre- and post- construction survey would document baseline conditions and allow for any repairs to be made due to damage potentially caused by operation of heavy construction equipment in its vicinity. Therefore, impacts related to construction vibration damage would be less than significant with mitigation.

Vibration annoyance is another concern related to construction activity. However, perceptible vibration is not typically a concern for human health and is a common occurrence within the urban environment. Vibration annoyance can result in impacts if construction activity occurs during nighttime hours when people are more sensitive to vibration. Construction activity would occur within the permissible hours of construction during daytime hours as set by LAMC Section 41.40. Therefore, the proposed project would result in a less-than-significant impact related to vibration annoyance.

In addition to on-site construction activities, construction trucks on the roadway network have the potential to generate vibration. However, rubber-tired vehicles, including trucks, rarely generate perceptible vibration (FTA, 2018). It is not anticipated that project-related trucks would generate perceptible vibration adjacent to the roadway network. Therefore, the Project would result in a less than significant impact related to off-site construction truck vibration.

Operations. The Project would not include a significant source of permanent vibration. Project-related vehicle trips could generate vibration, although similar to the existing condition, roadway vibration from passenger vehicles and trucks would not be perceptible outside of the roadway right-of-way because

rubber-tired vehicles do not generate significant vibration unless roadway irregularities are present (e.g. potholes). Therefore, no impact would occur related to operational vibration.

c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project is not located within an airport land use plan nor is it located within two miles of a private airstrip or public airport. There is no potential for the Project to expose people working or residing in the area to excessive aircraft noise. Therefore, no impact would occur.

MITGATION MEASURES

N-1 Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

N-2 A temporary construction noise barrier, or equivalent noise reduction strategy, shall be installed on the northern property line that is capable of reducing noise by 10 dBA or greater as needed at affected residences.

N-3 Noise and vibration construction activities whose specific location on the Project site may be flexible (e.g., operation of compressors and generators) shall be conducted as far away as possible from the nearest sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses. The construction contractor shall locate construction staging areas away from noise-sensitive uses.

N-4 Amplified sound shall not be permitted after 10:00 pm and special events with no amplified sound equipment shall not be permitted after 12:00 am without further study. The applicant shall prepare an acoustical study to predict operational noise levels of outdoor gathering spaces once the acoustical equipment layout and anticipated event hours and occupancy have been identified. The acoustical study shall predict noise levels based on amplified sound equipment locations, equipment maximum noise level, number of pieces of equipment, and occupancy of each of the outdoor gathering spaces. The acoustical study shall identify any additional mitigation measures to ensure ambient noise levels at sensitive receptors would not result in an incremental increase in community noise equivalent level of 5 dBA or more at surrounding sensitive receptors. Noise reduction methods that may be implemented include, but are not limited to:

- Time restrictions on operation of amplified sound and events.
- Design features, such as solid barriers to reduce noise at off-site sensitive receptors.
- Restrictions on decibel levels of amplified sound equipment.

N-5 Prior to commencement of construction activity, a qualified structural engineer licensed in California shall survey the existing foundation and other structural aspects of Sanchez Ranch Adobe. The survey shall provide a shoring design to protect the identified land uses from potential damage. The qualified structural engineer shall submit a pre-construction

survey letter establishing baseline conditions at the historic buildings. These baseline conditions shall be forwarded to the lead agency and to the mitigation monitor prior to issuance of any foundation only or building permit. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to the historic buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs to shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24) prior to issuance of any temporary or permanent certificate of occupancy for the new building.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. A significant impact would occur if the Project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The Project is an infill development which would include the demolition of five existing office buildings and a surface parking lot and the construction of a production studio and commercial uses on the Project site. No residential uses are currently located on the Project site, and no residential uses are being proposed as part of the Project. The total number of employees generated as a result of the Project was calculated by the VMT Calculator as demonstrated in the Transportation Assessment for this IS/MND (See Appendix G). The VMT Calculator estimated that the Project would generate a maximum daily population of 889 employees.

While the Project would increase the number of employees on the Project site by 889 persons, it is expected that workers from nearby communities would be available to serve the needs of the Project. Employees are not expected to relocate to the surrounding area and, thus, would not result in a substantial permanent increase in population. Additionally, the Project is located in a developed portion of the City and is served by existing roads and utility infrastructure. To address transportation and pedestrian safety, the Project would implement various pedestrian improvements as well as intersection improvements at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street. However, the Project does not propose extension of roads or other infrastructure that would encourage development beyond what is already planned elsewhere in the City. Therefore, the Project would not directly or indirectly induce substantial unplanned population growth, and impacts would be less-than-significant.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact would occur if the Project would displace substantial numbers of existing people or housing. The Project site is currently developed with five office buildings. No residential uses are located on the Project site, and no housing would be displaced as a result of the Project. The Project would construct a movie production studio on the Project site and would not require the construction of replacement housing elsewhere. Therefore, no impact would occur.

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☐	☒

a. Fire protection?

Less Than Significant Impact. A significant impact would occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve a project, and a new or physically altered fire station would be necessary. Fire protection and emergency medical services for the Project site is provided by the LAFD. The Project site and the surrounding area are currently served by LAFD Fire Station No. 94, located at 4470 Coliseum Street, approximately one mile to the north-west of the Project site. Fire Station No. 94 includes a Task Force Engine and Truck, a Paramedic Ambulance, a Rescue Ambulance, and Urban Search and Rescue.

Construction of the Project would generate traffic associated with truck haul trips to import and export materials, vendor trips, and worker trips. Construction activities associated with the Project are not expected to directly block emergency routes since construction would not involve any street closures. Construction activities would be limited to within the construction fencing around the perimeter of the Project site. Although slow-moving construction-related vehicles may be present along streets, emergency access would remain available along all surrounding streets. Emergency vehicles would be able to circumvent slow-moving construction-related vehicles using sirens during emergencies. Furthermore, construction or operation-related traffic generated by the Project would not significantly impact LAFD access or response times within the vicinity of the project as emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to California Vehicle Code (CVC) Section 21806.

The Project would generate a maximum daily employee population of 889 employees and would therefore incrementally increase demand for fire protection services; however, the Project would be constructed to comply with the requirements of the California Fire Code, which requires adequate fire flow for the Project site, fire prevention and suppression measures, fire access, and a sufficient

number of hydrants. The Project would be designed to accommodate emergency access to and within the Project site. Emergency response vehicles would be able to access the Project site via Stocker Street, and the proposed driveway and service road within the campus would be designed to meet the minimum width and turning dimension requirements of the LAFD. Access to the service road via the fire road connected to Santa Rosalia Drive would be gated, with an automatic gate release for fire trucks and would function as fire lanes for the Project site. LAFD would maintain key access to the service road, and access from Don Felipe Drive would be limited to emergency vehicles. Additionally, the Project would be constructed to meet the current building code requirements for fire safety. The applicant would be required to submit project plans to LAFD and incorporate LAFD fire protection and suppression features that are appropriate for the Project. Compliance with the City's Fire Code and the inclusion of the LAFD fire suppression and suppression measures would ensure that operation of the Project would not cause LAFD to expand the existing Fire Station No. 94, or any other fire stations within the City. Therefore, impacts related to fire protection services would be less than significant and no mitigation measures are required.

b. Police protection?

Less Than Significant Impact. A significant impact would occur if the Project would result in the provision of or need for new or physically altered police protection services, the construction and/or operation of which would cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives. The LAPD provides police protection services to residents and businesses within the City of Los Angeles. The LAPD Division assigned to the Crenshaw/Baldwin Hills area is the Southwest Community Police Station located at 1546 West Martin Luther King Jr. Boulevard approximately 2.4 "road mile" east from the Project site.

Project construction may generate traffic associated with associated with truck haul trips to import and export materials, vendor trips, and worker trips. However, construction activities would be temporary, limited to within the Project site boundaries, and would not involve the closure of an entire street. Although slow-moving construction-related vehicles may be present along streets, emergency access would remain available along all surrounding streets. Emergency vehicles would be able to circumvent slow-moving construction-related vehicles using sirens during emergencies.

Operations of the Project would generate a maximum daily employee population of 889 employees and would therefore increase the demand for police protection services on the Project site. However, the Project would include numerous operational design features to enhance safety within and immediately surrounding the Project site, which would reduce the demand for police protection services. The Project site would include on-site security to monitor entrances and exists, patrol the perimeter of the property, control and monitor activities in the public spaces; manage and monitor fire/life/safety systems, and control and monitor activities in the parking facilities. Project plans would be submitted to the LAPD Crime Prevention Through Environmental Design (CPTED) program for review and appropriate on-site security features would be required by LAPD. CPTED is a strategy used by LAPD to create safer environments by focusing on the design and arrangement of physical spaces. CPTED is used to reduce crime and enhance security by altering the physical environment in ways that discourage criminal activity and promote a sense of safety (LAPD, 2024). The Project incorporates CPTED strategies such as natural surveillance, natural

access control, and territorial reinforcement shown throughout the project's plans. Therefore, impacts related to police protection services would be less than significant.

c. Schools?

Less Than Significant Impact. A significant impact would occur if the Project would induce substantial employment or population growth, which could increase demand for school facilities that would exceed the capacity of the schools, necessitating a new school or physical alteration of an existing school, the construction of which would cause a significant environmental impact. The Project site is located within the Los Angeles Unified School District (LAUSD). The Project site is currently served by three public school facilities: one elementary school (Hillcrest Drive Elementary School, located 0.6 mile to the northwest), one middle school (Audubon Middle School, located 0.5 mile to the northeast), and one high school (Susan Miller Dorsey Senior High School, located 1.1 miles to the northwest) (LAUSD, 2024). A private school, Escuela Plus Elementary, is also located 0.25 mile to the northwest. In the 2022-2023 school year, Hillcrest Drive Elementary School, which serves grades kindergarten through fifth, had a total enrollment of 549 students. Audubon Middle School, which serves grades sixth through eighth, had a total enrollment of 531 students during the 2022-2023 school year. Susan Miller Dorsey High School, which serves grades ninth through twelfth, had a total enrollment of 802 students during the same school year (CDE, 2024). Escuela Plus Elementary serves grades kindergarten through fifth grade. Student enrollment numbers for this facility are not available to the public. Escuela Plus Elementary is located adjacent to Marlton Avenue north of the Project site, and drivers or pedestrians may use Don Felipe Drive or Santa Rosalia Drive to access the site.

The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause new or physically altered school facilities to be constructed. No residential units would be constructed as part of the Project. Sidewalks adjacent to the Project site, including Stocker Street, Don Felipe Drive, and Santa Rosalia Drive would remain open during construction and would not result in decreased access to nearby school facilities. As discussed in Response to Checklist Question XIV(a), the Project is anticipated to generate a maximum daily employee population of 889 employees. Although the Project would increase the number of employees on the Project site, the Project is not expected to result in a permanent increase in residential population since workers from nearby communities are expected to serve the needs of the Project. Nevertheless, it is possible that employees from the Project site may decide to have their children attend schools that serves the Project site (rather than from the employees' school of residence), which could increase student population of the schools that serve the Project site. In accordance with California Education Code Section 17620, the Project applicant would be required to pay school district fees to the Los Angeles Unified School District to fund the construction or reconstruction of school facilities. Pursuant to California Government Code Section 65995(3)(h), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization…on the provision of adequate school facilities." Therefore, impacts related to school facilities would be less than significant.

d. Parks?

Less Than Significant Impact. A significant impact would occur if the Project would induce substantial population growth resulting in the need for and/or the provision of new or physically altered parks, the construction of which would cause significant environmental impacts. Parks and recreational facilities in the vicinity of the Project site are primarily operated and maintained by the Los Angeles Department of Recreation and Parks (LADRP). Nearby parks and recreational facilities within an approximate two-mile radius of the Project site include Leimert Park Plaza located approximately 0.9 miles southeast of the Project site, Monteith Park located approximately 0.9 miles south of the project site, and Sankofa Park located approximately 1.0 miles of the Project site. Additionally, the Stocker Corridor Trail, whose trailhead is located approximately 950 feet to the southwest of the project site, is operated and maintained by the County of Los Angeles Department of Parks and Recreation (CLADPR). The Project would generate a maximum daily employee population of 889 employees. However, the Project is not expected to result in a permanent increase in residential population since no residential uses are proposed and employees from the Project site would be sourced from nearby communities. Although employees from the Project site may use nearby parks and recreational facilities, the additional demand on nearby parks and recreational facilities are not expected to increase in a manner that would require the need for or the provision of new or physically altered parks and recreational facilities. Therefore, impacts related to parks would be less than significant.

e. Other public facilities?

No Impact. A significant impact would occur if the Project would result in substantial employment or population growth that could generate a demand for other public facilities, including roads, transit, utilities, and libraries, that would exceed the capacity available to serve the Project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The Los Angeles Public Libraries provides services to the City of Los Angeles through its Central Library, eight regional libraries, and 64 neighborhood branch libraries (LAPL, 2024). The Project site is served by the Exposition Park Drive Mary McLeod Bethune Regional Branch Library located at 3900 South Western Avenue approximately 2.2 miles west of the Project site.

The Project does not propose the development of residential units. Therefore, implementation of the Project would not result in residential population growth. The Los Angeles Public Library is part of the County of Los Angeles Public Library system, which is financed by property taxes from the service area, general county funds, parcel tax, grants, feeds, and funds raised by the Library Foundation. As a result, the Project would contribute to the financing of library services through property taxes, which would mitigate the need for new or physically altered government facilities that support library use. Therefore, no impacts related to library facilities would occur.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a. Would the project Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

Less Than Significant Impact. A significant impact may occur if the Project includes substantial population growth which could generate a demand for parks or recreational facilities that exceed the capacity of existing parks or recreational facilities and causes premature deterioration of the facilities. Nearby public parks and recreational facilities located in the vicinity of the Project site include the Leimert Park Plaza located approximately 0.9 miles southeast of the Project site, Monteith Park located approximately 0.9 miles south of the Project site, Sankofa Park located approximately 1.0 miles of the Project site, and the Stocker Corridor Trail, whose trailhead is located approximately 950 feet to the southwest of the Project site. As previously discussed, the Project does not propose the development of residential uses which would create a demand for nearby parks and/or recreational facilities. Although the Project would not result in a permanent increase in population, the 889 maximum daily employees generated by the Project may utilize nearby parks and recreational facilities for recreational purposes, which could create additional demand for these parks and recreational facilities. However, the potential increase in the use of existing public park and recreational facilities by the Project would not be at a level that would result in physical deterioration of existing parks and other recreational facilities and would not require or need new or physically altered facilities. Thus, the Project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities that would cause or accelerate adverse deterioration of existing parks and recreational facilities. Therefore, a less-than-significant impact would occur.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. A significant impact would occur if the Project would include or require the construction or expansion of recreational facilities, the construction and operation of which would have an adverse physical effect on the environment. The Project does not include any parks and recreational facilities. The Green Plaza would be designed with greenspace and hardscape as well as bench seating. The Green Plaza would provide 31,000 square feet of open space area between Buildings A, B and F with hardscape and landscape designed for community gatherings and special events. The Green Plaza would provide pedestrian access connections between Building A, the Service Plaza Level, and Building F and recreational benefits for on-site employees and public visitors to the Project site. Therefore, no impact would occur.

XVII. TRANSPORTATION

The following analysis summarizes and incorporates by reference the information provided in the Transportation Assessment for the Stocker Street Studios Project (Transportation Assessment) prepared by KOA, dated March 2024. A Memorandum of Understanding (MOU) establishing the parameters for the Transportation Assessment was prepared and approved by the Department of Transportation (LADOT) and the County of Los Angeles. The Transportation Assessment is included as Appendix H of this IS/MND.

Senate Bill (SB) 743 [Public Resources Code Section 21099(d)] directs the Governor's Office of Planning and Research (OPR) to develop revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas. Public Resources Code Section 21099 defines transit priority areas as "area[s] within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan." Public Resources Code Section 21099 recommends potential metrics to measure transportation impacts, including but not limited to: vehicle miles traveled (VMT), VMT per capita, automobile trip generation rates, and automobile trips generated.

Public Resources Code Section 21099 applies to the Project. Therefore, the transportation impact discussion shall employ VMT as its primary metric for measuring the transportation impacts of the Project. These guidelines do not presume that a project will not result in significant impacts related to air quality, noise, safety, or any other impact associated with transportation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

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

Less Than Significant Impact. A significant impact would occur if the Project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The LADOT Transportation Assessment Guidelines (TAG) set forth the thresholds of significance for evaluating and determining transportation impacts based on SB 743 and Public Resources Code Section 21099. The LADOT TAG requires the preparation and submission of a transportation assessment for development or transportation projects generate a net increase of 250 or more daily vehicle trips and requires discretionary action. The TAG concluded that the Project would result in an average 3,397 net daily trips to and from the Project site and 25,018 net daily vehicle miles traveled (VMT).

According to the LADOT TAG, a project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent with programs, plans, ordinances, and policies addressing the circulation system. A project would not be shown to result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

The City of Los Angeles has adopted additional programs, plans, ordinances, and policies addressing the City's circulation system, including the Transportation Element of the City's General Plan (Mobility Plan 2035), Plan for a Healthy LA, and Vision Zero Action Plan. The SCAG 2020-2045 RTP/SCS is the regional transportation plan applicable to the Project. The Crenshaw Corridor Specific Plan does not include distinct guidelines related to transportation impacts. Additional applicable plans and policies reviewed for consistency include the Los Angeles County Vision Zero Action Plan, the West Adams – Baldwin Hills – Leimert Park Community Plan, AB 2097, Citywide Design Guidelines, the LAMC, and City Planning Department's Walkability Checklist. These plans, policies, and programs generally support multimodal transportation options and projects which reduce VMT, including infill development and development within TPAs. The Project's consistency with these plans, policies, programs, and ordinances are presented in **Table 4-20**, *Demonstration of Project Consistency with Programs, Plans, Ordinances or Policies Addressing the Circulation System*, below.

The Project would not conflict with policies supporting alternative transportation modes. As discussed in Section 3.2.2, the Project site is serviced by Metro Bus Line 102, the LADOT Crenshaw Clockwise Line, and the Metro K Line Martin Luther King Jr. Station. The nearest Line 102 bus stop is located at the intersection of Stocker Street and Don Felipe Drive, while the nearest Crenshaw Clockwise Line bus stop is located adjacent to the Project site along Santa Rosalia Drive. The Metro K Line station is located within 0.5 mile of the Project site, and therefore, the Project site is located within a TPA. The Project does not include components that would disrupt services for these transportation lines.

TABLE 4-20: DEMONSTRATION OF PROJECT CONSISTENCY WITH PROGRAMS, PLANS, ORDINANCES OR POLICIES ADDRESSING THE CIRCULATION SYSTEM		
Goal/Objective/Policy	**Project Impacts Implementation?**	**Notes**
CITY OF LOS ANGELES GENERAL PLAN, MOBILITY PLAN 2035		
Goal 3.3: "Land Use Access and Mix"	**No**	**Consistent.** The Project would introduce a regional employment center within 0.5 mile of the Metro K Line Martin Luther King Jr. Station and would comply with transit oriented development (TOD) incentives.
Goal 5.2: "Vehicle Miles Traveled (VMT)"	**No**	**Consistent.** The Project would integrate TDM measures including reduced parking supply and bicycle parking and amenities.
Goal 5.3: "Alternative Metrics"	**No**	**Consistent.** The Project would evaluate transportation impacts using VMT as the primary metric.
CITY OF LOS ANGELES GENERAL PLAN, HEALTH, WELLNESS, AND EQUITY ELEMENT (PLAN FOR A HEALTHY LA)		
Policy 5.7: "Land Use Planning for Public Health and GHG Emission Reduction"	**No**	**Consistent.** The Project would support Policy 5.7 by its proximity to transit service and on-site amenities for visitors and employees. The development of the Project will not preclude the Plan's goals of promoting active transportation and a healthy city. As a mixed-use project in a transit-oriented community with short-term and long-term bicycle parking, the Project will be conducive to this active mode of travel for employees and guests alike.
CITY OF LOS ANGELES GENERAL PLAN, LAND USE ELEMENT (WEST ADAMS – BALDWIN HILLS – LEIMERT PARK COMMUNITY PLAN)		
Goal LU 14: "A community that conserves, enhances and regenerates its distinctive "main street" character by promoting continued pedestrian orientation of commercial areas."	No	**Consistent.** The Project site would construct commercial uses which would foster and enhance pedestrian orientation along Stocker Street. The first floor of Building A would include food court uses open to the public which are oriented towards Stocker Street and Santa Rosalia Drive. The Project would include architectural ornamentation and signage which would enhance the distinct character of the Project site.
Goal LU 15: "A community that prioritizes mixed-use projects within community commercial nodes, centers and transit-oriented development areas."	No	**Consistent.** The Project would be an infill development within a one-half mile of a major transit stop. The Project would have a 10 percent parking reduction due to its proximity to transit. The Project would provide 32 short-term bicycle parking spaces throughout the Project site. Building F would provide a community room at street level.
CRENSHAW CORRIDOR SPECIFIC PLAN		
General	No	**Consistent.** The Project is located in the Crenshaw Corridor Specific Plan. The Specific Plan does not include distinct guidelines related to transportation impacts. The part of the Project site within Subarea C is zoned as Community Commercial land use, therefore, the regulations do not apply.

TABLE 4-20: DEMONSTRATION OF PROJECT CONSISTENCY WITH PROGRAMS, PLANS, ORDINANCES OR POLICIES ADDRESSING THE CIRCULATION SYSTEM		
LOS ANGELES MUNICIPAL CODE (LAMC)		
Section 12.21.A.16 (Bicycle Parking)	No	**Consistent.** The Project would, at a minimum, comply with the required short- and long-term bicycle parking pursuant to LAMC Section 12.21 A16. The Project will provide a minimum of 32 short-term and 50 long-term bicycle spaces throughout the Project site.
Section 12.26J (TDM Ordinance)	No	**Consistent.** The TDM ordinance states that a development must implement and comply with which includes displaying mobility information, designating parking for carpool/vanpools, and providing bicycle parking. The Project will be in compliance with the Code. This includes reducing the parking supply and providing the required bicycle parking spaces. It should be noted that the Project will feature reduced parking supply and bicycle parking as TDM strategies for the VMT analysis, as discussed in Section 4.2. In reviewing the abovementioned LAMC requirements, the Project does not conflict with the bicycle, vehicle, or TDM policies.
VISION ZERO ACTION PLAN – CITY OF LOS ANGELES		
High Injury Network (HIN)	Yes	**Consistent.** Vision Zero was launched by the Mayor of Los Angeles in August 2015 with the goal of eliminating all traffic fatalities citywide by 2025. As part of Vision Zero, the City developed a High Injury Network (HIN) that identifies roadways with high numbers of traffic collisions causing serious injury and death. No street adjacent to the Project site is classified as a HIN roadway. By maintaining the existing sidewalks and infrastructure, the Project will not negatively affect the safety of pedestrians, bicycles, and other vulnerable roadway users.
VISION ZERO ACTION PLAN – LOS ANGELES COUNTY		
Collision Concentration Corridors	Yes	**Consistent.** Vision Zero was initiated by the County of Los Angeles Board of Supervisors in February 2017 with the goal of eliminating all traffic fatalities on unincorporated County roadways by 2035. The County of Los Angeles analyzed Collision Concentration Corridors that identify half-mile roadway segments that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017. Stocker Street between Santa Rosalia Drive and Presidio Drive is classified as a Collision Concentration Corridor. The Project will comply with the County's Vision Zero by enhancing safety for non-motorized users by implementing pedestrian plazas and bicyclist facilities to improve the existing sidewalks and infrastructure.
ASSEMBLY BILL (AB) 2097		
Proximity to Major Transit Stop	No	**Consistent.** Projects (including residential, commercial, and industrial) located with one-half mile of a major transit stop are generally eligible for the automobile parking reduction provided by AB 2097. As a commercial mixed-use development Project within one-half mile of a major transit stop (Martin Luther King Jr. Station), the Project is eligible for this parking reduction. The Project proposes providing a total of 375 parking spaces (366 in the Parking Garage and five surface spaces), below the standard LAMC parking requirements.

TABLE 4-20: DEMONSTRATION OF PROJECT CONSISTENCY WITH PROGRAMS, PLANS, ORDINANCES OR POLICIES ADDRESSING THE CIRCULATION SYSTEM		
CITYWIDE DESIGN GUIDELINES		
Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.	Yes	**Consistent.** The Project would provide sufficient pedestrian access to the Project site via entrances along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive sidewalk. The Project would provide pedestrian plazas connecting to the existing sidewalk to activate the walkability of the area.
Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience	Yes	**Consistent.** The proposed vehicular driveways would limit the number of conflicting vehicles that will cross the pedestrian path of travel, provide adequate site distance to identify pedestrians, and reduce the potential for dangerous pedestrian-vehicle conflicts.
Guideline 3: Design projects to actively engage with streets and public space and maintain human scale	Yes	**Consistent.** The Project is designed to present a street frontage along Stocker Street and Santa Rosalia Drive that has retail store fronts, pedestrian engagement, and open spaces areas.
DEPARTMENT CITY PLANNING WALKABILITY CHECKLIST		
For Multi-Family Residential & Commercial Mixed-Use Projects: Promote the provision of pedestrian-friendly, street-fronting entrances to residential developments at surface grade.	Yes	**Consistent.** The Los Angeles Department of City Planning's Walkability Checklist promotes pedestrian-friendly features in the public right-of-way and on private property. The Project frontage on Stocker Street and Santa Rosalia Drive will provide multiple entrances to the Project's commercial land uses for easy pedestrian-friendly access.
SOURCE: DCP, 2004; DCP, 2008; DCP, 2016a; DCP, 2016b; DCP, 2019; DCP, 2021; LADOT, 2024; LACDPW, 2019.		

There are no officially designated bicycle paths on Stocker Street, Don Felipe Drive, or Santa Rosalia Drive, and the project would not affect any bikeways. The Project would provide bicycle parking throughout the Project site. Additionally, the existing sidewalks along Don Felipe Drive, Stocker Street, and Santa Rosalia Drive would remain with implementation of the Project and would continue to be used by pedestrians to access the Project site and the surrounding area.

Based on the reviews, the Project will support and not preclude the implementation of the City's transportation-related goals and policies. Therefore, a less-than-significant impact would occur.

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact. A significant impact would occur if the project would conflict or be inconsistent with CEQA Guidelines Sections 15064.3, subdivision (b). CEQA Guidelines Section 15064.3 identifies VMT as a criteria for evaluating a project's transportation impact.

The LADOT TAG includes the following screening and impact criteria to determine whether a development project would conflict or be inconsistent with CEQA Guidelines Sections 15064.3, subdivision (b), resulting in a potentially significant impact:

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

- For office projects, the project would generate work VMT per employee exceeding 15 percent below the existing average work VMT per employee for the APC in which the project is located;
- For regional serving projects including retail projects, entertainment projects, and/or event centers, the project would result in a net increase in VMT; or
- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

The Project would qualify as a "regional serving project". Two forms of VMT were analyzed in the Transportation Assessment (See Appendix G): (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.

The VMT Calculator used in the Transportation Assessment accounted for the various transportation demand management (TDM) strategies including reduce parking supply, bike parking and showers, promotions and marketing, ride-share program, traffic calming improvements, and pedestrian network improvements the Project will be incorporating and concluded that the Project would generate a work VMT of 8.5 miles per employee, resulting in a net increase in VMT. However, the Project is located within the South LA APC area, where a work VMT of 11.6 per employee is the threshold corresponding to 15 percent below the average work VMT per employee. As such, the project results in a VMT that is less than the threshold of significance.

Thus, the Project would not conflict with CEQA Guidelines Section 15064.3(b), and no impact would occur.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact With Mitigation. A significant impact would occur if the Project would introduce design features or incompatible uses that would increase hazards.

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 the 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 Project includes one new right-turn only ingress driveway on Stocker Street for service studio trucks. The new driveway is expected to provide adequate sight distance in order to identify conflicting vehicular, pedestrian, and bicycle traffic. The existing driveway on Don Felipe Drive would be removed and the existing driveway on Santa Rosalia Drive would experience no modifications to Stocker Street intersecting with their respective streets at right angles and providing adequate sight distance to identify conflicting traffic.. The Project has the potential to

increase queue lengths at the intersection of Santa Rosalia and Stocker Street which has the potential to interfere with traffic flows on Stocker Street and/or Santa Rosalia Drive. To address any potential hazards that could result from such queuing Mitigation Measure **T-1** would be implemented. Mitigation Measure **T-2** would address pedestrian safety. Therefore, the Project is not anticipated to have a significant impact related to geometric design feature of incompatible use hazards as the added driveway provides right-turn-in only access. The Project is not expected to contribute to a significant cumulative hazard impact since the access to adjacent properties would not be altered by the construction of the Project or other developments. Therefore, a less-than-significant impact with mitigation would occur.

d. Result in inadequate emergency access?

Less Than Significant Impact. A significant impact would occur if the Project would result in inadequate emergency access. The Project would be designed to allow adequate emergency access to the Project site in accordance with the City and County driveway standards and LAFD requirements. Additionally, the proposed drive aisles would be designed to meet the minimum width and turning dimensions as required by LAFD. Most construction activities for the Project are anticipated to be contained within the Project site. However, the temporary closure of a portion of the roadway width along Stocker Street, Santa Rosalia Drive and/or Don Felipe Drive, adjacent to the Project site, may be necessary for certain phases of construction. All construction activity is temporary; therefore, any disruptions would be relatively short-term in nature. In addition, the Project would prepare a Construction Staging and Traffic Management Plan, to be approved by LADOT. This plan would detail the measures enacted to mitigate negative effects on traffic during construction related to designated haul routes and staging areas, traffic control procedures, emergency access provisions, and construction crew parking. The Project would obtain prior LADOT approval for any lane closures, detours, on-street staging areas, or other temporary changes in traffic control due to construction activities and will enact appropriate temporary traffic control procedures. Haul routes for Project construction would also be coordinated with the City of Los Angeles Department of Building and Safety (LADBS) to minimize the effects of construction traffic to congested roadways and residential streets. Therefore, the Project would not result in inadequate emergency access, and a less-than-significant impact would occur.

MITIGATION MEASURES

T-1 The Project shall implement the following intersection improvements at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street

- Install a protected-only left-turn phase for the northbound Santa Rosalia Drive/Angeles Vista Boulevard at Stocker Street, which includes restriping the approach from a shared left-through and right-turn lane to a dedicated left-turn lane, a through lane, and a right-turn lane. Restriping of the approach may require the removal of existing on-street parking on both sides of the street.
- Implement a protected-permissive left-turn phasing for the eastbound and westbound approaches of Stocker Street.
- Install a dedicated right-turn lane for the southbound approach of Santa Rosalia Drive/Angeles Vista Boulevard.

T-2 The Project shall install stop signs or electronic warning devices at site access points; install stop-signs and pavement markings internal to the site; and install devices to augment driver/pedestrian sight lines.

XVIII. TRIBAL CULTURAL RESOURCES

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:

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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	☐	☒	☐	☐
b. 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) 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

b) 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.

Less Than Significant Impact With Mitigation Incorporated. Research was conducted through the California Historic Resources Information System (CHRIS) and Native American Heritage Commission (NAHC) Sacred Lands File. The CHRIS report dated May 5, 2022 shows that there are: 11 cultural resource reports and studies within a 0.5-mile Project radius, Of these studies, two include a portion of the Project site and none are immediately adjacent to the Project site, 11 cultural resources within a 0.5-mile Project radius, of these resources none are recorded within the Project site and one is recorded adjacent to the Project site. The NAHC Sacred Lands File dated May 27, 2022 states that a records search was conducted for the Project site and the results were positive.

On November 20, 2024, the City began the AB 52 consultation with the Gabrieleno Band of Mission Indians – Kizh Nation who submitted a formal request for tribal consultation under the provisions of CEQA for the mitigation of potential impacts to tribal cultural resources, see Section XVIII, Tribal Cultural Resources in this Initial Study. After analyzing correspondence from the Kizh Nation and the positive results from the CHRIS report and NAHC Sacred Lands File, the City concluded the AB 52 consultation on March 26, 2024 and imposed a mitigation measure as a condition on the Project, which is a modified version of the City's standard mitigation measure that incorporates several of the provisions and requirements from the Gabrieleno Band of Mission Indians – Kizh Nation mitigation measures. The Project would be required to comply with Mitigation Measure **TCR-1**. With the implementation of Regulatory Compliance Measures and Mitigation Measure **TCR-1**, impacts would be less than significant.

Mitigation Measures

TCR-1: Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain qualified tribal monitors/consultants from the Gabrieleno Band of Mission Indians Kizh-Nation and a qualified archaeologist/archaeological monitor. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil, pavement removal, grubbing, tree removals, boring or a similar activity at the project site. Any tribal monitor/consultant shall be approved by the Gabrieleno Band of Mission Indians-Kizh Nation Tribal Government. A qualified archaeologist/archaeological monitor shall be identified as principal personnel who must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California. The archaeologist shall ensure that all other personnel associated with and hired for the archaeological monitoring are appropriately trained and qualified.

While any ground disturbance activities are taking place, the archaeological and tribal monitors/consultants shall observe all ground disturbance activities on the project site at all times. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archaeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the City has determined that the Project site has a low potential for impacting tribal cultural resources after consultation with the tribal monitor/consultant and archaeologist.

Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor/consultant, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that includes information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project site, for City inspection, documentation

establishing the WEAP training was completed for all members of the construction crew involved in ground disturbance activities.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the archaeologist, in consultation with the tribal monitor/consultant approved by the Gabrieleno Band of Mission Indians-Kizh Nation, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities in the immediate vicinity of the find until the find can be assessed by the archaeologist and tribal monitor/consultant.
2. If the archaeologist and tribal monitor/consultant determine the resources are Native American in origin, the Gabrieleno Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes.
3. The Applicant, or its successor, shall implement the tribe's recommendations if the archaeologist, in consultation with the tribal monitor/consultant, reasonably conclude that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the Gabrieleno Band of Mission Indians-Kizh Nation, the archaeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation. Any discrepancies between the implementation of the recommendations shall be resolved through the City as the Lead Agency, in consultation with the archaeologist and tribal monitor/consultant.
5. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the archaeologist and tribal monitor/consultant and determined to be reasonable and appropriate.
6. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 4 above.
7. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

8. Notwithstanding paragraph 7 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, Section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.
9. Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact would occur if the Project required or resulted in the relocation or construction of new utilities facilities or service systems, which would cause significant environmental effects.

Water Supply. Domestic water service is provided to the Project site by the LADWP. Water is supplied to the City of Los Angeles from four primary sources: the Los Angeles Aqueducts, local groundwater, purchased water from the Metropolitan Water District (MWD), and recycled water. MWD purchases water from the Colorado River Aqueduct and the State Water Project.

The Urban Water Management Plan (UWMP) is the legal and technical water management foundation for water suppliers throughout California. The California Legislature requires urban

water suppliers to prepare an updated UWMP every five years. A water supplier's UWMP must include a Drought Risk Assessment (DRA) to assess water supplies, water uses, and the resulting water supply reliability under reasonable prediction for five consecutive dry years (2021-2025).

According to the LADWP UWMP, most recently updated in 2020, water use within the City was an average 495,685-acre feet (AF) per year between 2016-2020 and is forecasted to be 565,7551 AF by 2045. The DRA for the City of Los Angeles UWMP no anticipated shortage of water supplies over the five-year drought period beginning in 2021-2025. The LADWP anticipates adequate water supplies for years 2020 to 2045 under normal, single-dry year, and multiple dry year conditions. This factors in the population growth and a normal, single dry, and five consecutive dry years over a 25-year period. The LADWP 2020 UWMP is expecting a population increase of almost 562,918 between 2025 and 2045, with a total water production increase by 11 percent from 2020 to 2045. As an infill commercial development, the Project would be consistent with the growth assumptions for the City and would not alter the assumptions of the 2020 UWMP.

The CalEEMod analysis conducted for the Greenhouse Gas Emissions analysis (See Appendix F) estimated that the Project would consume over 51 million gallons of water per year, or approximately 159 AF annually. The Project is therefore anticipated to increase the LADWP annual water demand by less than one hundredth of one percent. The estimated water demand of the Project would be typical for studio production uses and is not expected to exceed available supplies or the available capacity within the LADWP distribution infrastructure. The need for new site-specific water supply infrastructure or upgrades would be determined in coordination with the City at the time specific development projects are proposed. The Project would cooperate with the City of Los Angeles Bureau of Engineering to determine whether a Sewer Capacity Availability Report would be required prior to the start of construction.

The Project would be required to comply with Sections 5.303 and 5.304 of the CalGreen Code, as adopted by the City, which require indoor and outdoor water conservation measures to be implemented for nonresidential development, such as low flush toilets, aerators on sinks and showerheads, water efficient appliances, and water-efficient automatic irrigation system controllers. Therefore, impacts related to water supply would be less than significant.

Wastewater. Wastewater generated from the Project site would be collected by the sewer mainline located under the northern boundary of the Project site, which is maintained by the Los Angeles Sanitation and Environment (LASAN). The existing wastewater collection system includes more than 6,700 miles of public sewers, which convey approximately 400 million gallons per day (MGD) to the City's four wastewater treatment and water reclamation plants. LASAN is responsible for operating and maintaining four treatment and water reclamation plants: the Hyperion Water Reclamation Plant (HWRP), the Donald C. Tillman Water Reclamation Plant, the Los Angeles – Glendale Water Reclamation Plant (LAG), and the Terminal Island Water Reclamation Plant. The Project site is located within the HWRP service area. The HWRP is the largest of the water reclamation plants, designed to accommodate a maximum daily flow of 450 million gallons of water per day (MGD) and peak wet weather flow of 800 MGD (LASAN, 2024).

As discussed above, the CalEEMod analysis estimated that the Project would consume approximately 51 million gallons of water per year, or 0.14 MGD, which represents less than one percent relative to capacity. HWRP would have adequate available capacity to serve the Project site, and the Project would not cause the HWRP to exceed the City's wastewater treatment requirements. The Project would connect to existing wastewater sewage lines. Any new site-

specific wastewater infrastructure or upgrades required for the Project would be determined in coordination with the City. Additionally, the Project site is not located in an area of constrained sewer capacity (DCP, 2006).

Additionally, the City is required to implement a Sewer System Management Plan (SSMP) to properly manage, operate, and maintain all parts of the collection system, especially for controlling and mitigating sewer spills. The SSMP includes the City's Wastewater Capital Improvement Program (WCIP), a 10-year expenditure plan which identifies multiple projects to upgrade wastewater infrastructure throughout the City that are identified to be in the design stage, construction phase, or completed work. Therefore, impacts related to wastewater would be less than significant.

Stormwater Drainage. The Project site is located in a highly urbanized area predominantly covered with paved roads and other impervious surfaces. The City of Los Angeles Department of Public Works Bureau of Sanitation (BOS) constructs and maintains the local storm drains and catch basins along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive which collect and convey stormwater. As discussed in Response to Checklist Question X(c), the Project site is covered with impervious surfaces. The Project would have a similar amount of impervious surfaces on the Project site as existing conditions, and runoff leaving the Project site would not substantially increase compared to existing conditions. As with existing site conditions, stormwater runoff would be conveyed to landscaping along the perimeter of the Project site and to the existing storm drains along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive. The Project would be required to comply with LAMC Chapter 9, Article 1, Division 70 regarding drainage and grading.

Additionally, the City's Safety Element of the General Plan includes Program 10, "Increase Stormwater Capture", which encourages stormwater capture on public and private properties, including projects not subject to the LID ordinance and in open spaces areas, installation of permeable pavement, green roofs, trees, bioswales, rainwater catchment and infiltration systems. The Project would include the Green Plaza and perimeter landscaping to reduce stormwater runoff. The Project would be subject to the latest requirements of the NPDES permit program, the RWQCB, and applicable pollution control and stormwater drainage measures. Therefore, the Project would not cause a substantial increase in stormwater runoff exceeding the drainage capacity of existing stormwater drainage facilities or cause new or expanded stormwater drainage facilities beyond those that would be installed by the Project would not be required, and impacts would be less than significant.

Electric Power and Natural Gas. Energy use associated with the Project at full build-out would be typical of studio production uses, requiring electricity and natural gas for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, security systems, and more. The Project would be served by LADWP for electricity, and the Southern California Gas Company (SoCalGas) for natural gas. The Project site is in a developed, urbanized portion of the City that is served by existing electrical power and natural gas services.

The CalEEMod analysis estimated that the Project would consume approximately 3.7 million kilowatt hours (kWh) of electricity and 6.8 million kilo British Thermal Units (kBTU) of natural gas per year. Any decisions to upgrade or make changes to the existing infrastructure to meet a change in electrical power and natural gas demand resulting from the Project would be determined by LADWP

and/or SoCalGas. No substantial electrical or natural gas infrastructure would need to be relocated to accommodate the Project. Therefore, impacts associated with electric power and natural gas facilities would be less than significant.

Telecommunications. Telecommunication services include phone, television, and internet providers. The Project site consists of an urbanized portion of the City that is served by existing telecommunications services. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the existing system. Any work that may affect services to the existing telecommunications lines would be coordinated with service providers and is not expected to cause significant environmental effects. Therefore, impacts associated with telecommunication services would be less than significant.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. A significant impact would occur if the Project increased water usage such that the Project site would not have enough water supplies during normal, dry and multiple dry years. As discussed in Response to Checklist Question XIX(a), LADWP will have sufficient water supplies would be available to serve the Project during normal, single dry, and multiple dry years through 2045. Therefore, impacts related to water supplies would be less than significant.

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. A significant impact would occur if the Project's wastewater generation exceeded the capacity of the Project site's wastewater treatment provider. As discussed in Response to Checklist Question XIX(a), wastewater generated within the Project site is treated at one of the four City wastewater treatment plans. While the Project would increase wastewater generation within the Project site by approximately 0.14 MGD, the existing wastewater treatment system currently has sufficient available treatment capacity to adequately serve the development facilitated by the Project. No new entitlements or resources would be required to meet the expected wastewater needs and a less-than-significant impact would occur.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. A significant impact would occur if the Project would generate solid waste in excess of state or local standards, in excess of the capacity of local infrastructure, impair the attainment of solid waste reduction goals, or would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste. The City BOS administers solid waste management to the Project site, including collection and disposal services and landfill operation. Private contractors collect waste generated by all commercial and industrial sources, as well as construction waste.

Sunshine Canyon Landfill, located in Sylmar, has been handling the solid waste disposal needs for City and County of Los Angeles residents for approximately 50 years. The Landfill has a

maximum daily permitted tonnage of 12,100 and a design capacity of 140,900,000 cubic yards. According to the permit, the estimated closure date for the landfill is 2037, and there is a remaining capacity of 77,900,000 cubic yards (CalRecycle, 2024c).

The CalEEMod analysis estimated that the Project would generate 376.2 tons of solid waste per year, which is less than one percent of the remaining capacity of Sunshine Canyon Landfill. The Landfill therefore has sufficient capacity to accommodate the increased solid waste disposal needs. Furthermore, the Project would address the reduction of solid waste through the implementation of recycling and reuse programs. Therefore, impacts related to solid waste would be less than significant.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact would occur if the Project would generate solid waste in excess of state or local standards, in excess of the capacity of local infrastructure, impair the attainment of solid waste reduction goals, or would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

The California Integrated Waste Management Act of 1989 (AB939) was enacted to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible. Specifically, the Act requires City and County jurisdictions to divert 50 percent of the total waste stream from landfill disposal by the year 2000. The Act also requires each city and county to promote source reduction, recycling, and safe disposal or transformation. As of 2000, implementation of AB 939 has successfully reduced landfill waste in the City by approximately 62 percent.

The City's Solid Waste Integrated Resources Plan (SWIRP), also known as the Zero Waste Plan, is a long-term plan through 2030 for the City's solid waste programs, policies and environmental infrastructure. SWIRP sets a City goal of 90 percent solid waste diversion rate by 2025, which will be implemented through an enhancement of existing policies and programs, implementation of new policies and programs, and capital improvements. The Project would be required to participate in the City's recycling and composting programs during construction and operations.

In addition, the Project would be required to comply with Sections 4.408 of the CalGreen Code, which requires that at least 65 percent of demolition and construction debris be diverted from landfills by recycling and/or salvage for reuse. Therefore, impacts related to solid waste would be less than significant.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. A significant impact would occur if the Project would be located in or near a state responsibility area or land classified as a very high fire hazard severity zone (VHFHSZ) and would substantially impair an adopted emergency response plan or emergency evacuation plan. A fire hazard severity zone is a mapped area developed by CalFire that designates zones with varying degrees of fire hazard (i.e., moderate, high, and very high). Areas that are designated as Very High or High Fire Hazard Severity Zones are the most likely to experience wildfire. The Project site is not located in a state responsibility area or in a VHFHSZ, as identified by CalFire, but is near the Kenneth Hahn State Recreation Area VHFHSZ to the west of the Project site.

The adopted emergency response plan is the Emergency Management Department's Base Emergency Operation Plan (EOP), which delineates the overall emergency management system for the City. The Hazard Specific Annex of the EOP defines procedures necessary for City departments to respond to brush fire related emergency events. LAPD is identified in the

Evacuation Annex of the EOP as the lead agency for conducting evacuations. In the event of natural disasters, the City would follow the Emergency Management Department's EOP and guidance from the City of Los Angeles government agencies, including adopted emergency response plans or emergency evacuation plans (Los Angeles Emergency Management Department, 2023). The Los Angeles County Department of Public Works officially designates Los Angeles County disaster routes, which are freeways, highways, or arterial routes utilized to bring in emergency personnel, equipment, and supplies to impacted areas. The nearest identified official disaster route is Martin Luther King Jr. Boulevard, located 0.3 mile to the northeast of the Project site (LACDPW, 2024).

As discussed in Response to Question XV(a), construction activities of the Project would be temporary, limited to within the Project site boundaries, and would not involve the closure of a street that is classified as an emergency evacuation route or disaster route. During construction and operation of the Project emergency access would remain available along all surrounding streets. As the Project site is located near but not within a VHFHSZ and would not impair an adopted emergency response plan or emergency evacuation plan, a less-than-significant impact would occur.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. A significant impact would occur if the Project would be located in or near a state responsibility area or land classified as VHFHSZ and would exacerbate wildfire risks that would expose project occupants to pollutant concentrations for a wildfire or the uncontrolled spread of a wildfire. The Project site is in an urbanized area with fire hydrants provided in accordance with LAFD requirements for the specific area. Wind rose data for Downtown Los Angeles and the University of Southern California area capture wind blowing from a west south-west frequency downhill (Midwestern Regional Climate Center, 2024). Since the Project site is located adjacent to the Kenneth Hahn State Recreation Area VHFHSZ, should a wildfire occur, there is the potential risk that the wind would blow fire towards the direction of the Project site. According to CalFire, the last wildfire in the area was in Ladera Heights on July 2nd,1994, which burned approximately 10 acres (CAL FIRE, 2024a). However, all proposed buildings under the Project would be constructed according to the California Fire Code. The Project would not contain any structural elements or operational activities that would exacerbate wildfire risks. As a result, it is unlikely that the Project would expose project occupants to uncontrolled spread of wildfire or pollutant concentrations from wildfire. Therefore, impacts would be less than significant.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. A significant impact would occur if the Project would be located in or near a state responsibility area or land classified as VHFHSZ and would require the installation or maintenance of infrastructure that may exacerbate the risk of fire or ongoing impacts to the environment. The Project site is located adjacent to a VHFHSZ. However, the Project site is in an urbanized location and would be adequately served by existing facilities and utilities. The

Project would not require additional installation or maintenance of roads, fuel breaks, emergency water sources, or power lines. Thus, the Project would not require installation or maintenance of associated structures that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Furthermore, the Project would adhere to relevant building design codes, including the California Fire Code. Therefore, impacts would be less than significant.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. A significant impact would occur if the Project would be located in or near a state responsibility area or land classified as VHFHSZ and would expose people or structures to significant risks after a wildfire, such as downslope or downstream flooding or landslides. The Project site slopes about 38 feet northwest to northeast and is located adjacent to a landslide area and hillside VHFHSZ. As discussed in Response to Checklist Question X(d), the Project site is not located in an area at risk of flooding. The Project would not significantly increase the size of impervious surfaces on the Project site and would therefore not result in significant drainage changes or an increase in stormwater runoff. As discussed under Response to Checklist Questions VII(a.iii) and VII(a.iv), the Project site is not located within a liquefaction hazard zone or an earthquake-induced landslide area. Thus, people or structures would not be exposed to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, impacts would be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact with Mitigation Incorporated. A significant impact would occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. As discussed under Checklist Topics IV (Biological Resources) and V (Cultural Resources), the Project would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Compliance with existing regulations would reduce impacts to less than significant levels.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact with Mitigation Incorporated. The LADOT TAG states that a cumulative impact could occur if the Project as well as other future development projects located on the same block were to preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. Future development projects are considered Related Projects in this cumulative analysis include known development projects within a one-mile radius of the Project site. The Transportation Assessment identified a total of 16 related projects for the Project.

A significant impact may occur if the Project, in conjunction with other related projects in the area of the Project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. In accordance with CEQA Guidelines, this IS/MND includes an evaluation of the Project's cumulative impacts. An adequate discussion of a project's significant cumulative impact, in combination with other closely Related Projects, can be based on either: (1) a list of past, present, and probable future related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation. There are 16 related projects as shown in Table 4-21, *List of Related Projects*, in the vicinity of the Project site that were identified in the Traffic Assessment prepared for the Project.

TABLE 4-21: LIST OF RELATED PROJECTS

No.	Project Location	Distance from Project Site	Description	Size
1	4101 S. Somerset Dr.	1,790 feet	Residential – Multifamily Housing (Mid Rise)	36 DU
2	3831 W. Stocker St.	75 feet	Apartments	127 DU
3	5300 S Crenshaw Blvd.	4,900 feet	Crenshaw Apartments Apartments Affordable Housing Retail	 73 DU 9 DU 1,847 DU
4	4421 S. Crenshaw Blvd.	2,310 feet	Treehouse Leimert Park Apartments Affordable Housing Retail Restaurant	 90 DU 11DU 7.295 KSF 3.173 KSF
5	4605 S. Crenshaw Blvd.	2,620 feet	4611 Crenshaw Residential – Multifamily Housing (Mid Rise) Residential – Affordable Housing Residential – Multifamily Housing (Low Rise)	 173 DU 22 DU (4) DU

TABLE 4-21: LIST OF RELATED PROJECTS				
6	4008 W. Martin Luther King Jr. Blvd.	3,090 feet	4008 W. Martin Luther King Jr. Blvd. Apartments Affordable Housing Retail	 63 DU 7DU 0.437 KSF
7	4827 Crenshaw Blvd.	3,360 feet	4827 Crenshaw Blvd. Residential – Multifamily Housing (Mid Rise) Residential – Affordable Housing	 27 DU 5 DU
8	5365 S. Crenshaw Blvd.	5,240 feet	5365 Crenshaw Blvd. Residential – Multifamily Housing (Mid Rise) Residential – Affordable Housing Commercial – Strip Retail Plaza' Commercial – Strip Retail Plaza'	 42 DU 6 DU 1.244 KSF (9.878)
9	3650 Crenshaw Blvd.	5,040 feet	Retail	298.800 KSF
10	3900 W. Martin Luter King Jr. Blvd.	2,510 feet	Marlton Square Redevelopment Commercial -General Office Retail – Supermarket Industrial – General Light Industrial	 300 KSF 19.000 KSF 19.000 KSF
11	3650 W. Martin Luter King Jr. Blvd.	310 feet	Baldwin Hills/Crenshaw Plaza Mixed- Use Development Apartments Condominiums Other Office Other Other Retail Other	 410 DU 551 DU 400 Rooms 148.000 KSF 50.000 KSF 2,823 Seats 978.251 KSF 44.025 KSF
12	5311 S. Crenshaw Blvd.	4,950 feet	Charter School School	 900 Students
13	4018 S. Buckingham Rd.	2,440 feet	The Metro at Buckingham Senior Housing	 130 DU
14	4115 W. Martin Luter King Jr. Blvd.	3,600 feet	MLK Jr. Charter Middle School School	 500 Students
15	4252 S. Crenshaw Blvd.	950 feet	Residential – Apartments	110 DU
16	4242 S. Crenshaw Blvd.	980 feet	4242 S. Crenshaw Blvd. Apartments Affordable Housing Retail	 113 DU 11DU 5.750 KSF

DU = Dwelling Units; KSF = 1,000 Square Feet
SOURCE*:* KOA*, Transportation Assessment Socker Street Studio Project,* March 22, 2024.

Aesthetics

Development of the Project in conjunction with the Related Projects would result in an incremental intensification of existing prevailing land uses in an already heavily urbanized area of the City. With respect to aesthetics and views, and shade and shadow impacts, none of the Related Projects are located in proximity to the Project site such that their development would affect the aesthetic character of the site or its immediate surroundings. There are no scenic or protected views in the area. Views in the immediate area would not be affected by the Project or the nearest Related Project. Development of the Related Projects is expected to occur in accordance with adopted plans and regulations. As per SB 743, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, the Project would make a cumulatively considerable and cumulative aesthetic impacts would be less than significant.

Agriculture and Forestry Resources

Development of the Project in combination with the Related Projects would not result in the conversion of state-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of forest land or conversion of forest land to non-forest use. The Project site and the surrounding area are highly urbanized area and do not include any agricultural lands or forest uses. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts and no cumulative impacts to agricultural or forestry resources would occur.

Air Quality

In accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The Project does not exceed any of the thresholds of significance and therefore is considered less than significant. Additionally, the Project would be in compliance with the assumptions of the AQMP. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts and cumulative air quality emissions would be less than significant.

As with the Project, construction of the Related Projects is expected to involve standard construction activities and potential construction odors would include diesel exhaust emissions, roofing, painting, and paving operations. There would be situations where construction activity odors would be noticeable by residents nearby each of the related construction sites. However, similar to the Project, the Related Projects are also required to comply with SCAQMD Rule 402, and these temporary odors are typical of construction activities and are generally not considered to be objectionable. Additionally, these odors would dissipate rapidly from the source with an increase in distance and construction activities would be subject to applicable construction and air quality regulations (including proper maintenance of machinery) in order to minimize engine emissions. Construction of the Project is not expected to contribute to substantial odors at sensitive uses near any of the other related construction sites in the local vicinity. Therefore, cumulative odor impacts resulting from construction activities would not be considerable or significant.

Biological Resources

The Project would not impact any protected trees and would have no impact upon biological resources. Development of the Project in combination with the Related Projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat occurs in the vicinity of the Project site or related projects due to the existing urban development. Development of any of the related projects would be subject to the City of Los Angeles Protected Tree Ordinance. The Related Projects have no habitats, as they are infill developments. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative impacts to biological resources would be less than significant.

Cultural Resources

The Project and related projects would comply with applicable federal, state, and city regulations that would preclude significant cumulative impacts regarding cultural resources. This resource area is site and locally specific so that each related project would need to be evaluated within its own site-specific context. In addition, any related project within a historic district or affecting a historic resource would require a historic resource evaluation to ensure that removal of an existing building, addition of a new building, and/or conversion would not impact the historic resource in the area. The Project would have a less than significant impact on historic resources, archeological resources, paleontological resources, and human remains, with implementation of required regulatory compliance measures. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative impacts on cultural resource will be less than significant.

Energy

As with the Project, the related projects would be expected to implement energy conservation features to minimize the inefficient use of energy, in accordance with applicable regulation, including the City's Green Building Ordinance and Title 24 energy efficiency standards. Therefore, the project and related projects would not result in significant cumulative impacts with respect to the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, the Projects contribution would not be cumulatively considerable and cumulative impacts would be less than significant.

Geology and Soils

Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Project and any of the related projects. Similar to the Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Project's geology and soils impacts concluded that Project impacts would be less than significant. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

Hazards and Hazardous Materials

Hazards are site-specific and there is little, if any, cumulative hazardous relationship between the Project and any of the related projects. Similar to the Project, potential impacts related to hazards would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Project's hazards and hazardous materials impact concluded that Project impacts would be less than significant. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative hazard and hazardous materials impacts would be less than significant.

Hydrology and Water Quality

Related projects could potentially result in an increase in surface water runoff and contribute pollutants to nearby water bodies. However, as with the Project, related projects would be subject to the City's LID requirements and, for applicable projects, NPDES permit requirements, including development of SWPPs for construction projects greater than one acre, compliance with SUSMP requirements during operation, and compliance with other City requirements pertaining to hydrology and surface water quality. Related projects would also be evaluated on a site by site basis to determine appropriate BMPs and treatment measures to avoid significant impacts to hydrology and surface water quality. In addition, given the proximity between the Project and related projects, it is unlikely that stormwater runoff from the Project site would merge with stormwater runoff from the related projects. Therefore, the Project and related projects would not result in significant cumulative impacts with respect to hydrology and water quality. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative hydrology and water quality impacts would be less than significant.

Noise

For construction noise impacts, if a development site is 500 feet or more away from the Project site, then noise levels would have attenuated to a point that they would not combine to produce a cumulative noise impact. Related Projects within 500 feet of the Project site include: Apartment with 127 dwelling units at 3831 West Stocker Street located across the street from the Project site, and a mixed-use development at 3650 West Martin Luter King Jr. Boulevard located 310 feet from the Project site. LAMC Section 41.40 regulates noise from construction activities by regulating the days and hours during which construction may occur. The construction activities associated with the Project would comply with these LAMC requirements. In addition, pursuant to LAMC Section 112.05, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. In conformance with the requirements of LAMC Section 112.05, implementation of the aforementioned BMPs would assist in reducing the noise levels associated with construction of the Project to the maximum extent that is technically feasible. Thus, based on the provisions set forth in LAMC 112.05, implementation of the noise BMPs recommended above would ensure the Project would be consistent with the LAMC and construction noise impacts would be less than significant. Therefore, construction noise would not combine to result in a cumulatively considerable construction noise impact.

Similarly, it is unlikely for stationary noise sources to result in a cumulatively considerable noise impact, unless Related Projects are located within the close vicinity of the Project. This includes

the two aforementioned Related Projects located within 500 feet of the Project site. For operational/roadway related noise impacts, the traffic study accounted for trip generation from Related Projects which was used to model mobile noise levels. Medium- and heavy-duty type delivery trucks are anticipated to intermittently visit the site as needed; however, the number of these truck trips are not expected to be more than 60 round trips per day during construction and six trucks per day during operations and would not significantly contribute to off-site traffic noise upon roadways in the Project's vicinity. The traffic noise level generated by those medium and heavy-duty trucks would be 71.8 dBA Leq on Stocker Street and 65.9 dBA Leq on Santa Rosalia Drive, which is a maximum incremental increase of 1.5 dBA CNEL, which would not exceed the 5 dBA significant noise level increase threshold stated above. Therefore, traffic noise impacts to off-site receptors due to Project generated trips would be less than significant. Therefore, a cumulatively considerable noise impact would not occur related to operational noise.

For construction vibration impacts, only the immediate area surrounding a specific development site is included in the cumulative context as the immediate area would be the most affected by construction noise. Typically, if a development site is 50 feet or more away from another site, vibration levels would have attenuated to a point that they would not combine to produce a cumulative vibration impact. There are no Related Projects that are located within 50 feet of the Project site. Therefore, construction vibration levels would not combine to result in a cumulatively considerable construction vibration impact.

Urban infill developments do not typically generate significant operational vibration levels. Related Project and Project vehicle trips could generate vibration, although similar to the existing condition, roadway vibration from passenger vehicles would not be perceptible outside of the roadway right-of-way. A significant operational vibration impact would not occur. Therefore, operational vibration levels would not combine to result in a cumulatively considerable vibration impact.

Population and Housing

The related projects would introduce additional residential and other related uses to the City. Any residential related projects would result in direct population growth. The related projects growth would not exceed the projected growth because SCAG can update its projections after the 2020 Census when some of the related projects are in operation. The net increase of employees is not cumulatively considerable as there are no thresholds for employee impacts. Because the Project would not displace any residents, the Project's population growth would not be cumulatively considerable. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative population and housing impacts would be less than significant.

Public Services

Given the geographic range of the Related Projects, they would be served by LAFD Station No. 94, which services the Project site, as well as LAFD Fire Stations No. 34 and 66 and the Los Angeles County Fire Department (LACoFD) Station No. 38. The Project, in combination with the Related Projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD and LACoFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and Related

Projects would contribute. Similar to the Project, each of the Related Projects in the City of Los Angeles or County of Los Angeles would be individually subject to LAFD or LACoFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any Related Projects that exceeded the applicable response distance standards described above would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City or County, the development of such stations would be on small infill lots within existing developed areas. Nevertheless, the development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as neither LAFD no LACoFD currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur.

The Project site would be provided police protection services by the LAPD. Related Projects located in the unincorporated Los Angeles County neighborhoods of Ladera Heights, Windsor Hills, and View Park would be provided police protection services by the Los Angeles County Sheriff's Department (LASD) from the Marina del Rey Station located at 13851 Fiji Way, Marina del Rey. The Project, in combination with the Related Projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD or LASD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and Related Projects would contribute. In addition, each of the Related Projects would be individually subject to LAPD or LASD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles or LASD and the County of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the Related Projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD or LASD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD and LASD does not currently have any plans for new police stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur.

Given the geographic range of the Related Projects, they would be served by a variety of public schools depending on the location and service boundaries. The Project, in combination with the Related Projects is expected to result in a cumulative increase in the demand for school services. These Related Projects would have the potential to generate students that would attend the same schools as students associated with the Project. However, each of the Related Projects would be responsible for paying mandatory school fees to mitigate the increased demands for school services. Overall, the payment of school fees in compliance with SB 50 would provide full and complete mitigation of school impacts for the purposes of CEQA.

Development of the Project in conjunction with the Related Projects could result in an increase in permanent residents residing in the Project area. Additional cumulative development would contribute to lowering the City's and County's existing parkland to population ratio, which is

currently below the preferred standard. However, each of the residential Related Projects is required to comply with payment of Quimby (for condominium units) and other fees, such as the Parks and Recreation Fee (for apartment units). Each residential Related Projects would also be required to comply with the on-site open space requirements of the LAMC and Los Angeles County Municipal Code.

Given the geographic range of the Related Projects, they would be served by the Los Angeles Public Library (LAPL) Exposition Park Drive Mary McLeod Bethune Regional Branch Library located at 3900 South Western Avenue approximately 2.2 miles west of the Project site, the LAPL Angeles Mesa Branch Library located at 2700 W 52nd Street approximately 1.2 miles southeast of the Project site, and the Los Angeles County Public Library (LACPL) View Park Bebe More located at 3854 W 54th Street approximately 0.9 mile south of the Project site. Development of the Related Projects would likely generate additional demands upon library services. The LAPL and LACPL have no plans for new or expanded libraries; however, the Related Projects, like the Project, would contribute to the City General Fund, which goes to, among other things, library services.

Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative public services impacts would be less than significant.

Transportation

Development of the Project in conjunction with the Related Projects would result in an increase in average daily vehicle trips and peak hour vehicle trips. Each of the Related Projects considered in this cumulative analysis of consistency with programs, plans, policies, and ordinances would be separately reviewed and approved by the City, including a check for their consistency with applicable policies. Collectively, the Project and the Related Projects would add infill development with high-quality transit options and high levels of pedestrian activity. Therefore, the Project, together with the Related Projects identified in **Table 4-21**, would neither create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

A development project would have a cumulative VMT impact if it were deemed inconsistent with SCAG 2020-2045 RTP/SCS. However, a project that does not result in a significant VMT impact would be in alignment with the 2020-2045 RTP/SCS and therefore would not result in a cumulative VMT impact. The Project would qualify as a “regional serving project” and would not conflict with CEQA Guidelines Section 15064.3(b).

Cumulative impacts for hazards due to geometric design requires a review of Related Projects with access points proposed along the same block(s) as a proposed project in order to determine the combined impact and the proposed project’s contribution. The apartments at 3831 W Stocker Street identified in the Traffic Impact Assessment, provide access along the same block as the Project. Thus, Related Projects and the Project would not increase hazards due to geometric design features.

Vehicular access to all parking would be provided from new driveways along Santa Rosalia Drive and Stocker Street. The Project’s local street access would be consistent with LADOT driveway placement and location per LADOT Manual of Policies and Procedures, Section 321, Driveway

Design. Thus, the Project and Related Projects would not generate vehicle trips that would threaten the ability of emergency vehicles to access land uses in the Project area.

Tribal Cultural Resources

The Project and related projects would comply with AB 52 in which each project would be required to notice tribes that are traditionally and culturally affiliated with the geographic area of the related project sites if the tribe has submitted a written request to be notified. Due to being locally specific, each related project would need to conduct a Sacred Lands File search and be evaluated within its own site-specific context. The Project would not adversely affect known Tribal Cultural Resources. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative impacts on cultural resources will be less than significant.

Utilities and Service Systems

The geographic context for the cumulative impact analysis on water infrastructure is the LADWP service area, which includes the entirety of the City. The unincorporated Los Angeles County neighborhoods within the geographic context are located within the service area for the California American Water, a private water provider. LADWP and California American Water, as the water service providers for the geographic context, is required to prepare and periodically update an UWMP to plan and provide for water infrastructure to serve existing and projected demands. The 2020 UWMP prepared by LADWP accounts for existing development within the City, as well as projected growth through the year 2045. Demographic projections for the LADWP service area are based on the SCAG demographic growth forecast for their 2020 Regional Transportation Plan (RTP). LADWP adopted these demographic projections for water demand forecast in their respective UWMPs for projecting future water demand and, therefore, future water infrastructure needs. The MND concludes that the Project is consistent with the SCAG 2020 RTP/SCS.

The Project would create additional sewer flow and connect to the existing sewer lines maintained by LASAN. However, similar to the Project, future Related Projects connecting to the same sewer system are required to obtain a sewer connection permit and submit a SCAR to LASAN during the design phase of the project. The analysis by LASAN takes into consideration previously approved SCARs as part of their review. If system upgrades are required as a result of a given project's additional flow, arrangements would be made between the Related Project and LASAN to construct the necessary improvements.

Wastewater generated by the Project would be conveyed via the existing wastewater conveyance systems for treatment at the HWRP. As previously stated, the existing design capacity of the HWRP is approximately 800 MGD for peak wet weather flow. The estimated wastewater generation increase of the Project would be 0.14 MGD, which represents less than one percent of the available capacity in the system. The Related Projects would also be required to adhere to the LASAN's annual wastewater flow increase allotment.

Wildfire

All of the related project sites and the Project site are within urbanized areas of the City and do not include wildlands or fire hazard terrain or vegetation. The Related Projects, like the Project, would comply with access requirements from the LAFD and would not impede emergency access within the vicinity of each related Project site. Therefore, the Project would not cause an impediment along the City's designated disaster routes or impair the implementation of the City's emergency response plan. Therefore, the Project and Related Projects would not exacerbate wildfire risks and no exposure of Project occupants to pollutant concentrations from a wildfire would occur. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and no cumulative wildfire impact would occur.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact With Mitigation Incorporated. A significant impact may occur if the Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Project would not have significant environmental effects on human beings, either directly or indirectly after mitigation. Therefore, with mitigation, any potentially significant impacts to humans would be less than significant.

5 LIST OF PREPARERS AND SOURCES CONSULTED

This section identifies the lead agency and the consultant team members who participated in the preparation of this IS/MND. This section also lists all the sources and references used in the preparation of this IS/MND.

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APPENDIX A

Air Quality Study

STOCKER STREET CREATIVE PROJECT

Air Quality Impacts Study

Prepared for:

The City of Los Angeles Department of City Planning

Prepared by:

Terry A. Hayes Associates Inc.

September 2025

taha
environmental planners

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1.0 SUMMARY OF FINDINGS

Terry A. Hayes Associates Inc. (TAHA) completed an Air Quality Impact Study (Study) for the proposed Stocker Street Creative Project (Project). This Study addresses potential environmental impacts associated with air pollutant emissions that would be generated by the short-term construction activities and long-term future operation of the Project in accordance with South Coast Air Quality Management District (SCAQMD) guidance methodologies. Conclusions that address impact significance determinations under the California Environmental Quality Act (CEQA) Environmental Checklist criteria are shown in **Table 1-1**, *Summary of Impact Statements*. The Study concludes that construction and future operation of the Project would result in less-than-significant impacts related to air quality.

TABLE 1-1: SUMMARY OF IMPACT STATEMENTS

Impact Criteria	Proposed Project Level of Significance	Applicable Mitigation Measures
Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Less-Than-Significant Impact	None
Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	Less-Than-Significant Impact	None
Would the Project expose sensitive receptors to substantial pollutant concentrations?	Less-Than-Significant Impact	None
Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less-Than-Significant Impact	None

SOURCE: TAHA, 2024.

2.0 INTRODUCTION

2.1. PURPOSE OF REPORT

The CEQA Guidelines require the identification and disclosure of potential environmental impacts of proposed discretionary projects prior to approval by the Lead Agency. The purpose of this Study is to evaluate the potential significance of environmental impacts related to air quality resulting from implementation of the Project. Consistent with SCAQMD guidance and City of Los Angeles (City) standard environmental planning practice, potential impacts to air quality are characterized by comparing daily emissions of air pollutants that would be generated during construction and operation of the Project to the applicable Air Quality Significance Thresholds, at both regional and localized scales. The Lead Agency is the City.

2.2. PROJECT DESCRIPTION

The Project consists of the demolition of five substantially unoccupied office buildings, totaling approximately 123,354 square feet and the construction of a campus for studio and sound stage production, totaling approximately 256,758 square feet exclusive of the parking garage (114,405 square feet), on an approximately five-acre site that slopes about approximately 35 feet northwest to northeast.

- Building A would be a three-story office building that would include retail space and a food court on the first floor.
- Building B would be a seven-story building with studio production support facilities on the first two floors and office space above. The roof (partial 7th floor) would include an enclosed restaurant with an adjacent open/garden area that would provide outdoor seating for the restaurant and be used for special events.
- Building C would be a one-story security office that would include a restroom, breakroom and surveillance monitors and computer equipment.
- Building D would be a one-story building with studio sound stages and back-of-house facilities.
- Building E would be a one-story building with a basement and mezzanine with studio sound stages, a mill shop for set production.
- Building F would be a five-story open parking garage with 344 parking stalls, (including eight Americans with Disabilities Act (ADA) stalls and 79 electric vehicles charging stalls) a retail/community room at street level, and back-of-house facilities. Five additional car parking spaces, including one ADA stall would be provided within the Upper Service Plaza Level. Parking spaces for the restaurant would only be available after 6:00 pm, the rest of the time it would be used by tenants of Buildings A and B.
- There would also be an open space area between Buildings A, B, and F designed for community gatherings and special events.

Vehicular access for visitors and tenants would be provided from Santa Rosalia Drive to the existing alley along the northern property line and then to the parking structure/garage (Building F). All vehicular access would be controlled through a ticketed gateway prior to entering the parking garage. Access to the existing alley from Don Felipe Drive would be limited to emergency vehicles and occasional VIP access.

Delivery trucks and studio trailers would access the Project site from a right turn in only via a truck-only entry driveway off Stocker Street. The truck entry driveway would be wide enough for two semi-

trucks to pull off Stocker Street, if necessary. All trucks entering from Stocker Street would exit on Santa Rosalia Drive via the existing fire road along the northern property line. No traffic would exit Stocker Street; only emergency vehicles and occasional VIP vehicles would exit on Don Felipe Drive.

The Project would operate a movie production studio containing a mix of uses, including restaurant and retail uses open to the public. The proposed studio would have operations 24 hours per day, seven days per week, but generally occur nine months per year. Staff members would manage studio and stage operations daily from 9:00 am to 6:00 pm.

Public visitors to the campus would have (controlled) access to Building A and Building F and the Green Plaza during daytime hours. The rooftop restaurant would be open to on-site employees during daytime hours and open to the public after 6:00 pm. Access to Building D and Building E and the Upper Service Plaza Level would be restricted to on-site office tenants, movie production talent and staff, and delivery vehicles during all hours of operation. The food court in Building A would operate 12 hours per day from 8:00 am to 8:00 pm. The community room located in Building F would be open for public use between 8:00 am and 8:00 pm.

Special events for both building tenants and the public would occasionally occur within the Green Plaza. Additionally, the restaurant and green space on the rooftop of Building B could be utilized for private special events. Sound amplifying equipment during special events would be prohibited between the hours of 10:00 pm and 7:00 am.

Figure 2-1, *Regional and Site Location Map*, shows the regional Project location within Los Angeles County and surrounding streets, and **Figure 2-2**, *Site Plan*, depicts the proposed site plan.



Source: TAHA, 2024.

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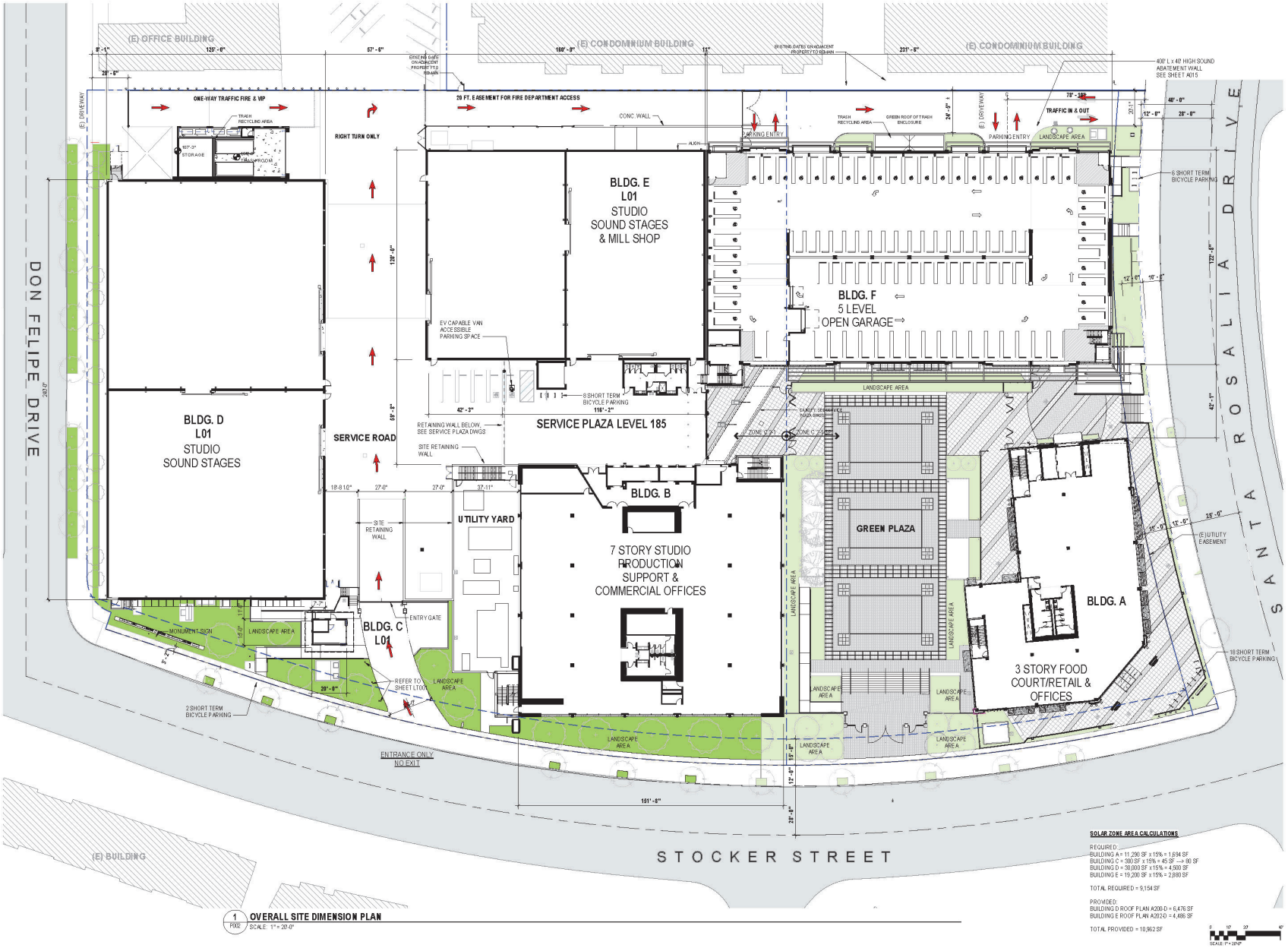
FIGURE 2-1

REGIONAL AND SITE LOCATION MAP



Source: JGM Inc, 2025.

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FIGURE 2-2

SITE PLAN

3.0 AIR QUALITY

This section evaluates the Project's potential impacts on air quality. This section estimates the air pollutant emissions generated by demolition of the existing building and whether Project emissions would conflict with or obstruct implementation of the applicable air quality plan; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard; expose sensitive receptors to substantial pollutant concentrations; or result in other emissions, such as those leading to odors, affecting a substantial number of people.

3.1. AIR QUALITY BACKGROUND

3.1.1. Air Quality and Public Health

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of an overall endeavor to prevent further deterioration and to facilitate improvement in air quality. The National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) have been set at levels considered safe to protect public health, including the health of sensitive populations—such as asthmatics, children, and the elderly with a margin of safety—and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.[1] As the scientific methods for the study of air pollution health effects have progressed over the past decades, adverse effects have been shown to occur at lower levels of exposure. For some pollutants, no clear thresholds for effects have been demonstrated. New findings over time have, in turn, led to the revision and lowering of NAAQS which, in the judgment of the U.S. Environmental Protection Agency (USEPA), are necessary to protect public health. Ongoing assessments of the scientific evidence from health studies continue to be an important part of setting and informing revisions to the NAAQS.[2] The NAAQS and CAAQS are listed in **Table 3-1**, *Ambient Air Quality Standards*.

At the regional level, the SCAQMD is the regulatory agency responsible for improving air quality for large areas of Los Angeles, Orange County, Riverside and San Bernardino Counties, including the Coachella Valley.[3] The City is located within the South Coast Air Basin (Air Basin), which is a distinct geographic subarea within the SCAQMD's jurisdiction. The SCAQMD, together with the Southern California Association of Governments (SCAG), has the responsibility for ensuring that national and state ambient air quality standards are achieved and maintained for the Air Basin. Failure to comply with these standards puts state and local agencies at risk for penalties in the form of lawsuits, fines, a federal takeover of state implementation plans, and a loss of funds from federal agencies, such as the Federal Highway Administration and Federal Transit Administration.

To meet the air quality standards, regional plans are developed, including the SCAQMD Air Quality Management Plan (AQMP), which incorporates regional demographic projections and integrated regional land use and transportation strategies from the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These plans work together to examine multiple pollutants, cumulative effects, and transport issues related to attaining healthful air quality in the

[1] United States Environmental Protection Agency, *NAAQS Table*, https://www.epa.gov/criteria-air-pollutants/naaqs-table, accessed April 9, 2024.

[2] South Coast Air Quality Management District, *Final 2022 AQMP – Appendix I: Health Effects (p. I-154)*, Adopted December 2, 2022.

[3] South Coast Air Quality Management District, *Map of Jurisdiction*, 1999.

region. In addition, a host of regulatory standards at the federal, State, regional, and local level function to identify and limit exposure of air pollutants and toxic air contaminants (TACs).

3.1.2. Local Air Quality and Air Pollution Sources

As mentioned above, the City is located within the Air Basin, which is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and San Diego County to the south. The Air Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, in addition to the Coachella Valley area in Riverside County. The regional climate within the Air Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Air Basin is primarily influenced by meteorology and a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, and industry.

The Air Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific high. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in mid to late afternoons on hot summer days. Winter inversions frequently break by mid-morning.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino counties. In the winter, the greatest pollution problem is the accumulation of carbon monoxide (CO) and nitrogen oxides (NO_X) due to low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and NO_X to form photochemical smog.

Air pollutant emissions within the Air Basin are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

3.1.3. Air Pollutant Types

3.1.3.1. Criteria Pollutants

The six principal pollutants for which national and state criteria and standards have been promulgated and which are most relevant to current air quality planning and regulation in the Air Basin include ozone (O_3), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$, respectively), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb). These pollutants

are referred to as “criteria air pollutants” as a result of the specific standards, or criteria, which have been adopted for them.

i. Ozone (O_3)

O_3 is a gas that is formed when volatile organic compounds (VOCs) and NO_X - both byproducts of internal combustion engine exhaust - undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O_3 irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

ii. Particulate Matter (PM_{10} and $PM_{2.5}$)

Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Respirable and fine particulate matter—denoted as PM_{10} and $PM_{2.5}$—consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, such as pollen and windstorms, are naturally occurring. However, in urban areas, such as the City, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities. The human body naturally prevents the entry of larger particles into the body. However, small particles can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body’s defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

iii. Carbon Monoxide (CO)

CO is a colorless, odorless gas primarily emitted from combustion processes and motor vehicles due to incomplete combustion of carbon-containing fuels, such as gasoline or wood. In urban areas, such as the City, automobile exhaust accounts for the majority of CO emissions. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike O_3, motor vehicles operating at slow speeds are the primary source of CO in the Air Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Elevated concentrations of CO weaken the heart’s contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

iv. Nitrogen Dioxide (NO_2)

NO_2 is a NO_X compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of NO_X compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic areas, particularly in urban areas, such as the City of Los Angeles, may be exposed to higher concentrations

of NO_2 than those indicated by regional monitors. NO_2 absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}. NO_X irritates the nose and throat and increases one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is as a precursor to the formation of O_3.

v. Sulfur Dioxide (SO_2)

Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the predominant form found in the lower atmosphere and is a product of burning sulfur or materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. Emissions of SO_2 aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO_2, and long-term exposures to both pollutants lead to higher rates of respiratory illness.

vi. Lead (Pb)

Pb is a metal found naturally in the environment, as well as in manufactured products. The highest levels of Pb in the air are usually found near Pb smelters. The major sources of Pb emissions in the air are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. Pb is also emitted from the sanding or removal of old lead-based paint (LBP). Pb emissions are primarily a regional pollutant. Pb affects the brain and other parts of the body's nervous system. Exposure to Pb in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

3.1.3.2. Additional Criteria Pollutants (California Only)

In addition to the national standards, the State of California regulates State-identified criteria pollutants, including sulfates (SO_4^{2-}), hydrogen sulfide (H_2S), visibility-reducing particles, and vinyl chloride. With respect to the State-identified criteria pollutants, most land use development projects either do not emit them (i.e., H_2S [nuisance odor] and vinyl chloride), or otherwise account for these pollutants (i.e., SO_4^{2-} and visibility reducing particles) through other criteria pollutants. For example, SO_4^{2-} are associated with SO_X emissions, and visibility-reducing particles are correlated with particulate matter emissions. A description of the health effects of the State-designated criteria air pollutants is provided below.

i. Sulfates (SO_4^{2-})

SO_4^{2-} are the fully oxidized ionic form of sulfur. SO_4^{2-} occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to SO_4^{2-} compounds in the atmosphere. Effects of SO_4^{2-} exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to the fact that they are usually acidic, can harm ecosystems and damage materials and property.

ii. Hydrogen Sulfide (H_2S)

H_2S is a colorless gas with the odor of rotten eggs. The most common sources of H_2S emissions are oil and natural gas extraction and processing and natural emissions from geothermal fields. Industrial sources of H_2S include petrochemical plants and kraft paper mills. H_2S is also formed during bacterial decomposition of human and animal wastes and is present in emissions from sewage treatment facilities and landfills.[4] Exposure to H_2S can induce tearing of the eyes and symptoms related to overstimulation of the sense of smell, including headache, nausea, or vomiting; additional health effects of eye irritation have only been reported with exposures greater than 50 parts per million (ppm), which is considerably higher than the odor threshold.[5] H_2S is regulated as a nuisance based on its odor detection level; if the standard were based on adverse health effects, it would be set at a much higher level.[6]

iii. Visibility Reducing Particles

Visibility-reducing particles come from a variety of natural and manmade sources and can vary greatly in shape, size and chemical composition. Visibility reduction is caused by the absorption and scattering of light by the particles in the atmosphere before it reaches the observer. Certain visibility-reducing particles are directly emitted to the air, such as windblown dust and soot, while others are formed in the atmosphere through chemical transformations of gaseous pollutants (e.g., SO_4^{2-}, nitrates, organic carbon particles), which are the major constituents of particulate matter. As the number of visibility-reducing particles increases, more light is absorbed and scattered, resulting in less clarity, color, and visual range.[7] Exposure to some haze-causing pollutants have been linked to adverse health impacts similar to PM_{10} and $PM_{2.5,}$ as discussed above.[8]

iv. Vinyl Chloride

Vinyl chloride is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products and is generally emitted from industrial processes. Other major sources of vinyl chloride have been detected near landfills, sewage plants, and hazardous waste sites due to microbial breakdown of chlorinated solvents.[9] Short-term health effects of exposure to high levels of vinyl chloride in the air include central nervous system effects, such as dizziness, drowsiness, and headaches while long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage and has been shown to increase the risk of angiosarcoma, a rare form of liver cancer in humans.[10] Most health data on vinyl chloride relate to carcinogenicity; thus, the people most at risk are those who have long-term exposure to elevated levels, which is more likely to occur in occupational or industrial settings. However, control methodologies applied to industrial facilities generally prevent emissions to the ambient air.[11]

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[4] California Air Resources Board, *Hydrogen Sulfide & Health*, https://ww2.arb.ca.gov/resources/hydrogen-sulfide-and-health, accessed April 10, 2024.

[5] *Ibid*.

[6] *Ibid*.

[7] California Air Resources Board, *Visibility-Reducing Particles and Health*, https://www.arb.ca.gov/ /resources/visibility-reducing-particles-and-health, accessed April 10, 2024.

[8] *Ibid*.

[9] California Air Resources Board, *Vinyl Chloride & Health*, https://ww2.arb.ca.gov/resources/vinyl-chloride-and-health, Accessed April 10, 2024.

[10] *Ibid*.

[11] *Ibid*.

3.1.3.3. Volatile Organic Compounds (VOCs) and Toxic Air Contaminants (TACs)

Although the SCAQMD's primary mandate is attaining the NAAQS and the CAAQS for criteria pollutants within the district, SCAQMD also has a general responsibility to control emissions of air contaminants and prevent endangerment to public health. As a result, the SCAQMD has regulated pollutants other than criteria pollutants, such as VOCs, TACs, greenhouse gases (GHGs), and stratospheric O_3-depleting compounds.

i. Volatile Organic Compounds (VOCs)

VOCs are organic chemical compounds of carbon and are not "criteria" pollutants themselves; however, VOCs are a prime component (along with NO_X) of the photochemical processes by which such criteria pollutants as O_3, NO_2, and certain fine particles are formed. They are, therefore, regulated as "precursors" to formation of these criteria pollutants. Some are also identified as TACs and have adverse health effects. VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids, internal combustion associated with motor vehicle usage, and consumer products.

ii. Toxic Air Contaminants (TACs)

TACs is a classification used to describe airborne pollutants that may be expected to result in an increase in mortality or serious illness or which may pose a present or potential hazard to human health, and include both carcinogens and non-carcinogens. The California Air Resources Board (CARB) and the California Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. CARB has listed approximately 200 toxic substances, including those identified by the USEPA, which are identified on the California Air Toxics Program's TAC List. TACs are also not classified as "criteria" air pollutants. The greatest potential for TAC emissions during construction is related to diesel particulate matter (DPM) emissions associated with heavy-duty equipment. During long-term operations, sources of DPM may include heavy duty diesel-fueled delivery trucks and stationary emergency generators. The effects of TACs can be diverse and their health impacts tend to be local rather than regional; consequently, ambient air quality standards for these pollutants have not been established, and analysis of health effects is instead based on cancer risk and exposure levels.

3.2. REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding air quality at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Federal Clean Air Act (CCA)
  - National Ambient Air Quality Standards (NAAQS)
- California Clean Air Act (CCAA)
  - California Ambient Air Quality Standards (CAAQS)
- California Code of Regulations (CCR)
- State Programs for Toxic Air Contaminants
- Diesel Risk Reduction Program

- South Coast Air Quality Management District (SCAQMD)
  - Air Quality Management Plan (AQMP)
  - Air Quality Guidance Documents
  - Rules and Regulations
- Southern California Association of Governments (SCAG)
  - Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- City of Los Angeles
  - Air Quality Element of the General Plan
  - Plan for a Healthy Los Angeles
  - Municipal Code, Ordinance No. 187,714

3.2.1. Federal

3.2.1.1. Federal Clean Air Act

The federal Clean Air Act (CAA) was enacted in 1970 and has been amended numerous times in subsequent years, with the latest amendments occurring in 1990.[12] The CAA is the comprehensive federal law that regulates air emissions in order to protect public health and welfare.[13] The USEPA is responsible for the implementation and enforcement of the CAA, which establishes the NAAQS, specifies future dates for achieving compliance, and requires the USEPA to designate areas as attainment, nonattainment, or maintenance. The CAA also mandates that each state submit and implement a State Implementation Plan (SIP) for each criteria pollutant for which the state has not achieved the applicable NAAQS. The SIP includes pollution control measures that demonstrate how the standards for those pollutants will be met. The sections of the CAA most applicable to land use development projects include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).[14]

Title I requirements are implemented for the purpose of attaining NAAQS for criteria air pollutants. **Table 3-1**, *Ambient Air Quality Standards*, shows the NAAQS currently in effect for each criteria pollutant and their corresponding attainment status. The Air Basin fails to meet national standards for O_3 and $PM_{2.5}$ and, therefore, is considered a federal "non-attainment" area for these pollutants. In addition, Los Angeles County fails to meet the national standard for Pb and, therefore, is considered a federal non-attainment area for Pb.

Title II pertains to mobile sources, which include on-road vehicles (e.g., cars, buses, motorcycles) and non-road vehicles (e.g., aircraft, trains, construction equipment). Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially, and the specification requirements for cleaner burning gasoline are more stringent. The NAAQS and the CAAQS for the California criteria air pollutants (discussed below) have been set at levels considered safe to protect public health, including the health of sensitive populations and to protect public welfare.

[12] 42 United States Code §7401 et seq. (1970).

[13] United States Environmental Protection Agency, *Summary of the Clean Air Act*, https://www.epa.gov/laws-regulations/summary-clean-air-act., accessed April 10, 2024.

[14] United States Environmental Protection Agency, *Clean Air Act Overview – Clean Air Act Table of Contents by Title*, Last Updated May 3, 2023, https://www.epa.gov/clean-air-act-overview/clean-air-act-text, accessed April 10, 2024. As shown therein, Title I addresses nonattainment areas and Title II addresses mobile sources.

TABLE 3-1: AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Period	Federal Standard[a,b]	California Standard[a,b]	South Coast Air Basin Attainment Status[c]	
				Federal Standard[d]	California Standard[d]
Ozone (O_3)	1-hour	—	0.09 ppm (180 µg/m^3)	—	Non-Attainment
	8-hour	0.070 ppm (137 µg/m^3)	0.07 ppm (137 µg/m^3)	Non-Attainment (Extreme)	Non-Attainment
Respirable Particulate Matter (PM_{10})	24-hour	150 µg/m^3	50 µg/m^3	Attainment	Non-Attainment
	Annual	—	20 µg/m^3		
Fine Particulate Matter ($PM_{2.5}$)	24-hour	35 µg/m^3	—	Non-Attainment (Serious)	Non-Attainment
	Annual	9.0 µg/m^3	12 µg/m^3		
Carbon Monoxide (CO)	1-hour	35 ppm (40 mg/m^3)	20 ppm (23 mg/m^3)	Attainment	Attainment
	8-hour	9 ppm (10 mg/m^3)	9.0 ppm (10 mg/m^3)		
Nitrogen Dioxide (NO_2)	1-hour	0.10 ppm (188 µg/m^3)	0.18 ppm (339 µg/m^3)	Unclassified/ Attainment	Attainment
	Annual	0.053 ppm (100 µg/m^3)	0.030 ppm (57 µg/m^3)		
Sulfur Dioxide (SO_2)	1-hour	0.075 ppm (196 µg/m^3)	0.25 ppm (655 µg/m^3)	Unclassified/ Attainment	Attainment
	24-hour	0.14 ppm (365 µg/m^3)	0.04 ppm (105 µg/m^3)		
	Annual	0.03 ppm (80 µg/m^3)	—		
Lead (Pb)	30-day average	—	1.5 µg/m^3	Partial Non-Attainment[e]	Attainment
	Rolling 3-month average	0.15 µg/m^3	—		
Sulfates (~SO_4^{2-})	24-hour	—	25 µg/m^3	—	Attainment
Hydrogen Sulfide (H2S)	1-hour	—	0.03 ppm (42 µg/m^3)	—	Unclassified

ppm = parts per million by volume; µg/m^3 = micrograms per cubic meter

[a] An ambient air quality standard is a concentration level (expressed in either ppm or µg/m^3) and averaged over a specific time period (e.g., 1 hour). The different averaging times and concentrations are meant to protect against different exposure effects. Some ambient air quality standards are expressed as a concentration that is not to be exceeded. Others are expressed as a concentration that is not to be equaled or exceeded.

[b] Ambient Air Quality Standards based on the 2022 AQMP.

[c] "Attainment" means that the regulatory agency has determined based on established criteria, that the Air Basin meets the identified standard. "Non-attainment" means that the regulatory agency has determined that the Air Basin does not meet the standard. "Unclassified" means there is insufficient data to designate an area, or designations have yet to be made.

[d] California and Federal standard attainment status based on SCAQMD's 2022 AQMP and 2022 updates from CARB. https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.

[e] An attainment re-designation request is pending.

Sources: United States Environmental Protection Agency, *NAAQS Table*, https://www.epa.gov/criteria-air-pollutants/naaqs-table. Accessed April 10, 2024. California Air Resources Board, *Ambient Air Quality Standards Table*, May 4, 2016, https://ww3.arb.ca.gov/research/aaqs/aaqs2.pdf. Accessed April 10, 2024.

3.2.2. State

3.2.2.1. California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the State to achieve and maintain the CAAQS by the earliest practicable date. CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both state and federal air pollution control programs within California. In this capacity, CARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. **Table 3-1**, *Ambient Air Quality Standards*, includes the CAAQS currently in effect for each of the criteria pollutants, as well as other pollutants recognized by the State. As shown in **Table 3-1**, *Ambient Air Quality Standards*, the CAAQS include more stringent standards than the NAAQS. The Air Basin fails to meet State standards for O_3, PM_{10}, and $PM_{2.5}$ and, therefore, is considered a State "non-attainment" area for these pollutants.

3.2.2.2. California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by State agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in Title 13 of the CCR states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location. In addition, Section 93115 in Title 17 of the CCR states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emissions standards.

3.2.2.3. State Programs for Toxic Air Contaminants

The California Air Toxics Program is an established two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air. In the risk identification step, CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of Airborne Toxic Control Measures (ATCMs), both for stationary and mobile sources, including On-Road and Off-Road Vehicle Rules. These ATCMs include measures, such as limits on heavy-duty diesel motor vehicle idling and emission standards for off-road diesel construction equipment, in order to reduce public exposure to DPM and other TACs. These actions are also supplemented by the Assembly Bill (AB) 2588 Air Toxics "Hot Spots" program and Senate Bill (SB) 1731, which require facilities to report their air toxics emissions, assess health risks, notify nearby residents and workers of significant risks if present, and reduce their risk through implementation of a risk management plan. SCAQMD has further adopted two rules to limit cancer and non-cancer health risks from facilities located within its jurisdiction. Rule 1401 (New Source Review of Toxic Air Contaminants) regulates new or modified facilities, and Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulates facilities that are already operating. Rule 1402 incorporates requirements of the AB 2588 program, including implementation of risk reduction plans for significant risk facilities.

3.2.2.4. Diesel Risk Reduction Program

CARB identified particulate emissions from diesel-fueled engines as TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which moved us into the risk management phase of the program. CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines* and the *Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines*. The Diesel Advisory Committee approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific statewide regulations designed to further reduce DPM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

3.2.3. Regional

3.2.3.1. South Coast Air Quality Management District

The SCAQMD is primarily responsible for planning, implementing, and enforcing air quality standards for the Air Basin. The Air Basin is a subregion within the western portion of the SCAQMD jurisdiction as the SCAQMD also regulates portions of the Salton Sea Air Basin and Mojave Desert Air Basin within Riverside County. The Air Basin and Project location are shown on **Figure 3-1**, *South Coast Air Basin*.

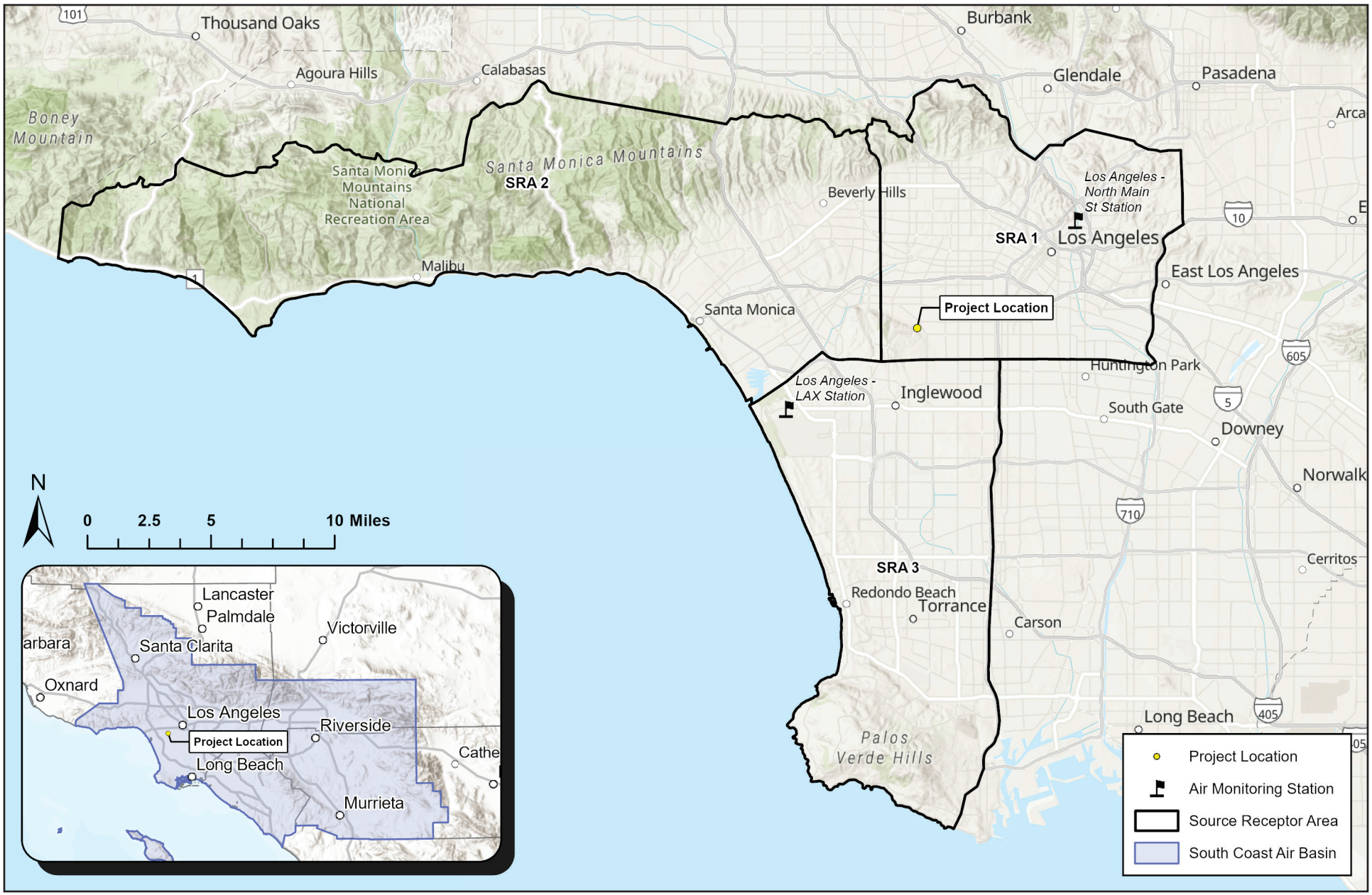
3.2.3.2. Air Quality Management Plan and Regional Transportation Plan/Sustainable Communities Strategy

To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of AQMPs, which serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The 2022 AQMP includes strategies to ensure that rapidly approaching attainment deadlines for O_3 and $PM_{2.5}$ are met, and that public health is protected to the maximum extent feasible. The most significant air quality challenge in the Air Basin is to reduce NO_X emissions[15] sufficiently to meet the O_3 standard deadlines as NO_X plays a critical role in the creation of O_3. Since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.[16] The 2022 AQMP builds upon measures already in place from previous AQMPs and includes a variety of additional strategies, such as regulation, accelerated development of available clean technologies, incentives and other CAA measures to achieve this standard.[17] The SCAQMD's strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across federal, state, and local levels and industries. The 2022 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources, which include aircraft, locomotives and ocean-going vessels. These strategies are to be implemented in partnership with CARB and USEPA.

[15] NOx emissions are a precursor to the formation of both O_3 and secondary $PM_{2.5}$ in the atmosphere.

[16] Estimates are based on the inventory and modeling results and are relative to the baseline emission levels for each attainment year (see Final 2022 AQMP for detailed discussion).

[17] South Coast Air Quality Management District, *Final 2022 AQMP (Page ES-2)*, Adopted December 2, 2022.



Source: TAHA, 2024.

taha environmental planners

TAHA 2022-019

Stocker Street Creative
Air Quality Impacts Study

CITY OF LOS ANGELES

FIGURE 3-1

SOUTH COAST AIR BASIN

The AQMP also incorporates the transportation strategy and transportation control measures from the SCAG *Connect SoCal* 2020–2045 RTP/SCS Plan.[18] SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. The RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with those prepared by SCAG.[19] The RTP/SCS and Transportation Control Measures, included as Appendix IV-C of the 2022 AQMP, are based on the 2020–2045 RTP/SCS.

The 2022 AQMP forecasts the 2037 emissions inventories ''with growth'' based on SCAG's 2020–2045 RTP/SCS. The region is projected to see a 12-percent growth in population, a 17-percent growth in housing units, an 11-percent growth in employment, and a 5-percent growth in VMT between 2018 and 2037. Despite regional growth in the past, air quality has improved substantially over the years, primarily due to the effects of air quality control programs at the local, State, and federal levels.[20] On September 3, 2020, SCAG's Regional Council adopted the 2020–2045 RTP/SCS. The 2020–2045 RTP/SCS was determined to conform to the federally mandated state implementation plan (SIP), for the attainment and maintenance of NAAQS standards. On October 30, 2020, CARB also accepted SCAG's determination that the SCS met the applicable state greenhouse gas emissions targets for the 2035 forecast year.

3.2.3.3. SCAQMD Air Quality Guidance Documents

The SCAQMD published the *CEQA Air Quality Handbook* (approved by the SCAQMD Governing Board in 1993, most recently revised in 2001) to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts.[21] The *CEQA Air Quality Handbook* provides standards, methodologies, and procedures for conducting air quality analyses. However, the SCAQMD is currently in the process of replacing the *CEQA Air Quality Handbook* with the *Air Quality Analysis Guidance Handbook*. While this process is underway, the SCAQMD has provided supplemental guidance on the SCAQMD website to be used in conjunction with the Handbook.[22]

The SCAQMD has also adopted land use planning guidelines in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, which considers impacts to sensitive receptors from facilities that emit TAC emissions.[23] SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for sensitive land uses proposed in proximity to freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities). The SCAQMD's document introduces land

[18] Southern California Association of Governments, *Final Connect SoCal 2020–2045 RTP/SCS*, Adopted September 3, 2020.

[19] South Coast Air Quality Management District, *Final 2022 AQMP (Page ES-2)*, December 2022.

[20] South Coast Air Quality Management District, *Final 2022 AQMP (Figure 1-4)*, December 2022

[21] South Coast Air Quality Management District, *CEQA Air Quality Handbook (Version 3)*, Revised 2001.

[22] South Coast Air Quality Management District*, Air Quality Analysis Handbook,* https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook, accessed April 11, 2024.

[23] South Coast Air Quality Management District, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, May 6, 2005.

use-related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. The SCAQMD's guidelines are voluntary initiatives recommended for consideration by local planning agencies.

The SCAQMD has published a guidance document called the *Final Localized Significance Threshold Methodology* for CEQA evaluations that is intended to provide guidance when evaluating the localized effects from mass emissions during construction or operation of a project.[24] The SCAQMD adopted additional guidance regarding $PM_{2.5}$ emissions in a document called *Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds*.[25] The latter document has been incorporated by the SCAQMD into its CEQA significance thresholds and *Final Localized Significance Threshold Methodology*.

3.2.3.4. SCAQMD Rules and Regulations

The SCAQMD has adopted several rules and regulations to regulate sources of air pollution in the Air Basin and to help achieve air quality standards for land use development projects, which include, but are not limited to, the following:

Regulation IV – Prohibitions: This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/shutdown exemptions and breakdown events. The following is a list of rules that apply to the Project:

- **Rule 401 – Visible Emissions:** This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour, which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.

- **Rule 402 – Nuisance:** This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material, which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- **Rule 403 – Fugitive Dust:** This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM_{10} emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$), and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Best available control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers, and/or ceasing all activities. Finally, a contingency plan may be required if deemed necessary by the USEPA.

Regulation XI – Source Specific Standards: Regulation XI sets emissions standards for specific sources. The following is a list of rules which may apply to the Project:

- **Rule 1113 – Architectural Coatings:** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the

[24] South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised July 2008.

[25] South Coast Air Quality Management District, *Final Methodology to Calculate Particulate Matter (PM)2.5 and PM2.5 Significance Thresholds*, October 2006.

use of these coatings, primarily by placing limits on the VOC content of various coating categories.

- **Rule 1138 – Control of Emissions from Restaurant Operations:** This rule specifies PM and VOC emissions and odor control requirements for commercial cooking operations that use chain-driven char-broilers to cook meat.

- **Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters:** This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NO_X emissions from natural gas-fired water heaters, boilers, and process heaters as defined in this rule.

Regulation XIII – New Source Review (NSR): Regulation XIII sets requirements for preconstruction review required under both federal and state statutes for new and modified sources located in areas that do not meet the CAA standards ("non-attainment" areas). NSR applies to both individual permits and entire facilities. Any permit that has a net increase in emissions is required to apply Best Available Control Technology (BACT). Facilities with a net increase in emissions are required to offset the emission increase by use of Emission Reduction Credits (ERCs). The regulation provides for the application, eligibility, registration, use and transfer of ERCs. For low emitting facilities, the SCAQMD maintains an internal bank that can be used to provide the required offsets. In addition, certain facilities are subject to provisions that require public notice and modeling analysis to determine the downwind impact prior to permit issuance.

Regulation XIV – Toxics and Other Non-Criteria Pollutants: Regulation XIV sets requirements for new permit units, relocations, or modifications to existing permit units, which emit TACs or other non-criteria pollutants. The following is a list of rules that may apply to the Project:

- **Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities:** This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.

3.2.4. Local

3.2.4.1. City of Los Angeles General Plan

i. Air Quality Element

Local jurisdictions, such as the City, have the authority and responsibility to reduce air pollution through their land use decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. In general, the City of Los Angeles' General Plan (including the Framework, Air Quality, Mobility 2035, and Health and Wellness Elements) and the City of Los Angeles' Green New Deal contain policies and programs for the protection of the environment and health through improved air quality. These serve to provide additional critical guidance for the betterment of public health for the region and the City.

The most directly-related of those plans, the City's General Plan Air Quality Element, was adopted on November 24, 1992, and sets forth the goals, objectives, and policies that guide the City in its implementation of its air quality improvement programs and strategies. A number of these goals, objectives, and policies are relevant to land use development and relate to traffic mobility, minimizing particulate emissions from construction activities, discouraging single-occupancy vehicle trips,

managing traffic congestion during peak hours, and increasing energy efficiency in City facilities and private developments.

The Air Quality Element establishes six goals:

- Good air quality in an environment of continued population growth and healthy economic structure;
- Less reliance on single-occupant vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures, including passive measures, such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Through capital improvement programs, the City can fund infrastructure that contributes to improved air quality by requiring such improvements as bus turnouts as appropriate, installation of energy-efficient streetlights, and synchronization of traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation measures.

ii. Plan for a Healthy Los Angeles

The Plan for a Healthy Los Angeles, adopted by the City Council on March 31, 2015, and amended in November 2021, lays the foundation to create healthier communities for all residents in the City. As an element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. With a focus on public health and safety, the Plan for a Healthy Los Angeles provides a roadmap for addressing the most basic and essential quality-of-life issues: safe neighborhoods; a clean environment (i.e., improved ambient and indoor air quality); the opportunity to thrive; and access to health services, affordable housing, and healthy and sustainably produced food.

3.2.4.2. City of Los Angeles Municipal Code (LAMC)

Chapter IX of the LAMC, Sections 99.02.202, 99.04.106.8, and 99.05.106.14, requires that all new buildings be all-electric buildings, with some exceptions. Equipment typically powered by natural gas, such as space heating, water heating, cooking appliances and clothes drying, would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, hospitals, laboratories, and research and development uses.

3.3. EXISTING SETTING

3.3.1. Regional Air Quality

The Southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Air Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors, such as wind, sunlight, temperature, humidity, rainfall, and topography, affect the accumulation and dispersion of pollutants throughout the Air Basin, making it an area of high pollution potential.

The greatest air pollution throughout the Air Basin occurs from June through September. This condition is generally attributed to the large amount of pollutant emissions, light winds, and shallow vertical atmospheric mixing. This frequently reduces pollutant dispersion, thus causing elevated air pollution levels. Pollutant concentrations in the Air Basin vary with location, season, and time of day. O_3 concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Air Basin and adjacent desert. Over the past 30 years, substantial progress has been made in reducing air pollution levels in Southern California. However, the Air Basin still fails to meet the national standards for O_3 and $PM_{2.5}$. In addition, Los Angeles County still fails to meet the national standard for lead.

SCAQMD has the responsibility for ensuring that all national and State ambient air quality standards are achieved and maintained throughout the Air Basin. To meet the standards, SCAQMD has adopted a series of AQMPs. The 2022 AQMP includes strategies to ensure that rapidly approaching attainment deadlines are met, and that public health is protected to the maximum extent feasible. The most significant air quality challenge in the Air Basin is to reduce NO_X emissions sufficiently to meet the upcoming ozone standard deadlines.[26] The 2016 AQMP provides a baseline year 2018 inventory of 351 tons per day (tpd) of NO_X and modeling results show that NO_X emissions are projected to be 184 tpd in the 8-hour ozone attainment year of 2037, due to continued implementation of already adopted regulatory actions ("baseline emissions"). The 2022 AQMP analysis determined that total Air Basin emissions of NO_X must be reduced to 60 tpd in 2037 to attain the 8-hour ozone standard, a reduction of approximately 83 percent below current (2018) levels. Although the existing air regulations and programs will continue to lower NO_X emissions in the region, an additional 67 percent decrease in the year 2037 is necessary to attain the 8-hour ozone standard.[27,28]

The overall control strategy is an integral approach relying on fair-share emission reductions from federal, State and local levels. The 2022 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies and reductions from federal sources, which include aircraft, locomotives and ocean-going vessels. These strategies are to be implemented in partnership with CARB and USEPA.

Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the integration of regional land use programs, measures, and strategies. SCAQMD combines its portion of the AQMP with those prepared by SCAG. The RTP/SCS and Transportation Control Measures (TCMs)—included as

[26] NO_X emissions are a precursor to the formation of both ozone and secondary $PM_{2.5}$.

[27] Estimates are based on the inventory and modeling results and are relative to the baseline emission levels for each attainment yet (see Final 2022 AQMP for detailed discussion).

[28] South Coast Air Quality Management District, *Final 2022 AQMP*, December 2022, p. ES-4.

Appendix IV-C of the 2022 AQMP/SIP for the Air Basin—are based on SCAG's 2020–2045 RTP/SCS. The 2022 AQMP forecasts the 2037 emissions inventories "with growth" based on SCAG's 2020–2045 RTP/SCS. The region is projected to see a 12-percent growth in population, 17-percent growth in housing units, 11-percent growth in employment, and 5-percent growth in VMT between 2018 and 2037.[29] Despite this regional growth, air quality has improved substantially over the years, primarily due to the impacts of air quality control programs at the local, State and federal levels.

SCAQMD has released the Multiple Air Toxics Exposure Study (MATES-V). The MATES-V was aimed at estimating the cancer risk from toxic air emissions throughout the Air Basin by conducting a comprehensive monitoring program, an updated emissions inventory of toxic air contaminants, and a modeling effort to fully characterize health risks for those living in the Air Basin. The MATES-V Study concluded that the average multi-pathway carcinogenic risk from air pollution in Los Angeles County is approximately 497 in one million over a 30-year period, and the average inhalation-only risk is approximately 462 in one million. Mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.) represent the greatest contributors. Approximately 50 percent of the risk is attributed to diesel particulate emissions, approximately 38 percent is attributed to other toxics associated with mobile sources—including benzene, butadiene, and carbonyls that constitute 25 percent combined—and approximately 12 percent of all carcinogenic risk is attributed to stationary sources (which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses, such as gas stations and chrome plating).[30]

As part of the MATES-V, SCAQMD developed a data visualization mapping tool that shows regional trends in estimated outdoor inhalation cancer risk from toxic emissions, as part of an ongoing effort to provide insight into relative risks. The maps' estimates represent the number of potential cancers per million people associated with a lifetime of breathing air toxics (24 hours per day outdoors for 30 years) in parts of the area. The MATES-V map is the most recently available map to represent existing conditions near the Project area. The estimated cancer risk for the vast majority of the urbanized area within the Air Basin ranges from 200 to 800 cancers per million over a 30-year exposure duration.[31]

3.3.2. Local Air Quality

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial and industrial activity, space and water heating, landscape maintenance, consumer products, and mobile sources primarily consisting of automobile traffic. Motor vehicles are the primary source of pollutants in the local vicinity.

3.3.2.1. Existing Pollutant Levels at Nearby Monitoring Stations

SCAQMD maintains a network of air quality monitoring stations located throughout the Air Basin and has divided the Air Basin into 38 source receptor areas (SRAs) in which 31 monitoring stations operate. Each monitoring station measures concentrations of air pollutants that are considered representative of the air quality in the respective SRA. The Project site is situated along the northwest side of Stocker Street between Santa Rosalia Drive and Don Felipe Drive in SRA 1 (Central LA County). The monitoring station that collects ambient air quality data in SRA 1 is the Los Angeles-

[29] South Coast Air Quality Management District, *Final 2022 AQMP*, December 2022, p. 3-23.

[30] South Coast Air Quality Management District, *MATES-V Multiple Air Toxics Exposure Study in the South Coast AQMD Final Report*, August 2021.

[31] South Coast Air Quality Management District, *MATES Data Visualization – Cancer Risk*, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Click-tabs-for-other-data%2CCancer-Risk.

North Main Street (LA-NMS) monitoring station located at 1630 North Main Street in the City of Los Angeles, approximately 7.6 miles northeast of the Project site.[32] Additionally, the Los Angeles International Airport (LAX) monitoring site for SRA 3 (Southwest Coastal LA County) is located 6.3 miles southwest of the Project site. **Figure 3-1**, *South Coast Air Basin*, includes the locations of the monitoring stations and identifies the Project location.

Due to local topography and meteorological conditions—the SRA 3 monitor is situated near the coast and recorded data is influenced by onshore breezes—air quality at the Project site is best characterized using a combination of air monitoring data from the two monitoring stations. The LA-NMS site monitor is equipped to measure and record concentrations of hourly average and eight-hour average O_3, hourly NO_2, and 24-hour average PM_{10} and $PM_{2.5}$.[33] The LAX monitor is equipped to measure concentrations of hourly average and eight-hour average O_3, hourly average NO_2, and 24-hour average PM_{10}. The LAX site was deactivated in 2023 and is in the process of being relocated. **Table 3-2**, *Project Area Ambient Air Quality Data*, below displays measured pollutant concentrations at the two monitoring stations, the State and federal standards, and the frequency of concentrations recorded above the standards during the three-year period from 2021–2023.[34,35] SCAQMD has suspended reporting of CO and SO_2 at most locations throughout the Air Basin due to continued attainment of the air quality standards in recent years.

TABLE 3-2: PROJECT AREA AMBIENT AIR QUALITY DATA

Pollutant	Station (SRA)	Data Statistics and Air Quality Standards	Maximum Concentrations and Frequencies of Exceeded Standards by Year		
			2021	2022	2023
Ozone (O_3)	LA-NMS (1)	Maximum 1-hr. Concentration (ppm)	0.099	0.138	0.097
		Days > 0.09 ppm (State 1-hr. standard)	1	4	2
		Maximum 8-hr. Concentration (ppm)	0.085	0.090	0.082
		Days > 0.070 ppm (State 8-hr. standard)	2	6	7
		Days > 0.070 ppm (National 8-hr. standard)	2	6	7
	LAX (3)	Maximum 1-hr. Concentration (ppm)	0.059	N/A	N/A
		Days > 0.09 ppm (State 1-hr. standard)	0	N/A	N/A
		Maximum 8-hr. Concentration (ppm)	0.049	N/A	N/A
		Days > 0.070 ppm (State 8-hr. standard)	0	N/A	N/A
		Days > 0.070 ppm (National 8-hr. standard)	0	N/A	N/A
Nitrogen Dioxide (NO_2)	LA-NMS (1)	Maximum 1-hr. Concentration (ppm)	0.078	0.075	0.051
		Days > 0.18 ppm (State 1-hr. standard)	0	0	0
		Days > 0.100 ppm (National 1-hr. standard)	0	0	0
	LAX (3)	Maximum 1-hr. Concentration (ppm)	0.063	N/A	N/A
		Days > 0.18 ppm (State 1-hr. standard)	0	N/A	N/A
		Days > 0.100 ppm (National 1-hr. standard)	0	N/A	N/A

[32] California Air Resources Board, *PM2.5 Monitoring Sites in California (Appendix A)*, https://www.arb.ca.gov/aqd/pm25/pmfmon.htm, accessed on April 16, 2024.

[33] South Coast Air Quality Management District, *Annual Air Quality Monitoring Network Plan*, July 1, 2023.

[34] California Air Resources Board*, Air Quality Data Statistics, Top 4 Summary,* http://www.arb.ca.gov/adam/topfour/topfour1.php, accessed on April 17, 2024*.*

[35] United States Environmental Protection Agency, *Monitor Values Report*, https://www.epa.gov/outdoor-air-quality-data/monitor-values-report, Accessed April 17,2024.

TABLE 3-2: PROJECT AREA AMBIENT AIR QUALITY DATA

Pollutant	Station (SRA)	Data Statistics and Air Quality Standards	Maximum Concentrations and Frequencies of Exceeded Standards by Year		
			2021	2022	2023
Respirable Particulate Matter (PM_{10})	LA-NMS (1)	Maximum 24-hr. Concentration (µg/m^3)	67.7	61.0	39.0
		Days > 50 µg/m^3 (State 24-hr. standard)	14	5	0
		Days > 150 µg/m^3 (Federal 24-hr. standard)	0	0	0
		Annual Concentration (µg/m^3)	30.9	24.1	20.5
		Exceed State Annual Standard (20 µg/m^3)?	Yes	Yes	Yes
	LAX (3)	Maximum 24-hr. Concentration (µg/m^3)	33.3	N/A	N/A
		Days > 50 µg/m^3 (State 24-hr. standard)	0	N/A	N/A
		Days > 150 µg/m^3 (Federal 24-hr. standard)	0	N/A	N/A
		Annual Concentration (µg/m^3)	14.1	N/A	N/A
		Exceed State Annual Standard (20 µg/m^3)?	No	N/A	N/A
Fine Particulate Matter ($PM_{2.5}$)	LA-NMS (1)	Maximum 24-hr. Concentration (µg/m^3)	61.1	38.0	30.6
		Days > 35 µg/m^3 (National 24-hr. standard)	13	1	0
		Annual Concentration (µg/m^3)	14.8	11.1	8.5
		Exceed State Annual Standard (12 µg/m^3)?	Yes	No	No
		Exceed Federal Annual Standard (9.0 µg/m^3)?	Yes	Yes	No

SOURCE: California Air Resources Board, *Air Quality Data Statistics*, *Top 4 Summary*, http://www.arb.ca.gov/adam/topfour/topfour1.php; United States Environmental Protection Agency, *Monitor Values Report*, https://www.epa.gov/outdoor-air-quality-data/monitor-values-report; Accessed April 18, 2024.

As shown in Error! Reference source not found., *Project Area Ambient Air Quality Data*, c oncentrations of O_3, PM_{10}, and $PM_{2.5}$ exceeded applicable standards at various times throughout the most recent three-year period. Particulate matter concentrations are substantially lower along the coastal region than in the urban center of Los Angeles. The concentrations measured at these monitors are consistent with the attainment status designations for the Air Basin.

3.3.2.2. Existing Health Risk in the Surrounding Area

Based on the MATES-V model data visualization tool, the estimated background carcinogenic risk in the Project area (zip code 90008) is approximately 470 in one million, of which approximately 65 percent (303 in one million) is attributed to DPM.[36] Cancer risk in the Los Angeles area is predominantly attributed to sources of DPM (e.g., major highways including Interstate 405 and Interstate 10). In general, ambient long-term carcinogenic risk at the Project site is comparable with other urbanized areas in Los Angeles, which typically range from 400–800 per million.

3.3.3. Sensitive Receptors

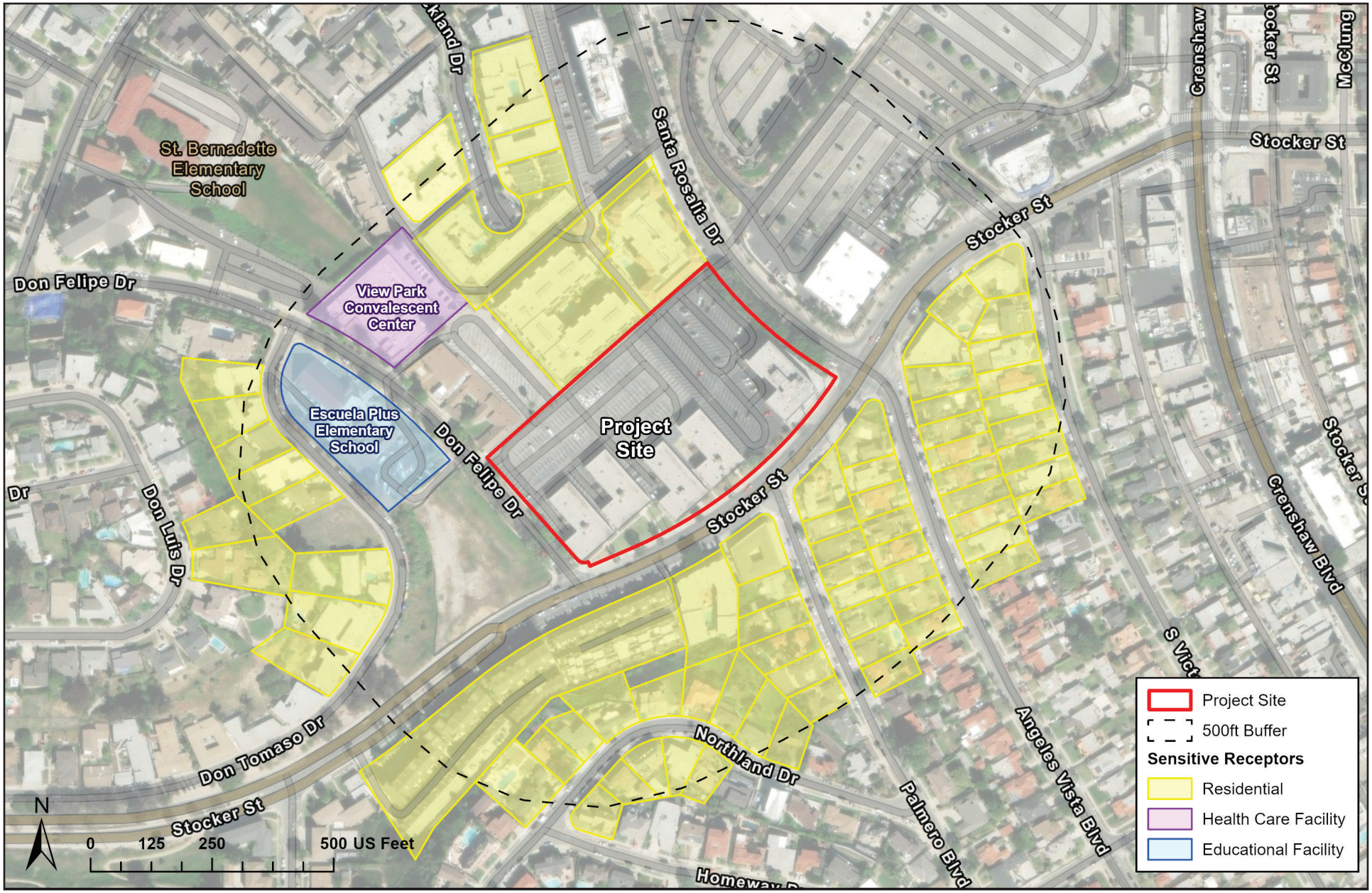
Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The CARB has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors are land uses where populations that are more susceptible to the adverse effects of air pollution exposure are likely to spend considerable amounts of time. The SCAQMD and CARB guidance recommend that sensitive receptor locations to be taken

[36] South Coast Air Quality Management District, *MATES Data Visualization – Cancer Risk*, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Click-tabs-for-other-data%2CCancer-Risk.

into consideration include residences, schools, playgrounds, child-care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive receptors nearest to the Project site in each direction are listed below and identified on **Figure 3-2**, *Sensitive Receptors*. Sensitive receptors in closest proximity to the Project site include:

- A multi-family residential complex adjacent to the northern property boundary;
- Single- and multi-family residential developments located to the south and southeast of the site across Stocker Street, approximately 85 feet (26 meters) from the property boundary;
- The View Park Convalescent Center located approximately 275 feet (84 meters) northwest of the property boundary;
- A tract of single-family homes located approximately 315 feet (96 meters) west of the site.

Exposures to air pollution generated by construction and operation of the Project would occur at the residential locations during all hours of the day that residents are home, and exposures at the childcare center would occur during normal daytime business hours. Concentrations of air pollutants are higher at locations near sources and dissipate with downwind distance.



Source: TAHA, 2024.

taha environmental planners

TAHA 2022-019

Stocker Street Creative Air Quality Impacts Study

CITY OF LOS ANGELES

FIGURE 3-2

SENSITIVE RECEPTORS

3.4. PROJECT IMPACTS

3.4.1. Thresholds of Significance

In accordance with the State CEQA Guidelines Appendix G, the Project would have a significant impact related to air quality if it would:

[a] Conflict with or obstruct implementation of the applicable air quality plan;

[b] Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard;

[c] Expose sensitive receptors to substantial pollutant concentrations; and/or

[d] Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

For this analysis, the Appendix G Thresholds listed above are relied upon. The analysis utilizes factors and considerations identified in the City's *L.A. CEQA Thresholds Guide*, as appropriate, to assist in answering the Appendix G Threshold Questions. The *L.A. CEQA Thresholds Guide* identifies the following factors to evaluate air quality impacts:

(1) Construction

a. Combustion Emissions from Construction Equipment

- Type, number of pieces and daily usage for each type of equipment;
- Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

    - *Fugitive Dust – Grading, Excavation, and Hauling*
        - Amount of soil to be disturbed on-site or moved off-site;
        - Emission factors for disturbed soil;
        - Duration of grading, excavation, and hauling activities;
        - Type and number of pieces of equipment to be used; and
        - Projected haul route.
    - *Fugitive Dust – Heavy-Duty Equipment Travel on Unpaved Roads*
        - Length and type of road;
        - Type, number of pieces, weight and usage of equipment; and
        - Type of soil.
    - *Other Mobile Source Emissions*
        - Number and average length of construction worker trips to Project Site, per day; and
        - Duration of construction activities.

(2) Operation

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the daily thresholds presented below (as reproduced from the SCAQMD CEQA Air Quality Handbook):
    - ROG: 55 pounds per day
    - NOX: 55 pounds per day
    - CO: 550 pounds per day
    - PM_{10}: 150 pounds per day
    - SO_X: 150 pounds per day
- Either of the following conditions would occur at an intersection or roadway within one-quarter mile of a sensitive receptor:
    - The proposed project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or nine parts per million (ppm), respectively; or
    - The incremental increase due to the project is equal to or greater than one ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard.
- The project creates an objectionable odor at the nearest sensitive receptor.

(3) Toxic Air Contaminants

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

- The regulatory framework for the toxic materials(s) and process(es) involved;
- The proximity of the TACs to sensitive receptors;
- The quantity, volume, and toxicity of the contaminants expected to be emitted;
- The likelihood and potential level of exposure; and,
- The degree to which project design will reduce the risk of exposure.

(4) SCAQMD CEQA Air Quality Handbook

To assist in addressing the Appendix G Environmental Checklist Threshold questions and factors identified in the City's *L.A. CEQA Thresholds Guide* for purposes of this analysis, the City of Los Angeles utilizes the thresholds of significance contained in SCAQMD's *CEQA Air Quality Handbook*, as identified below in **Table 3-3**, *SCAQMD Air Quality Significance Thresholds*, to assess the significance of the Project's air quality impacts.

TABLE 3-3: SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS		
MASS DAILY THRESHOLDS[a]		
Pollutant	**Construction (lbs./day)[b]**	**Operation (lbs./day)[c]**
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_X)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_X)	150	150
Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55
Lead (Pb)	3	3
TOXIC AIR CONTAMINANTS (TACS), ODOR, AND GHG THRESHOLDS		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million (1×10^{-5}) Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million (1×10^{-4}) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG Emissions	10,000 MT/year CO_2eq for industrial facilities	
AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS[d]		
NO_2 1-hour average Annual arithmetic mean	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average Annual arithmetic mean	10.4 µg/m^3 (construction)[e] & 2.5 µg/m^3 (operation) 1.0 µg/m^3	
$PM_{2.5}$ 24-hour average	10.4 µg/m^3 (construction) & 2.5 µg/m^3 (operation)	
SO_2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 µg/m^3 (state)	
CO 1-hour average 8-hour average	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average Rolling 3-month average	1.5 µg/m^3 (state) 0.15 µg/m^3 (federal)	

Note: lbs./day = pounds per day; ppm = parts per million; µg/m^3 = micrograms per cubic meter; MT/year CO_2eq = metric tons per year of CO_2 equivalents

/a/: Source: South Coast AQMD *CEQA Air Quality Handbook* (South Coast AQMD, 1993)
/b/: Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).
/c/: For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.
/d/: Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.
/e/: Ambient air quality threshold based on South Coast AQMD Rule 403.
SOURCE: SCAQMD, 2023.

(a) Construction

Based on the criteria set forth in SCAQMD's *CEQA Air Quality Handbook*, the Project would have a significant impact if the estimated construction emissions would cause any of the following to occur:[37]

- Emissions from the Project's direct and indirect sources would exceed any of the SCAQMD significance threshold levels identified in **Table 3-3**, *SCAQMD Air Quality Significance Thresholds*;
- Maximum on-site daily localized emissions exceed the localized significance thresholds (LST), resulting in predicted ambient concentrations in the vicinity of the project site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µgm/3] over a 1-hour period or 9.0 ppm [10,350 µg/m^3] averaged over an 8-hour period) and NO_2 (0.18 ppm [338.4 µg/m3] over a 1-hour period, 0.1 ppm [188 µg/m^3] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [56.4 µg/m^3] averaged over an annual period).
- Maximum on-site localized PM_{10} or $PM_{2.5}$ emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the project site to exceed the incremental 24-hour threshold of 10.4 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.

(b) Operation

Based on the criteria set forth in SCAQMD's *CEQA Air Quality Handbook*, the Project would have a significant impact if the estimated operational emissions would cause any of the following to occur:[38]

- Emissions from the Project's direct and indirect sources would exceed any of the SCAQMD significance threshold levels identified in **Table 3-3**, *SCAQMD Air Quality Significance Thresholds*;
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the project site greater than the most stringent ambient air quality standards for CO (20 ppm over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).
- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hour threshold of 2.5 µg/m3 or 1.0 µg/m3 PM10 averaged over an annual period.
- The project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or,
- The project creates an odor nuisance pursuant to SCAQMD Rule 402 (i.e., objectionable odor at the nearest sensitive receptor).

[37] South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.
[38] *Ibid.*

(c) Toxic Air Contaminants

Based on the criteria set forth in SCAQMD's CEQA Air Quality Handbook, the Project would have a significant TAC impact if:

- The Project emits carcinogenic or TACs that exceed the maximum incremental chronic and acute cancer risk as provided in **Table 3-3**, *SCAQMD Air Quality Significance Thresholds*.

In assessing impacts related to TACs in this section, the City will use Appendix G Threshold [c] as the threshold of significance. The criteria identified above from the L.A. CEQA Thresholds Guide will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in SCAQMD's CEQA Air Quality Handbook serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds.

- The Project results in the exposure of sensitive receptors to carcinogenic or TACs that exceed the maximum incremental cancer risk of 10 per million (1×10^{-5}) or an acute or chronic hazard index of 1.0. For projects with a maximum incremental cancer risk between one per million and 10 per million, a project would result in a significant impact if the cancer burden exceeded 0.5 excess cancer cases.

(d) Consistency with Applicable Air Quality Plans

Section 15125 of the CEQA Guidelines requires an analysis of project consistency with applicable governmental plans and policies. In accordance with SCAQMD's *CEQA Air Quality Handbook*, the following criteria are used to evaluate the Project's consistency with SCAQMD's AQMP:

- Criterion 1: Whether the Project will:

  1. Result in an increase in the frequency or severity of existing air quality violations;
  2. Cause or contribute to new air quality violations; and/or,
  3. Delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

- Criterion 2: Whether the Project will exceed the assumptions in the AQMP in the horizon year or increments based on the year of project build-out and phase; for residential projects:

  1. Is the Project consistent with population, housing, and employment growth projections upon which the AQMP regional emission inventory forecast is based?
  2. Does the Project incorporate mitigation measures to reduce potentially significant impacts? and,
  3. Is the Project consistent with AQMP land use policies and control measures?

The Project's impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD's AQMP. In addition, the Project's consistency with the City's Air Quality Element of the General Plan is also discussed.

(e) Cumulative Impacts

Based on SCAQMD guidance, individual CEQA projects that exceed SCAQMD's recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants that the Air Basin is currently designated as non-attainment of an air quality standard. As discussed in SCAQMD's *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*:[39]

> *Where a lead agency is examining a project with an incremental effect that is not "cumulatively considerable," a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.*

Furthermore,

> *As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR… Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.*

In accordance with the cumulative impact assessment approach promulgated by the SCAQMD, the cumulative analysis for the Project considers emissions that would be generated during construction and operation in the context of the CEQA project-specific thresholds of significance presented in Error! Reference source not found., *SCAQMD Air Quality Significance Thresholds*.

3.4.2. Methodology

This analysis focuses on the potential changes in the air quality environment due to implementation of the Project. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with new development projects within the Air Basin, such as the Project. Instead, SCAQMD published the *CEQA Air Quality Handbook* in November 1993 to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects proposed in the Air Basin. The *CEQA Air Quality Handbook* provides standards, methodologies, and procedures for conducting air quality analyses in EIRs and was used extensively in the preparation of this analysis. SCAQMD is currently in the process of replacing the *CEQA Air Quality Handbook* with the Air Quality Analysis Guidance Handbook.[40]

In order to assist the CEQA practitioner in conducting an air quality analysis in the interim while the replacement Air Quality Analysis Guidance Handbook is being prepared, supplemental guidance/information is provided on the SCAQMD website and includes:[41] (1) EMission FACtor

[39] South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, August 2003.

[40] South Coast Air Quality Management District, *Air Quality Analysis Handbook, website: www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook*, accessed April 24, 2024.

[41] *Ibid*.

model (EMFAC) on-road vehicle emission factors; (2) background CO concentrations; (3) localized significance thresholds; (4) mitigation measures and control efficiencies; (5) mobile source toxics analysis; (6) off-road mobile source emission factors; (7) $PM_{2.5}$ significance thresholds and calculation methodology; and (8) updated SCAQMD Air Quality Significance Thresholds. SCAQMD also recommends using approved models to calculate emissions from land use projects, such as the California Emissions Estimator Model (CalEEMod). These recommendations were followed in the preparation of this analysis.

SCAQMD has also adopted land use planning guidelines in the *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, May 6, 2005, which considers impacts to sensitive receptors from facilities that emit TAC emissions.[42] SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for sensitive land uses proposed in proximity of freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities). SCAQMD's document introduces land use-related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. SCAQMD's guidelines are voluntary initiatives recommended for consideration by local planning agencies.

The assessment of potential impacts to regional and local air quality as a result of the Project implementation addresses both temporary emissions associated with construction activities as well as long-term operational emissions. Emissions are generally quantified on a daily basis and expressed in terms of pounds per day (lbs./day). Detailed emissions modeling files can be found in the Appendix. Specific methodologies used to evaluate these emissions are discussed below.

3.4.2.1. Construction

a. Regional Emissions

The Project's "regional" emissions refer to emissions that will be evaluated based on regional significance thresholds established by SCAQMD, as discussed above. Daily regional emissions during construction are estimated by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying mobile source and fugitive dust emissions factors. The emissions are estimated using CalEEMod (Version 2022.1.1) software, an emissions inventory software program recommended by SCAQMD.[43] The CalEEMod model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with SCAQMD and received input from other California air districts and is currently used by numerous lead agencies in the Los Angeles area and within the state for quantifying the emissions associated with development projects undergoing environmental review, including by the City of Los Angeles. CalEEMod is based on outputs from Off-Road Emissions Inventory Program model (OFFROAD) and EMFAC model, which are emissions estimation models developed by CARB, and used to calculate emissions from construction activities, including off- and on-road vehicles, respectively. CalEEMod also relies upon known emissions data associated with certain activities or equipment (often referred to as "default" data, values or factors) that can be used if site-specific information is not available.[44] CalEEMod contains default values to use in each specific local

[42] South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 2005.

[43] California Air Pollution Control Officers Association, *California Emissions Estimator Model (Version 2022.1) User Guide*, April 2022.

[44] California Air Pollution Control Officers Association, *California Emissions Estimator Model (Version 2022.1) User Guide*, April 2022.

air district region. Appropriate statewide default values can be used if regional default values are not defined.

The input values used in this analysis were adjusted to be Project-specific based on equipment types and the construction schedule. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity. **Table 3-4**, *Construction Schedule Summary*, provides a summary of the general construction schedule and the daily personnel and equipment and vehicle activity that would be required for each phase of construction. Demolition debris (123,000 square feet of building floor area) and excavated soil (69,000 CY) will be transported off-site for disposal. To be conservative, this analysis evaluates the Project's air quality impacts during construction based on reasonably expected maximum construction emissions even though such emissions would not occur throughout the entire construction phase. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in the **Appendix**.

TABLE 3-4: CONSTRUCTION SCHEDULE SUMMARY

Phase Description	Duration (Months)	Maximum Daily Equipment	Maximum Daily One-Way Trips*		
			Workers	Haul Trucks	Vendor Deliveries
Demolition & Clearing	3.5	16	80	80	16
Excavation & Grading	3.5	15	80	120	16
Building Construction*	20.5	6	160	0	64
Paving & Finishing*	2	15	40	0	16

Note: Emissions modeling assumed simultaneous overlap of building construction and paving/finishing/landscaping activities.
SOURCE: Jenkins Gales and Martinez, Inc. Architects, November 2023.

b. Localized Emissions

The localized effects from the on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to SCAQMD's LST methodology, which uses on-site mass emissions rate look-up tables and Project-specific modeling, where appropriate, to assess whether the Project's local emissions would exceed SCAQMD's significance thresholds, as described above.[45] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$.[46] SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. SCAQMD developed mass rate look-up tables for each source receptor area and to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to 5 acres. The appropriate LST values were selected using the SCAQMD guidance document *Fact Sheet for Applying CalEEMod to Localized*

[45] South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology,* July 2008.
[46] South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology: Appendix C – Localized Significance Threshold Screening Tables*, October 2009.

Significance Thresholds.[47] The Project site is located in SRA 1 and the maximum active construction area is anticipated to be two acres. As identified above, sensitive receptors are within approximately 50 feet—less than 25 meters—from the Project site boundary.

c. Emissions Calculations

Construction activities would generate emissions from off-road equipment usage, on-road vehicle travel (truck hauling, vendor deliveries, and workers commuting), architectural coating, and paving. Each of these source types is discussed in more detail below. The Project's construction emissions were calculated using the SCAQMD recommended CalEEMod (Version 2020.4.0). **Table 3-5**, *Construction Emissions Sources*, provides an overview of the sources of air pollutant emissions that are accounted for in CalEEMod during Project construction. CalEEMod default values were used for equipment and vehicle emission factors, equipment load factors, and vehicle trip lengths with the exception of haul routes (which were assumed to be 36 miles each way as mentioned above). Maximum daily emissions calculated in CalEEMod represent conservative estimates of the worst-case daily emissions in each phase of construction based on continuous equipment activity.

TABLE 3-5: CONSTRUCTION EMISSIONS SOURCES

Phase(s)	Activity	Source(s)	Pollutants
All Phases	Off-Road Equipment Use	Engine Exhaust	VOC, NO_X, CO, SO_X, PM_{10}, $PM_{2.5}$
All Phases	On-Road Vehicle Trips	Engine Exhaust	VOC, NO_X, CO, SO_X, PM_{10}, $PM_{2.5}$
All Phases	On-Road Vehicle Trips	Engine Evaporative Losses	VOC
All Phases	On-Road Vehicle Trips	Brake & Tire Wear	PM_{10}, $PM_{2.5}$
All Phases	On-Road Vehicle Trips	Re-Entrained Road Dust	PM_{10}, $PM_{2.5}$
Demolition	Mechanical Pulverization	Demolition Debris Dust	PM_{10}, $PM_{2.5}$
Demolition, Excavation	Truck Loading	Fugitive Dust	PM_{10}, $PM_{2.5}$
Site Clearing, Grading	Ground Disturbance	Fugitive Dust (Dozers/Graders)	PM_{10}, $PM_{2.5}$
Building Construction	Architectural Coating	Off-Gassing (Evaporation)	VOC
Building Construction	Paving	Off-Gassing (Evaporation)	VOC

SOURCE: CAPCOA, 2022.

Construction Equipment Exhaust Emissions

Since the majority of off-road equipment units used for construction projects are diesel-fueled, CalEEMod assumes all of the equipment operates on diesel fuel. CalEEMod employs the following equation to estimate daily emissions of VOC, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$ from diesel-fueled off-road construction equipment exhaust:

$$Emission_{DieselEx}[grams] = \sum_i (EF_i \times Pop_i \times AvgHp_i \times Load_i \times Activity_i)$$

Where:

EF_i = Emission factor in grams per horsepower-hour [g/hp-hr.] from OFFROAD2017

[47] South Coast Air Quality Management District, *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, 2013.

Pop_i	=	Population, or number of pieces of equipment
$AvgHP_i$	=	Maximum rated average horsepower [HP]
$Load_i$	=	Load factor (average ratio of actual output to the maximum output, unitless)
$Activity_i$	=	Daily hours of operation
I	=	Equipment type

The OFFROAD model is the statewide emissions inventory for off-road equipment compiled by the CARB; factors from OFFROAD are built into the CalEEMod software based on the project location. CalEEMod provides options for specifying equipment types, horsepower ratings, load factors, and operational hours per day during each activity. Construction equipment inventories were provided by the Applicant for ease phase of construction, and default average equipment horsepower and default load factors derived from the statewide inventory for each type of equipment were relied upon to estimate daily emissions. Daily emissions from construction equipment during each phase were estimated using the equation above and converted from grams to pounds dividing by 453.592 grams per pound.

CalEEMod also estimates fugitive dust emissions associated with construction equipment use in grading activities, demolition debris truck loading, and excavated soil truck loading. As recommended by the SCAQMD, the fugitive dust emissions (PM_{10} and $PM_{2.5}$) from grading and leveling activities are calculating using the methodology described in USEPA AP-42. The CalEEMod software assumes that graders, tractors, and bulldozers will disturb 0.5 acres per day of ground cover during eight hours of use. Detailed equations used to estimate fugitive dust emissions associated with various equipment types—as well as demolition dust and haul truck loading of debris and excavated soil—can be found in Section 4.3 and Section 4.4 of the technical calculation appendix to the CalEEMod User's Guide.[48]

On-Road Vehicle Trips Mobile Source Emissions

Additionally, construction activities generate air pollutant emissions from on-road vehicle exhaust and evaporative and dust emissions from personal vehicles for worker commuting, vendor deliveries of equipment and materials, and trucks for soil and debris hauling. These emissions are based on the number of trips and the vehicle miles traveled (VMT), along with emission factors from EMFAC2021, the CARB on-road mobile source emissions model. CalEEMod estimates running exhaust emissions, running evaporative loss VOC emissions, and PM emissions from tire and brake wear as well as entrained road dust. Running exhaust emissions of VOC, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$ are estimated in CalEEMod using the following equation:

$$Emissions_{Pollutant} = VMT \times EF_{running,pollutant}$$

Where:

$Emissions_{pollutant}$	=	Emissions from vehicle running for each pollutant [grams]
VMT	=	Vehicle miles traveled
$EF_{running,pollutant}$	=	Emission factor for running exhaust emissions in grams per mile [g/mi]

[48] California Air Pollution Control Officers Association, *California Emissions Estimator Model (CalEEMod) User Guide Version 2022.1 Appendix C: Emissions Calculation Details for CalEEMod*, April 2022.

The CalEEMod program contains default trip lengths for workers, vendors, and material hauling based on regional survey data. The EMFAC2021 mobile source emission rates are built into the program as well. Running exhaust is the primary mobile source of VOC, NO_X, CO, and SO_2 emissions associated with vehicle travel. Vehicle trip PM_{10} and $PM_{2.5}$ emissions are predominantly attributed to particulate matter generated by degradation of brakes and tires on the road surface, with running exhaust being a secondary contributor to total mobile source emissions. Detailed equations used for calculating PM_{10} and $PM_{2.5}$ emissions associated with brake and tire wear—as well as re-entrained dust from paved road travel—can be found in the CalEEMod technical appendix.[49]

Architectural Coating Emissions

CalEEMod estimates emissions of VOC off-gassing from the application of architectural surface coatings containing solvents. The CalEEMod program uses the following equation to estimate evaporative emissions during architectural coating activities:

$$Emissions_{VOC}[lbs] = EF_{VOC,coating} \times A_{Paint} \times F$$

Where:

$Emissions_{VOC}$	=	Emissions of VOC in pounds [lbs.]
$EF_{VOC,coating}$	=	Emission factor in pounds VOC per square foot [lbs./sq. ft]
A_{Paint}	=	Building Surface Area [square footage]
F	=	Fraction of surface area [%] CalEEMod Default Values: Interior Surfaces = 75% of Building Surface Area Exterior Shell = 25% of Building Surface Area Parking Surfaces = 6% of Parking Area

CalEEMod assumes the total surface area for painting equals 2.7 times the building floor area square footage for residential uses and twice the building floor area square footage for non-residential uses. Based on preliminary design renderings, it is anticipated that no more than approximately 25 percent of the exterior surface area and 75 percent of the interior surface area will require the application of architectural coatings. A majority of the materials for building construction will arrive with coatings pre-applied. CalEEMod assigns the appropriate surface coating emission factor ($EF_{VOC,coating}$) to interior and exterior surfaces and parking surfaces. CalEEMod calculates the surface coating emission factor using the following equation:

$$EF_{VOC,coating}\left[{}^{lb}/_{sq.\,ft}\right] = \frac{C_{VOC}}{453.592\ {}^{g}/_{lb}} \times \frac{3.785\ {}^{L}/_{Gal}}{180\ sq.\ ft}$$

Where:

$EF_{VOC,coating}$	=	Emission factor in pounds VOC per square foot [lbs./sq. ft]
C_{VOC}	=	VOC content of coating in grams per liter [g/L]; SCAQMD Limit 50 g/L

[49] *Ibid*.

The emission factors for coating categories are calculated using the equation above based on default VOC content provided by the air districts or CARB's statewide limits. Project-specific VOC contents for architectural coatings can be entered into CalEEMod if included as a Project design feature. The SCAQMD has a building envelope coating limit of 50 g/L for all new structures within its jurisdiction beginning in 2019. Construction of the Project would only utilize building envelope coatings with a VOC content of less than or equal to 50 g/L for all structural applications in accordance with SCAQMD Rule 1113 (Architectural Coatings).

Paving Emissions

The CalEEMod software does not contain an input screen for asphalt paving emissions. However, CalEEMod estimates VOC off-gassing emissions from asphalt paving of parking lots using the following equation based on the acreage of the parking lot entered on the land use input screen:

$$E_{VOC,paving}\,[lbs] = EF_{paving} \times A_{parking}$$

Where:

$E_{VOC,paving}$	=	Emissions of VOC in pounds
EF_{paving}	=	Emission factor in pounds per acre [lbs./acre]; Default = 2.62 lbs./acre
$A_{parking}$	=	Area of the parking lot [acres]

VOC off-gassing emissions associated with paving activities are attributed to surface parking lots and other asphalt surfaces. Subterranean parking structures are typically constructed with concrete. Therefore, minimal VOC off-gassing would occur during construction of the Project.

3.4.2.2. Operations

a. Regional Emissions

Analysis of the Project's impact on regional air quality during long-term Project operations (i.e., after construction is complete) takes into consideration four types of sources: (1) area; (2) energy; (3) mobile; and (4) stationary. Area source emissions are generated by, among other things, landscape equipment, fireplaces, and the use of consumer products. Energy source emissions are generated as a result of activities in buildings for which natural gas is used (e.g., natural gas for heat or cooking). Mobile source emissions are generated by the increase in motor vehicle trips to and from the Project site associated with operation of the Project. Stationary source emissions are generated from proposed emergency generators during routine maintenance/testing.

Criteria pollutants are emitted during the generation of electricity at fossil fuel power plants. When electricity is used in buildings, the electricity generation typically takes place at off-site power plants, the majority of which burn fossil fuels. Because power plants are existing stationary sources permitted by air districts and/or the USEPA, criteria pollutant emissions are generally associated with the power plants themselves and not individual buildings or electricity users. Additionally, criteria pollutant emissions from power plants are subject to local, State, and federal control measures, which can be considered to be the maximum feasible level of mitigation for stack emissions. CalEEMod, therefore, does not calculate criteria pollutant emissions from regional power plants associated with building electricity use.

SCAQMD's CalEEMod model was used to estimate Project emissions during operation. Mobile-source emissions were calculated using CalEEMod. However, CalEEMod default VMT was

bypassed to account for the Project-related VMT provided using the Los Angeles Department of Transportation (LADOT) VMT Calculator. The VMT Calculator was developed by the City and LADOT to comply with SB 743, which requires lead agencies to adopt VMT criteria to determine transportation related impacts. Daily Project trips and VMT were obtained from the *Transportation Assessment* and incorporated into the emissions modeling exercise. CalEEMod calculates mobile-source emissions using the Project's VMT, trip generation, and emission factors based on EMFAC2021.[50] Area source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product usage (including paints) rates provided in CalEEMod. Natural gas usage factors in CalEEMod are based on the California Energy Commission *California Commercial End Use Survey* data set, which provides energy demand by building type and climate zone.

To determine if a significant air quality impact would occur, the net increase in regional operational emissions generated by the Project was compared against SCAQMD's significance thresholds presented in **Table 3-3**, *SCAQMD Air Quality Significance Thresholds*.[51] To be conservative, this analysis evaluates the Project's air quality impacts during operations based on reasonably expected maximum operational emissions even though such emissions would not occur throughout the entire operational phase. Refer to the **Appendix** for detailed operational modeling data.

b. Localized Emissions

i) On-Site Emissions

Localized impacts from Project operations include calculation of on-site emissions (e.g., combustion from natural gas usage) using SCAQMD's recommended CalEEMod and evaluation of these emissions consistent with SCAQMD's LST methodology discussed above.

ii) Off-Site Emissions

Potential localized CO concentrations from induced traffic at nearby intersections are also addressed, consistent with the methodologies and assumptions used in the consistency analysis provided in the 2003 AQMP.[52] It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections.[53,54] Accordingly, vehicle emissions standards have become increasingly more stringent. Before the first vehicle emission regulations, cars in the 1950s were typically emitting about 87 grams of CO per mile.[55] Currently, the CO standard in California is a maximum of 3.4 grams/mile for passenger cars (with provisions for certain cars to emit even less).[56] With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations in the Air Basin have steadily declined.

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[50] California Air Pollution Control Officers Association, *California Emissions Estimator Model (CalEEMod) Version 2022.1 User's Guide Appendix C Emissions Calculation Details for CalEEMod*, April 2022.

[51] South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, March 2023.

[52] South Coast Air Quality Management District, *Air Quality Management Plan*, 2003.

[53] United States Environmental Protection Agency, *Air Quality Criteria for Carbon Monoxide [EPA 600/P-099/001F]*, 2000.

[54] South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

[55] United States Environmental Protection Agency, *Timeline of Major Accomplishments in Transportation, Air Pollution, and Climate Change*, accessed April 24, 2024.

[56] California Air Resources Board, *California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles*, amended September 2010.

The analysis prepared for CO attainment in the Air Basin by SCAQMD can be used to assist in evaluating the potential for CO exceedances in the Air Basin. CO attainment was thoroughly analyzed as part of SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan).[57] As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and air quality management plans.

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which had a daily traffic volume of approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm, which indicates that the most stringent 1-hour CO standard (20.0 ppm) would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day.[58] The AQMP CO hotspots modeling also took into account worst-case meteorological conditions and background CO concentrations.

The Los Angeles County Metropolitan Transportation Authority (Metro) evaluated the level of service (LOS) in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level E at peak morning traffic and Level F at peak afternoon traffic.[59,60] As an initial screening step, if a project intersection does not exceed 400,000 vehicles per day, then the project does not need to prepare a detailed CO hot spot analysis. If a project would potentially result in a CO hotspot based on the initial screening, detailed modeling may be performed using California LINE Source Dispersion Model, version 4 (CALINE4), which is a model used to assess air quality impacts near transportation facilities (i.e., roadways, intersections, street canyons, and parking facilities). Given that fleet-average CO emission rates have decreased substantially since publication of the 2003 AQMP and that growth in the City has not quadrupled traffic volumes, the likelihood of CO hot spots occurring from a single project's contribution to nearby intersection volumes is extremely low.

c. Emissions Calculations

Future operation of the Project would generate emissions of air pollutants from a variety of sources, including mobile source on-road vehicle trips, and area sources including natural gas combustion from water heaters, landscaping equipment, and the use of consumer products. Periodic re-application of architectural coatings would generate VOC off-gassing emissions on a recurring yet infrequent basis; CalEEMod assumes the re-application rate is once every 10 years. CalEEMod estimates emissions from these sources based on the land use type and size, as well as default or Project -specific trip generation data. Area source emissions are based on natural gas combustion rates for building heating, water heaters and cooking, landscape equipment fuel combustion, and consumer products usage (including paints) rates built into the CalEEMod program. Natural gas usage factors in CalEEMod are based on the California Energy Commission (CEC) Commercial End Use Survey data set, which provides energy demand by building type and climate zone. The Project

[57] South Coast Air Quality Management District, *Federal Attainment Plan for Carbon Monoxide*, 1992.

[58] Based on extrapolation of the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

[59] Metro measured traffic volumes and calculated the LOS for the intersection of Wilshire Blvd/Sepulveda Ave, which is a block west along Wilshire Blvd and east of Interstate 405.

[60] Los Angeles County Metropolitan Transportation Authority, *Congestion Management Plan for Los Angeles County*, 2004.

does not include fireplaces in the design of the residential units, and the Los Angeles Green Building Code prevents the installation of woodstoves. The following discussions provide a succinct overview of the operational emissions sources and processes that are accounted for in the CalEEMod program. CalEEMod was used to estimate daily regional and localized air pollutant emissions produced by the existing uses on the Project site as well as the Project in the anticipated year of completion, 2027.

On-Road Vehicle Trips Mobile Source Emissions

CalEEMod calculates the emissions associated with on-road mobile sources once a project is fully operational and/or inhabited. The *Transportation Assessment* prepared for the Project determined that future operations would produce 2,935 daily vehicle trips and approximately 21,618 daily VMT. As described above, emissions associated with on-road mobile sources include running and starting exhaust emissions, evaporative emissions, brake and tire wear, and re-entrained dust from paved and unpaved roads. Starting and evaporative emissions are associated with the number of vehicle-starts or time between vehicle uses, and all other emission processes are based on VMT. The operational mobile source emissions analysis was prepared using Project-specific trip information and regional fleet mix inventories provided within CalEEMod based on EMFAC.

CalEEMod provides options for populating Project-specific information related to operational vehicle activity. Operational emissions in the opening year of 2027 were estimated using 2,935 daily trips and an average trip distance of 7.37 miles based on the *Transportation Assessment*. The daily VMT per capita would be approximately 10.4. The vehicle fleet mix is regionally determined based on the CARB statewide EMFAC emission inventory for on-road vehicle travel. Mobile source emissions (excluding evaporative losses and vehicle-start emissions) from operational vehicle trips are estimated using the following equation for each trip type and the aggregate CARB EMFAC inventory emission factor based on the distribution of vehicle types within the fleet mix:

$$Emission_{exhaust,brake/tire\ wear}[lbs] = \frac{\sum_i \left(EF_i \times Pop_i \times ADT_i \times D_{trip,i}\right)}{453.592\ {}^{g}/_{lb}}$$

Where:

EF_i	=	Vehicle-specific emission factor in grams per mile [g/mi] from EMFAC2014
Pop_i	=	Population, or number of vehicles of each type
ADT_i	=	Average daily trip rate for each vehicle type and trip type
$D_{trip,i}$	=	Trip distance
I	=	Vehicle type

Emissions from motor vehicles are dependent on model years and the specific types of vehicles. The emissions were calculated using a representative motor vehicle fleet mix provided by CalEEMod for a project in the Los Angeles County portion of the Air Basin.

Area Source Emissions

Area source emissions were calculated using CalEEMod default assumptions for the multi-family residential (mid-rise apartments) land uses. Area sources include VOC off-gassing from consumer products use and architectural coatings, as well as emissions from landscape maintenance equipment. Consumer products are chemically formulated products used by household and

institutional consumers—such as detergents, cleaning compounds, polishes, floor finishes, personal care products, disinfectants, and sanitizers—but does not include other paint products, furniture coatings, or architectural coatings. The SCAQMD conducted an evaluation of consumer products use as it correlated with the total square footage of buildings using data from the CARB consumer product emissions inventory and determined a VOC emission rate for consumer products within the SCAQMD jurisdiction.[61] CalEEMod uses the following equation to calculate daily VOC emissions from consumer products use:

$$E_{VOC,consumer\ products}\ [lbs]\ =\ EF_{VOC,consumer\ products}\ \left[{}^{lbs}/_{sq.ft}\right] \times\ A_{building}\ [sq.ft]$$

Where:

$E_{VOC,\ consumer\ products}$	=	Emissions of VOC in pounds per day
$EF_{VOC,\ consumer\ products}$	=	Emission factor in pounds per square foot of building area per day SCAQMD Default Value: 1.98 x 10^{-5} lbs./sq. ft/day
$A_{building}$	=	Total square footage (floor area) of all buildings

In addition to consumer products use, CalEEMod estimates daily and annual VOC emissions from operational application of architectural coatings. Operational architectural coating VOC emissions are estimated using the same equation presented above under construction sources assuming an average reapplication rate of once every 10 years.

Landscape Equipment

Operational emissions associated with landscape maintenance equipment are also estimated in CalEEMod, which include fuel combustion emissions from equipment such as lawn mowers, roto tillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers. The emissions associated with landscape equipment use were processed using data from CARB's Small Off-Road Engines Model v1.1 (SORE2020).[62] The CARB used the results of the inventory-wide emissions processing to derive two landscaping emissions factors: one for commercial landscape equipment in terms of grams per square foot of non-residential building space per day, and a second for residential landscape equipment in terms of grams per dwelling unit per day. These emission factors are multiplied by the number of operational days per year to estimate annual emissions within CalEEMod. Annual operating days are assumed to be 250 days per year for non-residential and 330 days per year for residential land uses.

Building Energy Use

The consumption of fossil fuels to generate electricity and to provide heating and hot water generates criteria pollutants. Future fuel consumption rates are estimated based on the specific square footage of the multi-family residences and the ancillary facilities and amenities included in the Project. Refer to the CalEEMod output files in the **Appendix** for a detailed breakdown of the land use types that were included in the CalEEMod emissions modeling exercise. Energy use (i.e., off-site electricity generation and on-site natural gas combustion) requirements for the Project is calculated within CalEEMod using the CEC's 2018–2030 Uncalibrated Commercial Sector Forecast (Commercial

[61] California Air Pollution Control Officers Association, *CalEEMod User Guide Version 2022.1 Appendix D: Technical Source Documentation for Emissions Calculations (Appendix D3 – Consumer Products Use Technical Source Documentation)*, October 2017.

[62] California Air Pollution Control Officers Association, *CalEEMod User Guide Version 2022.1*, April 2022.

Forecast) and the 2019 Residential Appliance Saturation Survey (RASS) data sets.[63] This data set provides energy intensities of different land uses throughout the state and in different climate zones. Since the data contained in the CEUS is from 2002, the CalEEMod software incorporates correction factors to reflect compliance with the Title 24 Building Standards Code. CalEEMod defaults are the 2019 Title 24 energy efficiency standards. The Title 24 energy efficiency standards are updated every three years. All new construction associated with the Project will be subject to the requirements of the 2022 Title 24 energy efficiency standards, which went into effect in January 2023. Therefore, electricity and natural gas consumption estimated for the Project using CalEEMod represent conservative approximations of future operational building energy use in 2027.

3.4.2.3. Toxic Air Contaminants – Construction & Operations

Potential TAC impacts are initially evaluated by conducting a qualitative analysis consistent with the CARB Handbook and SCAQMD guidance, both of which are discussed in detail below. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources and evaluating the potential for such sources to cause significant TAC impacts. If the qualitative evaluation determines the potential for significant impacts from a new TAC source, or modification of an existing TAC emissions source, a more detailed dispersion analysis is conducted to evaluate estimated Project TAC emissions against the applicable SCAQMD significance thresholds based on downwind sensitive receptor locations.

a. State Guidance

CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005, to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions.[64] The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

CARB published a supplemental technical advisory entitled *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways* as a follow-up to the *Handbook*. It is intended to provide planners and other stakeholders involved in land use planning and decision-making with information on scientifically based strategies (e.g., solid barriers, vegetation buffers for pollutant dispersion, and indoor high efficiency filtration) to reduce exposure to traffic emissions near high-volume roadways in order to protect public health and promote equity and environmental justice.

b. Regional Guidance

[63] California Air Pollution Control Officers Association, *CalEEMod User Guide Version 2022.1 Appendix D: Technical Source Documentation for Emissions Calculations (Appendix D5: Analysis of Building Energy Use Data)*, April 2022.

[64] California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005.

SCAQMD has also adopted land use planning guidelines in the *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, which considers impacts to sensitive receptors from facilities that emit TAC emissions.[65] SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for sensitive land uses proposed in proximity of freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities). SCAQMD's document introduces land use-related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. SCAQMD's guidelines are voluntary initiatives recommended for consideration by local planning agencies.

SCAQMD has adopted two rules to limit cancer and non-cancer health risks from facilities located within its jurisdiction. Rule 1401 (New Source Review of Toxic Air Contaminants) regulates new or modified facilities, and Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulates facilities that are already operating. Rule 1402 incorporates requirements of the AB 2588 program, including implementation of risk reduction plans for significant risk facilities. Significant risk facilities are those facilities which have an increased cancer risk exceeding 10 in 1 million or a total hazard index exceeding 1.0. Examples include landfills, paint booths, refineries and oil production facilities, among others.

3.4.3. Analysis of Project Impacts

[a] Would the Project conflict with or obstruct implementation of the applicable air quality plan? (*Less-Than-Significant Impact*)

Impact Analysis

A. SCAQMD CEQA Air Quality Handbook Policy Analysis

The following analysis addresses the Project's consistency with applicable SCAQMD and SCAG policies, inclusive of regulatory compliance. In accordance with the procedures established in SCAQMD's *CEQA Air Quality Handbook*, the impact discussion addresses the following criteria to determine whether the Project is consistent with applicable SCAQMD and SCAG planning objectives:

1) Would the Project create any impacts related to air quality violations, such as:

- An increase in the frequency or severity of existing air quality violations;
- Causing or contributing to new air quality violations; or,
- Delaying timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

2) Would the Project exceed the assumptions utilized in preparing the AQMP:

- Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
- Does the Project incorporate mitigation measures to reduce potentially significant impacts; and/or,
- To what extent is Project development consistent with the AQMP land use policies and control measures?

[65] South Coast Air Quality Management District, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, May 2005.

Air quality violations occur when facilities are out of compliance with applicable SCAQMD rule requirements, permit conditions or legal requirements, or with applicable state or federal air pollution regulations. The regional and localized air quality significance thresholds were designed as a screening tool to avoid the potential occurrence and exacerbation of air quality violations resulting from construction and operation of individual CEQA projects based on the designation of emissions sources warranting advanced permitting and regulation.

The second indicator of AQMP consistency is assessed by determining potential effects of permanent facility operations on population, housing, and employment assumptions that were used in the development of the AQMP and the RTP/SCS. If implementation of the Project would render the assumptions invalid by introducing growth within the SCAQMD jurisdiction that exceeds projections incorporated into the AQMP, a significant air quality impact may occur.

I. Criterion 1: Air Quality Violations

With respect to the first criterion—and as discussed in greater detail under the analysis for **Threshold [b]** and **Threshold [c]**, below—emissions of NO_X (as a surrogate for NO_2), CO, PM_{10}, and $PM_{2.5}$ have been analyzed for the Project. SO_2 emissions would be negligible during construction and long-term operations and, therefore, would not have the potential to cause or affect a violation of the SO_2 ambient air quality standard. Since VOCs are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

a) Construction

Air quality violations are determined by an SCAQMD Air Quality Inspector when a business is out of compliance with applicable SCAQMD rule requirements, permit conditions or legal requirements, or with applicable State or federal air pollution regulations. Air quality violations typically involve large industrial facilities that emit vast quantities of stringently regulated pollutants and are not common among typical infill land use development projects. Construction of the Project would be conducted in accordance with the BMPs provided in SCAQMD Regulation IV, Rule 401 (Visible Emissions) and Rule 403 (Fugitive Dust). These BMPs include the application of water as a dust suppressant to material stockpiles and disturbed ground areas. The application of these BMPs would reduce fugitive dust emissions during construction activities by approximately 61 percent. All construction equipment and vehicles would be maintained and operated within manufacturer specifications to limit unnecessary emissions during use, and any vehicles traveling on unpaved surfaces would be required to limit their speed to 15 miles per hour or less. Construction of the proposed project would not have the potential to obstruct or conflict with implementation of the AQMP in the context of SCAQMD rule requirements. Additionally, SCAQMD Rule 1113 limits the VOC content of paints and other architectural coatings to 50 grams per Liter (50 g/L) for all building envelope applications. These control measures were accounted for in CalEEMod as standard features under the unmitigated conditions.

Estimates of maximum daily air pollutant emissions that would be generated by construction activities can be used to demonstrate that the Project would not conflict with or obstruct implementation of the AQMP with regards to increasing the frequency or severity of existing air quality violations. SCAQMD devised its mass daily thresholds of significance as a screening tool for determining the potential significance of air pollutant emissions from CEQA projects. Emissions of air pollutants that would be generated by construction activities were calculated using the CalEEMod, Version 2022.1.1.21. 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 emissions from a variety of land use projects. CalEEMod was developed in

collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California and is recommended by the SCAQMD.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be project-specific for the construction schedule and the equipment used was based on CalEEMod defaults. Sources of air pollutant emissions associated with Project construction include heavy-duty diesel equipment exhaust, fugitive dust generation from material movement, off-gassing of volatile compounds from architectural finishing, haul truck trips, vendor material delivery trips, and construction worker trips.

Construction activities associated with the Project will result in emissions of VOCs, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. Construction related emissions are expected from the following activities: demolition, site preparation, grading, building construction, paving, and architectural coating. Construction is expected to begin in May 2025 and last for approximately 27.5 months, ending in September 2027. The construction schedule utilized in the analysis, as summarized in **Table 3-4**, *Construction Schedule Summary*, represents a "worst-case" analysis scenario even if construction were to occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.

Comparing regional and localized emissions that would be generated during construction of the Project to the SCAQMD mass daily thresholds serves as a screening method for evaluating whether further assessment of potential air quality violations is warranted. As shown in **Table 3-7**, *Estimated Regional Construction Emissions*, within the **Threshold [b]** analysis, the regional increases in PM_{10} and $PM_{2.5}$ emissions during construction would not exceed the SCAQMD threshold values, nor would emissions from on-site sources exceed the applicable LST values as presented in **Table 3-9**, *Estimated Localized Construction Emissions*, within the **Threshold [c]** discussion. Additionally, the Project's maximum potential daily NO_X and CO emissions during construction were analyzed to determine if there is a potential for such emissions to cause or affect a violation of an applicable ambient air quality standard near the Project site. As shown in **Table 3-7**, *Estimated Regional Construction Emissions*, and **Table 3-9**, *Estimated Localized Construction Emissions*, in the **Threshold [b]** and **Threshold [c]** analyses, respectively, and detailed in the **Appendix** (CalEEMod Construction Output file), regional and localized unmitigated emissions of NO_X and CO would not exceed the corresponding SCAQMD thresholds. Therefore, Project construction would not result in a significant impact with regard to localized air quality.

b) Operations

Because the Project would not introduce any substantial stationary sources of emissions (e.g., gasoline stations, dry cleaners, chrome plating operations), CO is the preferred benchmark pollutant for assessing local area air quality impacts from postconstruction motor vehicle operations. As indicated below, under the analysis for **Threshold [c]**, no intersections would require a CO hotspot analysis, and impacts would be less than significant. Therefore, the Project would not increase the frequency or severity of an existing CO violation or cause or contribute to new CO violations. Operation of the Project would not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

II. Criterion 2

With respect to the second criterion for determining consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's *Connect SoCal* 2020–2045 RTP/SCS and the 2016–2040 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) Project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's 2020–2045 RTP/SCS. The *Connect SoCal* 2020–2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. Economic assumptions, including employment rates and migration due to jobs, are also included as part of the 2020–2045 RTP/SCS forecast projections.

a) Construction

Construction of the Project would result in increased employment opportunities in the construction industry. However, it is not likely that construction workers would relocate their households as a result of their employment associated with construction. The construction industry differs from other employment sectors in that many construction workers are highly specialized and move from job site to job site as dictated by the demand for their skills, and they remain at a job site for only the timeframe in which their specific skills are needed to complete a particular phase of the construction process. Furthermore, it is likely that the construction workers employed for construction would be taken from the labor pool currently residing in the City or County. Thus, the construction phase of the Project will be temporary, lasting for approximately 27.5 months, and will not create permanent growth in population, housing, or employment within the City or within SCAQMD jurisdiction. Therefore, construction of the Project would have no impact on regional growth projections accounted for in SCAQMD and SCAG plans.

b) Operations

Implementation of the Project would introduce new non-residential land uses to the area through infill development, including commercial office space, retail and restaurant spaces, sound stage studio spaces, and a parking garage near multiple major transit stops. SCAG defines a major transit stop as a site containing an existing or planned rail or bus rapid transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The Project would be located within ¼-mile of the Metro K Line Martin Luther King Jr. Station on Crenshaw Boulevard, as well as several bus routes (i.e., Metro Lines 40, 102, 105, and 210 at the Crenshaw Boulevard/Stocker Street intersection and the DASH Crenshaw Line). The Project would be an infill development providing a net increase of approximately 889 jobs in the City that can be filled by the local labor force, increasing job density within a Priority Development Area (PDA) that qualifies as both a Transit Priority Area (TPA) and a

Neighborhood Mobility Area (NMA). SCAG acknowledges that projects located within multiple PDAs indicate a greater alignment with Plan goals.

- Does the Project incorporate mitigation measures to reduce potentially significant impacts?

The Project would comply with all applicable regulatory standards (e.g., SCAQMD Rule 403, etc.) as required by SCAQMD, as summarized above. The Project also would incorporate project design features to support and promote environmental sustainability. While these features are designed primarily to reduce GHG emissions, they would also serve to reduce the criteria air pollutants.

- To what extent is Project development consistent with the AQMP land use policies and control measures?

With regard to land use developments, such as the Project, the *Connect SoCal* land use control measures (i.e., goals and policies) focus on locating future growth within PDAs and the reduction of vehicle trips and VMT. The Project is an infill development near transit within an existing urbanized area that would concentrate new creative office/retail, restaurant, and sound stage studio uses within a TPA, thus reducing per capita VMT. The Project would not have a significant long-term impact on the region's ability to meet state and federal air quality standards. The Project would not result in daily regional emissions that exceed the applicable SCAQMD thresholds, which were established to ensure that individual projects would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of the Project on air quality in the Air Basin. The Project represents an infill development near transit within an existing urbanized area that would concentrate new residential, retail, and office uses within a TPA and NMA, thus reducing VMT. The *Transportation Assessment* for the Project determined that the per-capita VMT for the proposed development would be 10.4 work VMT per employee, which is less than the South LA Area Planning Commission threshold of 11.6 VMT per capita established within the City's *Transportation Assessment Guidelines (TAG)*. The Project would not have a significant long-term impact on the region's ability to meet State and federal air quality standards. The Project would comply with SCAQMD Rule 403 and would implement measures for control of NO_X, PM_{10}, and $PM_{2.5}$. The Project would also be consistent with the goals and policies of the AQMP for the control of fugitive dust. As discussed above, the Project would be consistent with the goals and policies of the AQMP.

B. City of Los Angeles Policy Analysis

As discussed above, the Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. To achieve the goals of the Air Quality Element, performance-based standards have been adopted to provide flexibility in the implementation of its policies and objectives. As shown in **Table 3-6**, *Project Consistency with City of Los Angeles General Plan (Air Quality Element)*, the Project would not conflict with goals, objectives, and policies in the Air Quality Element of the City's General Plan.

TABLE 3-6: PROJECT CONSISTENCY WITH CITY OF LOS ANGELES GENERAL PLAN (AIR QUALITY ELEMENT)

Recommendation	Analysis of Project Consistency
Goal 1: Good air quality and mobility in an environment of continued population growth and healthy economic structure.	**No Conflict**. The Project site is located in proximity to a regional job center (i.e., Downtown Los Angeles). Future residents would also have access to local bus and rail lines as well as the use of bicycle parking spaces provided on the Project site. The proximity to job centers and the option to use alternative modes of transportation would reduce reliance on single-occupant vehicles, consistent with this goal.
Objective 1.1: It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan, increase traffic mobility, and sustain economic growth citywide.	**No Conflict**. Existing transit service in proximity to the Project site includes Metro bus service for line 102 at the intersections of Stocker Street and both Santa Rosalia Drive to the north as well as Don Felipe Drive to the south. Additional Metro bus lines 40, 102, 105, and 210 stops are located at the intersection of Stocker Street and Crenshaw Boulevard, approximately 0.2 miles from the Project site. The Project would also be located within ¼-mile of the Metro K Line Martin Luther King, Jr. Station located on Crenshaw Boulevard. The nature of the Project as an infill development in both a TPA and NMA would be consistent with City policy.
Objective 1.3: It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.	**No Conflict**. The Project would comply with SCAQMD Rule 403, which requires dust control measures during construction activities.
Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.	**No Conflict**. The Project would locate residential uses near major employment centers (i.e., Downtown Los Angeles), which would reduce trips and encourage employees to utilize alternative modes of transportation.
Objective 2.1: It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.	**No Conflict**. As mentioned previously the Project site is located in a TPA with several available transit connections nearby. Future employees and patrons would also have access to the use of bicycle parking spaces provided on the Project site. The proximity to job centers and the option to use alternative modes of transportation would reduce reliance on single-occupant vehicles, consistent with this goal.
Policy 2.1.1: Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce Vehicle Trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	**No Conflict**. Existing transit service in proximity to the Project site includes Metro bus service for lines 40, 102, 105, and 210, and Crenshaw Clockwise DASH service at the intersection of Stocker Street and Santa Rosalia Drive adjacent to the Project site. The Project would locate new commercial uses near multimodal transit, which would reduce trips and encourage employees to utilize alternative modes of transportation.
Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.	**No Conflict**. The infill development project would locate commercial and retail uses near multimodal transit access points and provide bicycle parking infrastructure to encourage active transportation.
Objective 4.1: It is the objective of the City of Los Angeles to include regional attainment of ambient air quality standards as a primary consideration in land use planning.	**No Conflict**. The Project analysis of potential air quality impacts relied upon numeric indicators stabled by the SCAQMD, which considers attainment of the ambient air quality standards. The Project also incorporates land use characteristics that would reduce land use planning-related air pollutant emissions.
Policy 4.2.2: Improve accessibility for the City's residents to places of employment, shopping centers, and other establishments.	**No Conflict**. The infill development project would locate commercial and retail uses near multiple METRO and LADOT DASH transit lines, as well as within ¼-mile of the Metro K Line light rail station on Crenshaw Boulevard.

TABLE 3-6: PROJECT CONSISTENCY WITH CITY OF LOS ANGELES GENERAL PLAN (AIR QUALITY ELEMENT)

Recommendation	Analysis of Project Consistency
Policy 4.2.3: Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**No Conflict**. The Project would incorporate pedestrian pathways that would connect to the existing sidewalk network. In addition, the Project would provide bicycle parking spaces consistent with City code requirements. The Project would also comply with City requirements for providing electric vehicle charging capabilities and electric vehicle charging stations within parking areas.
Policy 4.2.4: Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**No Conflict**. The environmental review conducted for the Project includes an analysis of air quality impacts. Decision-maker(s) for the discretionary actions would be responsible for determining that the environmental review was conducted in compliance with CEQA.
Policy 4.2.5: Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**No Conflict**. The infill development project would locate new commercial and retail uses having access to multiple connections to public transportation within 0.25 mile of the Project site. In addition, the Project would provide bicycle parking spaces consistent with City code requirements.

SOURCE: TAHA, 2024.

The Project would promote the City of Los Angeles General Plan Air Quality Element goals, objectives and policies discussed above in the regulatory framework. Specifically, the Project would provide a sufficient number of bicycle parking spaces to meet City of Los Angeles bicycle parking requirements per LAMC Section 12.21.A.16 by providing 32 short term bicycle parking spaces, long term bicycles spaces, and showers and secure lockers in Buildings A and B. The Project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking to nearby destinations, thereby facilitating a reduction in VMT. Design features of the Project to accommodate active transportation include new sidewalks and street trees along the perimeter, improved street and pedestrian lighting, and a pedestrian network within the site that would connect to the surrounding pedestrian system. In addition, the Project would be consistent with the developing land use pattern in the vicinity that features greater concentration of urban density along major arterials and near transit options. The Project also includes primary entrances for pedestrians and bicyclists that would be safe, easily accessible, and within 0.15 mile of major transit stops.

Based on the above, the Project is consistent with applicable policies of the City of Los Angeles Air Quality Element.

C. Conclusion

In conclusion, analysis of **Threshold [a]** was based on the Project's consistency with the AQMP, as well as the City of Los Angeles plans and policies. The determination of AQMP consistency is primarily concerned with the long-term influence of the Project on air quality in the Air Basin. As discussed above, the Project would not increase the frequency or severity of an existing air quality violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the State and federal standards, the Project would also not delay the timely attainment of air quality standards or interim emission reductions specified in the AQMP.

In addition, because the Project is consistent with growth projections that form the basis of the 2022 AQMP, the Project would be consistent with the emissions forecasts and attainment demonstration in the AQMP. Furthermore, while the Project does not implement any air quality mitigation measures, the Project would comply with all applicable regulatory standards and would incorporate the project

design features that would serve to reduce the criteria air pollutants discussed herein. Additionally, as the Project would support the City of Los Angeles and SCAQMD's objectives of reducing VMT and the related vehicular air emissions, the Project would be consistent with AQMP control measures. Thus, the Project would not conflict with or obstruct implementation of the AQMP. With regard to City policies, as discussed above, the Project would serve to implement applicable policies of the City pertaining to air quality. Based on the above, impacts to **Threshold [a]** would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Project impacts with regard to implementation of the AQMP during both construction and operation would be less than significant without mitigation.

[b] Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard? (*Less-Than-Significant Impact*)

Impact Analysis

The Los Angeles County portion of the Air Basin is presently designated as nonattainment of either the federal or state ambient air quality standards for O_3, PM_{10}, and $PM_{2.5}$. Therefore, there is an ongoing regional cumulative impact associated with these air pollutants. The SCAQMD published guidance addressing the evaluation of potential cumulative impacts for CEQA projects. The SCAQMD asserts that if construction or operation of a project would produce maximum daily emissions exceeding the applicable project-specific thresholds, those emissions would also be considered cumulatively significant. For this reason, the SCAQMD applies the same project-level thresholds to cumulative assessments. Conversely, if construction and operation of a project would not generate emissions of sufficient quantity to exceed any of the applicable mass daily thresholds, then that project and its associated emissions would be considered less than significant in the cumulative context.

A. Construction

Construction of the Project has the potential to create air quality impacts through emissions generated using heavy-duty construction equipment and through vehicle trips associated with construction worker commutes and haul and delivery vehicles traveling to and from the Project site. Fugitive dust emissions would primarily result from site preparation (e.g., demolition and grading) activities. It is mandatory for all construction projects in the Air Basin to comply with SCAQMD Rule 403 for Fugitive Dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce fugitive $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent. NO_X emissions would predominantly result from the use of construction equipment and haul truck trips. The assessment of construction air quality impacts considers all of these emissions sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

Construction is expected to begin in the second quarter of 2025 and last for approximately 27.5 months with Project buildout and commencement of occupancy anticipated in September 2027. Construction activities would generally involve demolition and site clearing, grading and excavation, building construction, paving of driveways and access points, and landscaping and architectural finishing. Error! Reference source not found., *Construction Schedule Summary*, above, provides a s uccinct overview of the construction schedule, maximum daily equipment inventory, and construction traffic estimates for each activity involved. The air quality analysis focuses on maximum daily emissions during construction activities. It is unlikely that the maximum number of daily haul truck loads would be required throughout the duration of each activity. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required. Details pertaining to the schedule and equipment can be found in the CalEEMod, Version 2020.4.0 output files in the **Appendix**.

Demolition would require the dismantling and removal of approximately 123,000 square feet of existing building floor area as well as asphalt and pavement hardscape on the site. Demolition is expected to last for approximately three months, and maximum daily hauling activity during demolition would not exceed 40 truckloads per day, or 80 one-way trips. Following demolition, excavation of the site to accommodate the building foundations would produce approximately 69,000 cubic yards of material to be exported. The maximum daily emissions were estimated using the equipment inventories and crew workforce estimates for each construction phase presented in Error! R eference source not found., *Construction Schedule Summary*, based on information provided by the Applicant. Maximum daily emissions during construction are compared to the applicable SCAQMD mass daily thresholds of significance in **Table 3-7**, *Estimated Regional Construction Emissions*. Construction of the Project would not generate daily emissions of criteria pollutants or O_3 precursors in excess of any SCAQMD regional threshold. Thus, construction of the Project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and would not obstruct timely implementation of the AQMP by exacerbating air quality violations within the Air Basin.

TABLE 3-7: ESTIMATED REGIONAL CONSTRUCTION EMISSIONS

Construction Activity	Maximum Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition	2.5	22.5	31.1	<0.1	4.7	1.5
Site Preparation	1.9	20.3	24.9	<0.1	6.8	1.7
Grading	2.6	29.9	32.6	<0.1	5.7	2.0
Building Construction	5.0	40.6	56.2	<0.1	4.0	1.8
Paving	1.9	16.5	25.6	<0.1	1.3	0.7
Architectural Coating	25.2	5.0	7.2	<0.1	0.8	0.3
Overlapping Activities						
Building Construction + Paving	7.0	57.1	81.7	<0.1	5.3	2.5
Building Construction + Architectural Coating	30.2	45.6	63.3	<0.1	4.7	2.1
Maximum Daily Emissions	**30.2**	**57.1**	**81.7**	**<0.1**	**6.8**	**2.5**
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Emissions modeling files can be found in **Appendix A**.
SOURCE: TAHA, 2024; SCAQMD, 2023.

The regional analysis in **Table 3-7**, *Estimated Regional Construction Emissions*, identifies the maximum daily emissions that would occur during construction of the Project and compares those emissions to the applicable SCAQMD regional mass daily threshold of significance. Daily construction activities would fluctuate throughout the 27.5-month construction period, and the maximum daily emissions identified in **Table 3-7**, *Estimated Regional Construction Emissions*, that are compared to the regional thresholds do not represent emissions that would be occurring every day of construction. Emissions would not exceed the SCAQMD significance thresholds. Construction of the Project would therefore result in a less than significant impact to air quality related to the creation or exacerbation of air quality violations within the SCAQMD jurisdiction.

B. Operations

The Project would generate regional operational emissions from vehicle trips, area sources, and energy use. As discussed above, CalEEMod was used to estimate daily operational air pollutant emissions using the project-specific trip and VMT. The *Transportation Assessment* prepared for the Project determined that operations would result in approximately 2,935 daily trips and approximately 21,618 daily VMT. **Table 3-8**, *Proposed Project Regional Operational Emissions*, presents the CalEEMod results for operational emissions estimates of the Project at full occupancy in 2027. Daily emissions of ozone precursors and criteria pollutants would remain substantially below the SCAQMD operational thresholds. Sources located on the Project site would be consistent with studio production space, commercial office space, and retail and restaurant uses. Future operation of the Project would not introduce a new substantial source of air pollutant emissions to the Project area. Therefore, regional Project emissions during future operation would result in a less than significant impact related to emissions of nonattainment pollutants. This impact would be less than significant, and no mitigation measures are required.

TABLE 3-8: PROPOSED PROJECT REGIONAL OPERATIONAL EMISSIONS

Operational Activity	Maximum Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
EMISSIONS ANALYSIS						
Area Sources	8.1	0.1	15.4	<0.1	<0.1	<0.1
Energy Sources	0.1	1.8	1.5	<0.1	0.1	0.1
Mobile Sources	9.0	6.6	69.6	0.2	15.4	4.0
Off-Road Equipment	1.5	16.0	23.6	<0.1	0.5	0.5
IMPACT ANALYSIS						
Daily Operational Emissions	**18.7**	**24.4**	**110.0**	**0.2**	**16.1**	**4.6**
Regional Threshold	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Emissions modeling files can be found in the **Appendix**.
SOURCE: TAHA, 2024.

C. Conclusion

According to the SCAQMD, individual projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is on non-attainment. Daily emissions would not exceed the SCAQMD's regional significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts due to localized emissions would also not be cumulatively considerable and therefore would be less than significant. As such, the Project would not result in a

cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

This impact would be less than significant, and no mitigation measures are required.

[c] Would the Project expose sensitive receptors to substantial pollutant concentrations? (*Less-Than-Significant Impact*)

Impact Analysis

A comprehensive land use survey was conducted to identify the closest sensitive receptors to the Project site. As identified in **Figure 3-2**, *Sensitive Receptors*, there are numerous sensitive land uses surrounding the Project. Sensitive receptors in closest proximity to the Project would include:

- A multi-family residential complex adjacent to the northern property boundary;
- Single- and multi-family residential developments located to the south and southeast of the site across Stocker Street, approximately 85 feet (26 meters) from the property boundary;
- The View Park Convalescent Center located approximately 275 feet (84 meters) northwest of the property boundary;
- A tract of single-family homes located approximately 315 feet (96 meters) west of the site.

The air quality analysis focuses on the closest receptors to the Project site.

I. Construction

a. On-Site Construction Activities (Criteria Pollutants)

As discussed above in the methodology subsection, the localized construction air quality analysis was conducted using the LST methodology promulgated by the SCAQMD. The SCAQMD published look-up tables with daily mass emissions screening values that correspond to a project's SRA, the area of maximum daily ground disturbance during construction, and the proximity of sensitive receptors to the project site. The LST screening values represent the maximum allowable emissions from a project that are not expected to cause or contribute to ambient air quality standards being exceeded. Maximum daily on-site unmitigated construction emissions were estimated in CalEEMod and are presented in **Table 3-9**, *Estimated Localized Construction Emissions*, below. Also presented are the applicable LST screening values for a project with maximum daily disturbance of two acres in SRA 1 that is within approximately 82 feet (25 meters) of sensitive receptors. As shown in **Table 3-9**, *Estimated Localized Construction Emissions*, construction of the Project would not result in localized emissions exceeding any applicable SCAQMD LST screening value, even in the unmitigated condition. Therefore, emissions from on-site sources during Project construction would not have the potential to expose nearby sensitive receptors to substantial pollutant concentrations and this impact would be less than significant.

TABLE 3-9: ESTIMATED LOCALIZED CONSTRUCTION EMISSIONS				
	Maximum Daily On-Site Emissions (Pounds Per Day)			
Construction Activity	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition	18.8	24.2	2.9	1.0
Site Preparation	12.5	16.4	4.0	1.0
Grading	18.3	22.7	2.2	1.0
Building Construction	37.4	45.6	1.3	1.2
Building Construction + Paving	53.2	68.5	2.0	1.7
Building Construction + Architectural Coating	41.7	50.1	1.4	1.3
Maximum Daily Localized Emissions	**53.2**	**68.5**	**4.0**	**1.7**
Localized Significance Threshold /a/	108	1,048	8	5
Exceed Threshold?	**No**	**No**	**No**	**No**

/a/ LST values correspond to a two-acre disturbance area in SRA 1 within 25 meters of the nearest sensitive receptor.
Note: Emissions modeling files can be found in **Appendix A**.
SOURCE: TAHA, 2024.

b. On-Site Construction Activities (Toxic Air Contaminants)

With regards to TAC emissions, carcinogenic risks, and non-carcinogenic hazards, the use of heavy-duty construction equipment and haul trucks during construction activities would release diesel PM to the atmosphere through exhaust emissions. Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. Based on SCAQMD guidance, health effects from TACs are usually described in terms of individual cancer risk, which is the likelihood that a person exposed to TACs over a 70-year lifetime will contract cancer. Project construction activity would not result in long-term substantial sources of TAC emissions (i.e., 30 or 70 years) and would not generate ongoing construction TAC emissions. Given the temporary and short-term construction schedule (approximately 25 months), the Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of Project construction. Furthermore, as shown above, none of the Project's emissions exceed any local or regional thresholds. In addition, the construction activities associated with the Project would be similar to other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, state, and federal level that would protect sensitive receptors from substantial concentrations of these emissions.

Construction of the Project is forecasted to last for approximately 27.5 months according to the preliminary schedule. Over the course of the construction duration, the analysis in CalEEMod determined that average diesel PM emissions from on-site heavy-duty equipment would be approximately 1.13 pounds per working day, spread across the five-acre site. This magnitude of diesel PM emissions is a conservative estimate based on the assumed near-continuous operation of equipment during the workday, when in reality there may be considerable downtime throughout days of active construction. Emissions would be distributed across the construction site where equipment is active and would be dispersed quickly due to the elevated atmospheric mixing height and higher wind speeds during the daytime. It is unlikely that diesel PM concentrations would reach levels of any public health concern at sensitive receptor locations in the project vicinity during the construction period, and diesel PM emissions would cease upon completion of construction activities. Therefore, the Project would result in a less-than-significant impact related to construction TAC emissions, concentrations, and exposures.

II. Operation

a. On-Site Operational Activities (Criteria Pollutants)

The Project does not include an industrial component that would constitute a new substantial stationary source of operational air pollutant emissions and does not include a land use that would generate a substantial number of heavy-duty truck trips within the region. The Project would not generate air toxic emissions capable of exposing sensitive receptors to substantial pollutant concentrations. Therefore, the Project would result in a less-than-significant impact related to substantial pollutant concentrations during operational activities.

b. Off-Site Operational Activities (CO "Hot Spots" Analysis)

Traditionally, CO has been the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future forecasted CO levels to the state and federal CO standards which were presented above. Consistent with the CO methodology presented above, if a subject intersection does not exceed 400,000 vehicles per day, then the project does not need to prepare a detailed CO hot spot analysis.

The Project would generate a total of 2,935 daily vehicle trips. According to the *Transportation Assessment*, the most-impacted intersection in the Project site vicinity would be located at Crenshaw Boulevard and Stocker Street. The intersection's peak hourly traffic (Average Daily Traffic [ADT]) volume at this location would be 4,222 vehicles per hour. Conservatively assuming this value represents approximately 10 percent of the daily traffic, the busiest intersection would not exceed 42,250 vehicles per day. As this intersection has a volume that falls far short of 100,000 vehicles per day, no CO "hot spot" modeling was performed, and no significant long term air quality impact is anticipated to local air quality with the ongoing use of the Project. Therefore, this impact would be less than significant, and no mitigation would be required.

c. Toxic Air Contaminants

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

The primary source of potential air toxics associated with operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and, to a lesser extent, on-site equipment used to support production studio activities. However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that HRAs be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions. The Project would not

include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily trucks to the Project site would not exceed 100 trucks per day or more than 100 trucks per or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated ATCM limits diesel-fueled commercial vehicles (delivery trucks) to idle no more than five minutes at any given time, which would further limit diesel particulate emissions.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that the quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the types of proposed land uses would be below thresholds warranting further study under the California Accidental Release Program. As a result, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the Project. As such, the Project would not release substantial amounts of TACs, and impacts on human health would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Implementation of the Project would result in less than significant air quality impacts related to substantial pollutant concentrations during both construction and operation without mitigation.

[d] Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Less-Than-Significant Impact)

Impact Analysis

Odors are typically associated with the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of an integrated production studios campus that would include four production sound stages totaling 51,200 square feet, 6,500 square feet of retail space, 44,400 square feet of production support office space for accessory uses that include writers' rooms, hair and makeup, 123,100 square feet of general office space, 18,500 square feet of restaurant uses, and a 13,000-square-foot mill shop for set production.

I. Construction

A significant impact would occur if construction or operation of the Project would result in the creation of nuisance odors that would be noxious to a substantial number of people, or visible dust plumes. Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of asphalt and architectural coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project site and would be temporary in nature and would not persist beyond the termination of construction activities. All construction activities would be conducted in accordance with the BMPs set forth in SCAQMD Rule 403. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also

decrease and would be quickly diluted. Therefore, the Project would result in a less-than-significant impact related to construction odors.

II. Operations

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project comprises a combination of production design studio space, commercial office space, and retail and restaurant uses. On-site trash receptacles would have the potential to create adverse odors. The facility would properly maintain odors associated with trash in compliance with the LAMC. Therefore, the Project would result in a less-than-significant impact related to operations odors.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Impacts would be less than significant during both construction and operation of the Project.

3.4.4. Cumulative Impacts

Impact Analysis

Ambient air quality conditions and pollutant concentrations are generally influenced by the cumulative effect of air pollutant emissions from all sources within a particular region, and attainment dates and control strategies incorporated into air quality plans are contingent upon compliance with regulatory standards and enforcement at the administrative level as well as the facility and project level. The Los Angeles County portion of the Air Basin is presently designated as nonattainment of either the federal or state ambient air quality standards for O_3, PM_{10}, and $PM_{2.5}$. Therefore, there is an ongoing regionally significant cumulative impact associated with these air pollutants as an existing condition prior to implementation of the Project.

The SCAQMD published guidance addressing the evaluation of potential cumulative impacts for CEQA projects. The SCAQMD asserts that if construction or operation of a project would produce maximum daily emissions exceeding the applicable project-specific thresholds, then those emissions would also be considered cumulatively significant. For this reason, the SCAQMD applies the same project-level thresholds to cumulative assessments. Conversely, if construction and operation of a project would not generate emissions of sufficient quantity to exceed any of the applicable mass daily thresholds, then that project and its associated emissions would be considered less than significant in the cumulative context despite the existing cumulatively significant conditions. Emissions that would be generated by construction and operation of the Project are addressed in accordance with the rationale established by the SCAQMD.

I. Construction

Construction of the Project would involve temporary emissions sources of air pollutants that include ozone precursors and particulate matter, for which there is an ongoing cumulative impact in the region. **Table 3-7**, *Estimated Regional Construction Emissions*, above, presents the results of the construction emissions modeling. Construction emissions of ozone precursors VOC and NO_X as well as nonattainment pollutants PM_{10} and $PM_{2.5}$ would remain below applicable SCAQMD thresholds. Therefore, short-term operation of the Project would result in a less than significant cumulative

impact related to emissions of nonattainment pollutants according to the SCAQMD guidance. Construction emissions would not significantly contribute to the existing cumulatively considerable impact.

II. Operations

Future operation of the Project would introduce permanent sources of air pollutants that include ozone precursors and particulate matter, for which there is an ongoing cumulative impact in the region. **Table 3-8**, *Proposed Project Regional Operational Emissions*, above, presents the results of the operational emissions modeling. Operational emissions of ozone precursors VOC and NO_X as well as nonattainment pollutants PM_{10} and $PM_{2.5}$ would remain below applicable SCAQMD thresholds. Therefore, long-term operation of the Project would result in a less than significant cumulative impact related to emissions of nonattainment pollutants according to the SCAQMD guidance. Operational emissions would not significantly contribute to the existing cumulatively considerable impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Impacts would be less than significant during both construction and operation of the Project.

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.

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Stocker Street Creative Detailed Report

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1.1. Basic Project Information

Data Field	Value
Project Name	Stocker Street Creative
Construction Start Date	5/12/2025
Operational Year	2027
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.4
Location	34.00694939890681, -118.33858716362877
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4449
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.22

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Office Park	44.4	1000sqft	0.55	44,400	0.00	0.00	—	BLDG B Support
Unenclosed Parking with Elevator	122	1000sqft	0.67	122,200	0.00	0.00	—	BLDG F
Strip Mall	0.50	1000sqft	0.01	500	0.00	0.00	—	BLDG A
Arena	32.0	1000sqft	0.75	32,000	0.00	0.00	—	BLDG D
General Office Building	90.1	1000sqft	0.00	90,060	0.00	0.00	—	BLDG B Office
High Turnover (Sit Down Restaurant)	9.50	1000sqft	0.22	9,500	0.00	0.00	—	BLDG A
High Turnover (Sit Down Restaurant)	9.00	1000sqft	0.00	9,000	2,500	2,500	—	BLDG B Rooftop Restaurant
Office Park	0.30	1000sqft	0.01	300	0.00	0.00	—	BLDG C
Arena	19.2	1000sqft	0.44	19,200	0.00	0.00	—	BLDG E Studio
Manufacturing	13.0	1000sqft	0.00	13,000	0.00	0.00	—	BLDG E Workshop
Office Park	7.60	1000sqft	0.00	7,600	0.00	0.00	—	BLDG E Support
Strip Mall	3.00	1000sqft	0.00	3,000	0.00	0.00	—	BLDG F Retail
Office Park	2.70	1000sqft	0.00	2,700	0.00	0.00	—	BLDG F Support
Other Non-Asphalt Surfaces	81.5	1000sqft	1.87	0.00	23,500	23,500	—	Ground level hardscape

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-4*	Use Local and Sustainable Building Materials
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Transportation	T-31-A*	Locate Project in Area with High Destination Accessibility
Transportation	T-32*	Orient Project Toward Transit, Bicycle, or Pedestrian Facility
Transportation	T-34*	Provide Bike Parking
Transportation	T-53*	Electrify Loading Docks

Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Energy	E-2	Require Energy Efficient Appliances
Water	W-4	Require Low-Flow Water Fixtures
Water	W-5	Design Water-Efficient Landscapes

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.76	29.8	54.0	81.4	0.14	1.63	6.14	6.75	1.50	1.17	2.31	—	16,598	16,598	0.68	1.44	24.8	16,786
Mit.	7.76	29.8	54.0	81.4	0.14	1.63	6.14	6.75	1.50	1.17	2.31	—	16,598	16,598	0.68	1.44	24.8	16,786
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.06	5.03	40.6	56.2	0.10	1.30	4.68	5.70	1.19	1.02	1.96	—	13,248	13,248	0.66	1.45	0.64	13,696
Mit.	6.06	5.03	40.6	56.2	0.10	1.30	4.68	5.70	1.19	1.02	1.96	—	13,248	13,248	0.66	1.45	0.64	13,696
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.10	5.54	27.9	39.8	0.07	0.84	1.91	2.70	0.76	0.45	1.21	—	8,622	8,622	0.36	0.43	3.93	8,726
Mit.	4.10	5.54	27.9	39.8	0.07	0.84	1.91	2.70	0.76	0.45	1.21	—	8,622	8,622	0.36	0.43	3.93	8,726

% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.75	1.01	5.09	7.26	0.01	0.15	0.35	0.49	0.14	0.08	0.22	—	1,428	1,428	0.06	0.07	0.65	1,445
Mit.	0.75	1.01	5.09	7.26	0.01	0.15	0.35	0.49	0.14	0.08	0.22	—	1,428	1,428	0.06	0.07	0.65	1,445
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.60	2.61	29.4	32.6	0.09	1.02	6.14	6.75	0.94	1.17	1.96	—	13,302	13,302	0.66	1.44	24.8	13,774
2026	5.74	4.75	38.8	56.8	0.10	1.17	2.64	3.81	1.07	0.64	1.71	—	12,153	12,153	0.50	0.43	12.7	12,305

2027	7.76	29.8	54.0	81.4	0.14	1.63	3.40	5.03	1.50	0.81	2.31	—	16,598	16,598	0.68	0.53	14.7	16,786
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	6.06	5.03	40.6	56.2	0.10	1.30	4.68	5.70	1.19	1.02	1.96	—	13,248	13,248	0.66	1.45	0.64	13,696
2026	5.74	4.74	39.0	55.3	0.10	1.17	2.64	3.81	1.07	0.64	1.71	—	12,041	12,041	0.50	0.43	0.33	12,181
2027	5.51	4.56	37.8	54.4	0.10	1.05	2.64	3.69	0.97	0.64	1.61	—	11,962	11,962	0.44	0.41	0.30	12,096
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.55	1.19	12.1	14.5	0.03	0.42	1.91	2.32	0.38	0.39	0.78	—	4,728	4,728	0.23	0.43	3.47	4,866
2026	4.10	3.39	27.9	39.8	0.07	0.84	1.86	2.70	0.76	0.45	1.21	—	8,622	8,622	0.36	0.30	3.93	8,726
2027	3.02	5.54	20.8	30.3	0.05	0.59	1.43	2.02	0.54	0.35	0.89	—	6,539	6,539	0.24	0.22	2.75	6,614
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.28	0.22	2.21	2.64	0.01	0.08	0.35	0.42	0.07	0.07	0.14	—	783	783	0.04	0.07	0.57	806
2026	0.75	0.62	5.09	7.26	0.01	0.15	0.34	0.49	0.14	0.08	0.22	—	1,428	1,428	0.06	0.05	0.65	1,445
2027	0.55	1.01	3.80	5.54	0.01	0.11	0.26	0.37	0.10	0.06	0.16	—	1,083	1,083	0.04	0.04	0.45	1,095

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.60	2.61	29.4	32.6	0.09	1.02	6.14	6.75	0.94	1.17	1.96	—	13,302	13,302	0.66	1.44	24.8	13,774
2026	5.74	4.75	38.8	56.8	0.10	1.17	2.64	3.81	1.07	0.64	1.71	—	12,153	12,153	0.50	0.43	12.7	12,305
2027	7.76	29.8	54.0	81.4	0.14	1.63	3.40	5.03	1.50	0.81	2.31	—	16,598	16,598	0.68	0.53	14.7	16,786
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	6.06	5.03	40.6	56.2	0.10	1.30	4.68	5.70	1.19	1.02	1.96	—	13,248	13,248	0.66	1.45	0.64	13,696

2026	5.74	4.74	39.0	55.3	0.10	1.17	2.64	3.81	1.07	0.64	1.71	—	12,041	12,041	0.50	0.43	0.33	12,181
2027	5.51	4.56	37.8	54.4	0.10	1.05	2.64	3.69	0.97	0.64	1.61	—	11,962	11,962	0.44	0.41	0.30	12,096
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.55	1.19	12.1	14.5	0.03	0.42	1.91	2.32	0.38	0.39	0.78	—	4,728	4,728	0.23	0.43	3.47	4,866
2026	4.10	3.39	27.9	39.8	0.07	0.84	1.86	2.70	0.76	0.45	1.21	—	8,622	8,622	0.36	0.30	3.93	8,726
2027	3.02	5.54	20.8	30.3	0.05	0.59	1.43	2.02	0.54	0.35	0.89	—	6,539	6,539	0.24	0.22	2.75	6,614
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.28	0.22	2.21	2.64	0.01	0.08	0.35	0.42	0.07	0.07	0.14	—	783	783	0.04	0.07	0.57	806
2026	0.75	0.62	5.09	7.26	0.01	0.15	0.34	0.49	0.14	0.08	0.22	—	1,428	1,428	0.06	0.05	0.65	1,445
2027	0.55	1.01	3.80	5.54	0.01	0.11	0.26	0.37	0.10	0.06	0.16	—	1,083	1,083	0.04	0.04	0.45	1,095

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.5	18.6	24.0	110	0.21	0.77	15.3	16.1	0.72	3.89	4.61	311	29,574	29,885	33.2	1.06	84.2	31,115
Mit.	14.5	18.6	24.0	110	0.21	0.77	15.3	16.1	0.72	3.89	4.61	302	29,239	29,541	32.2	1.04	84.2	30,739
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	3%	1%	1%	3%	3%	—	1%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.7	16.0	24.5	89.9	0.21	0.75	15.3	16.1	0.70	3.89	4.59	311	28,817	29,128	33.2	1.10	34.3	30,320
Mit.	11.7	16.0	24.4	89.9	0.20	0.74	15.3	16.1	0.70	3.89	4.59	302	28,482	28,784	32.2	1.07	34.3	29,943
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	3%	1%	1%	3%	2%	—	1%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.3	16.6	19.5	90.4	0.19	0.61	14.1	14.7	0.57	3.57	4.15	311	26,789	27,101	33.1	1.04	53.5	28,291
Mit.	12.3	16.6	19.5	90.4	0.19	0.61	14.1	14.7	0.57	3.57	4.14	302	26,455	26,757	32.1	1.01	53.5	27,915
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	3%	1%	1%	3%	3%	—	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.24	3.03	3.56	16.5	0.03	0.11	2.57	2.68	0.10	0.65	0.76	51.6	4,435	4,487	5.48	0.17	8.86	4,684
Mit.	2.24	3.03	3.56	16.5	0.03	0.11	2.57	2.68	0.10	0.65	0.76	50.0	4,380	4,430	5.32	0.17	8.86	4,622
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	3%	1%	1%	3%	3%	—	1%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,000
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Yes

Mit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Yes

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.82	8.99	6.03	69.6	0.16	0.10	15.3	15.4	0.10	3.89	3.99	—	16,790	16,790	0.84	0.68	51.2	17,065
Area	2.74	8.08	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	—	63.2	63.2	< 0.005	< 0.005	—	63.4
Energy	0.21	0.10	1.87	1.57	0.01	0.14	—	0.14	0.14	—	0.14	—	8,309	8,309	0.72	0.08	—	8,350
Water	—	—	—	—	—	—	—	—	—	—	—	109	606	715	11.2	0.27	—	1,076
Waste	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Off-Road	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819
Total	14.5	18.6	24.0	110	0.21	0.77	15.3	16.1	0.72	3.89	4.61	311	29,574	29,885	33.2	1.06	84.2	31,115
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.72	8.88	6.59	64.8	0.16	0.10	15.3	15.4	0.10	3.89	3.99	—	16,096	16,096	0.88	0.71	1.33	16,332
Area	—	5.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.21	0.10	1.87	1.57	0.01	0.14	—	0.14	0.14	—	0.14	—	8,309	8,309	0.72	0.08	—	8,350
Water	—	—	—	—	—	—	—	—	—	—	—	109	606	715	11.2	0.27	—	1,076
Waste	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Off-Road	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819
Total	11.7	16.0	24.5	89.9	0.21	0.75	15.3	16.1	0.70	3.89	4.59	311	28,817	29,128	33.2	1.10	34.3	30,320
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	8.96	8.18	6.17	61.5	0.15	0.10	14.1	14.2	0.09	3.57	3.66	—	15,120	15,120	0.81	0.66	20.5	15,359
Area	1.87	7.28	0.09	10.5	< 0.005	0.02	—	0.02	0.01	—	0.01	—	43.3	43.3	< 0.005	< 0.005	—	43.5
Energy	0.21	0.10	1.87	1.57	0.01	0.14	—	0.14	0.14	—	0.14	—	8,309	8,309	0.72	0.08	—	8,350
Water	—	—	—	—	—	—	—	—	—	—	—	109	606	715	11.2	0.27	—	1,076
Waste	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Off-Road	1.25	1.05	11.4	16.8	0.03	0.36	—	0.36	0.33	—	0.33	—	2,711	2,711	0.11	0.02	—	2,720
Total	12.3	16.6	19.5	90.4	0.19	0.61	14.1	14.7	0.57	3.57	4.15	311	26,789	27,101	33.1	1.04	53.5	28,291
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.63	1.49	1.13	11.2	0.03	0.02	2.57	2.58	0.02	0.65	0.67	—	2,503	2,503	0.13	0.11	3.40	2,543
Area	0.34	1.33	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.17	7.17	< 0.005	< 0.005	—	7.19
Energy	0.04	0.02	0.34	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,376	1,376	0.12	0.01	—	1,382
Water	—	—	—	—	—	—	—	—	—	—	—	18.0	100	118	1.85	0.05	—	178
Waste	—	—	—	—	—	—	—	—	—	—	—	33.6	0.00	33.6	3.36	0.00	—	117
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.46	5.46
Off-Road	0.23	0.19	2.08	3.06	< 0.005	0.07	—	0.07	0.06	—	0.06	—	449	449	0.02	< 0.005	—	450
Total	2.24	3.03	3.56	16.5	0.03	0.11	2.57	2.68	0.10	0.65	0.76	51.6	4,435	4,487	5.48	0.17	8.86	4,684

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.82	8.99	6.03	69.6	0.16	0.10	15.3	15.4	0.10	3.89	3.99	—	16,790	16,790	0.84	0.68	51.2	17,065
Area	2.74	8.08	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	—	63.2	63.2	< 0.005	< 0.005	—	63.4
Energy	0.20	0.10	1.84	1.54	0.01	0.14	—	0.14	0.14	—	0.14	—	8,034	8,034	0.70	0.08	—	8,074
Water	—	—	—	—	—	—	—	—	—	—	—	99.3	547	646	10.2	0.25	—	976

Waste	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Off-Road	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819
Total	14.5	18.6	24.0	110	0.21	0.77	15.3	16.1	0.72	3.89	4.61	302	29,239	29,541	32.2	1.04	84.2	30,739
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.72	8.88	6.59	64.8	0.16	0.10	15.3	15.4	0.10	3.89	3.99	—	16,096	16,096	0.88	0.71	1.33	16,332
Area	—	5.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.20	0.10	1.84	1.54	0.01	0.14	—	0.14	0.14	—	0.14	—	8,034	8,034	0.70	0.08	—	8,074
Water	—	—	—	—	—	—	—	—	—	—	—	99.3	547	646	10.2	0.25	—	976
Waste	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Off-Road	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819
Total	11.7	16.0	24.4	89.9	0.20	0.74	15.3	16.1	0.70	3.89	4.59	302	28,482	28,784	32.2	1.07	34.3	29,943
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.96	8.18	6.17	61.5	0.15	0.10	14.1	14.2	0.09	3.57	3.66	—	15,120	15,120	0.81	0.66	20.5	15,359
Area	1.87	7.28	0.09	10.5	< 0.005	0.02	—	0.02	0.01	—	0.01	—	43.3	43.3	< 0.005	< 0.005	—	43.5
Energy	0.20	0.10	1.84	1.54	0.01	0.14	—	0.14	0.14	—	0.14	—	8,034	8,034	0.70	0.08	—	8,074
Water	—	—	—	—	—	—	—	—	—	—	—	99.3	547	646	10.2	0.25	—	976
Waste	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Off-Road	1.25	1.05	11.4	16.8	0.03	0.36	—	0.36	0.33	—	0.33	—	2,711	2,711	0.11	0.02	—	2,720
Total	12.3	16.6	19.5	90.4	0.19	0.61	14.1	14.7	0.57	3.57	4.14	302	26,455	26,757	32.1	1.01	53.5	27,915
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.63	1.49	1.13	11.2	0.03	0.02	2.57	2.58	0.02	0.65	0.67	—	2,503	2,503	0.13	0.11	3.40	2,543
Area	0.34	1.33	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.17	7.17	< 0.005	< 0.005	—	7.19
Energy	0.04	0.02	0.34	0.28	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,330	1,330	0.12	0.01	—	1,337

Water	—	—	—	—	—	—	—	—	—	—	—	16.4	90.6	107	1.69	0.04	—	162
Waste	—	—	—	—	—	—	—	—	—	—	—	33.6	0.00	33.6	3.36	0.00	—	117
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.46	5.46
Off-Road	0.23	0.19	2.08	3.06	< 0.005	0.07	—	0.07	0.06	—	0.06	—	449	449	0.02	< 0.005	—	450
Total	2.24	3.03	3.56	16.5	0.03	0.11	2.57	2.68	0.10	0.65	0.76	50.0	4,380	4,430	5.32	0.17	8.86	4,622

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.51	2.09	18.8	24.2	0.04	0.81	—	0.81	0.74	—	0.74	—	3,535	3,535	0.14	0.03	—	3,547
Dust From Material Movemen	—	—	—	—	—	—	0.28	0.28	—	0.03	0.03	—	—	—	—	—	—	—
Demolitio n	—	—	—	—	—	—	1.23	1.23	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.57	0.57	< 0.005	0.06	0.06	—	16.9	16.9	< 0.005	< 0.005	0.03	17.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	0.34	3.09	3.97	0.01	0.13	—	0.13	0.12	—	0.12	—	581	581	0.02	< 0.005	—	583

Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.20	0.20	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.09	0.09	< 0.005	0.01	0.01	—	2.78	2.78	< 0.005	< 0.005	< 0.005	2.93
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.06	0.56	0.72	< 0.005	0.02	—	0.02	0.02	—	0.02	—	96.2	96.2	< 0.005	< 0.005	—	96.5
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.35	5.57	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,106	1,106	0.05	0.04	4.05	1,123
Vendor	0.04	0.01	0.58	0.28	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	1.39	531
Hauling	0.17	0.03	2.72	1.06	0.01	0.03	0.59	0.62	0.03	0.16	0.19	—	2,217	2,217	0.12	0.35	5.15	2,329
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.81	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	175	175	0.01	0.01	0.29	177
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	83.5	83.5	< 0.005	0.01	0.10	87.1

Hauling	0.03	0.01	0.47	0.17	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	364	364	0.02	0.06	0.36	382
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.0	29.0	< 0.005	< 0.005	0.05	29.3
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.8	13.8	< 0.005	< 0.005	0.02	14.4
Hauling	0.01	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.3	60.3	< 0.005	0.01	0.06	63.3

3.2. Demolition (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.51	2.09	18.8	24.2	0.04	0.81	—	0.81	0.74	—	0.74	—	3,535	3,535	0.14	0.03	—	3,547
Dust From Material Movemen	—	—	—	—	—	—	0.28	0.28	—	0.03	0.03	—	—	—	—	—	—	—
Demolitio n	—	—	—	—	—	—	1.23	1.23	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.57	0.57	< 0.005	0.06	0.06	—	16.9	16.9	< 0.005	< 0.005	0.03	17.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	0.34	3.09	3.97	0.01	0.13	—	0.13	0.12	—	0.12	—	581	581	0.02	< 0.005	—	583

Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.20	0.20	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.09	0.09	< 0.005	0.01	0.01	—	2.78	2.78	< 0.005	< 0.005	< 0.005	2.93
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.06	0.56	0.72	< 0.005	0.02	—	0.02	0.02	—	0.02	—	96.2	96.2	< 0.005	< 0.005	—	96.5
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.35	5.57	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,106	1,106	0.05	0.04	4.05	1,123
Vendor	0.04	0.01	0.58	0.28	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	1.39	531
Hauling	0.17	0.03	2.72	1.06	0.01	0.03	0.59	0.62	0.03	0.16	0.19	—	2,217	2,217	0.12	0.35	5.15	2,329
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.81	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	175	175	0.01	0.01	0.29	177
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	83.5	83.5	< 0.005	0.01	0.10	87.1

Hauling	0.03	0.01	0.47	0.17	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	364	364	0.02	0.06	0.36	382
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.0	29.0	< 0.005	< 0.005	0.05	29.3
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.8	13.8	< 0.005	< 0.005	0.02	14.4
Hauling	0.01	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.3	60.3	< 0.005	0.01	0.06	63.3

3.3. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.69	1.41	12.5	16.4	0.02	0.53	—	0.53	0.49	—	0.49	—	2,419	2,419	0.10	0.02	—	2,428
Dust From Material Movemen	—	—	—	—	—	—	0.14	0.14	—	0.01	0.01	—	—	—	—	—	—	—
Demolitio n	—	—	—	—	—	—	2.48	2.48	—	0.38	0.38	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	16.9	16.9	< 0.005	< 0.005	0.03	17.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.51	0.67	< 0.005	0.02	—	0.02	0.02	—	0.02	—	99.4	99.4	< 0.005	< 0.005	—	99.8

Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.10	0.10	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	—	0.70	0.70	< 0.005	< 0.005	< 0.005	0.73
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.5	16.5	< 0.005	< 0.005	—	16.5
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.35	5.57	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,106	1,106	0.05	0.04	4.05	1,123
Vendor	0.04	0.01	0.58	0.28	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	1.39	531
Hauling	0.43	0.09	6.80	2.65	0.04	0.07	1.48	1.55	0.07	0.41	0.48	—	5,542	5,542	0.30	0.87	12.9	5,822
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43.7	43.7	< 0.005	< 0.005	0.07	44.3
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.9	20.9	< 0.005	< 0.005	0.02	21.8

Hauling	0.02	< 0.005	0.29	0.11	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	228	228	0.01	0.04	0.23	239
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.24	7.24	< 0.005	< 0.005	0.01	7.34
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.45	3.45	< 0.005	< 0.005	< 0.005	3.61
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	37.7	37.7	< 0.005	0.01	0.04	39.6

3.4. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.69	1.41	12.5	16.4	0.02	0.53	—	0.53	0.49	—	0.49	—	2,419	2,419	0.10	0.02	—	2,428
Dust From Material Movemen	—	—	—	—	—	—	0.14	0.14	—	0.01	0.01	—	—	—	—	—	—	—
Demolitio n	—	—	—	—	—	—	2.48	2.48	—	0.38	0.38	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	16.9	16.9	< 0.005	< 0.005	0.03	17.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.51	0.67	< 0.005	0.02	—	0.02	0.02	—	0.02	—	99.4	99.4	< 0.005	< 0.005	—	99.8

Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.10	0.10	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	—	0.70	0.70	< 0.005	< 0.005	< 0.005	0.73
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.5	16.5	< 0.005	< 0.005	—	16.5
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.35	5.57	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,106	1,106	0.05	0.04	4.05	1,123
Vendor	0.04	0.01	0.58	0.28	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	1.39	531
Hauling	0.43	0.09	6.80	2.65	0.04	0.07	1.48	1.55	0.07	0.41	0.48	—	5,542	5,542	0.30	0.87	12.9	5,822
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43.7	43.7	< 0.005	< 0.005	0.07	44.3
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.9	20.9	< 0.005	< 0.005	0.02	21.8

Hauling	0.02	< 0.005	0.29	0.11	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	228	228	0.01	0.04	0.23	239
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.24	7.24	< 0.005	< 0.005	0.01	7.34
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.45	3.45	< 0.005	< 0.005	< 0.005	3.61
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	37.7	37.7	< 0.005	0.01	0.04	39.6

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.53	2.12	18.3	22.7	0.03	0.90	—	0.90	0.83	—	0.83	—	3,358	3,358	0.14	0.03	—	3,370
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	16.9	16.9	< 0.005	< 0.005	0.03	17.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.53	2.12	18.3	22.7	0.03	0.90	—	0.90	0.83	—	0.83	—	3,358	3,358	0.14	0.03	—	3,370
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	17.0	17.0	< 0.005	< 0.005	< 0.005	17.8

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	0.44	3.75	4.67	0.01	0.19	—	0.19	0.17	—	0.17	—	690	690	0.03	0.01	—	692
Dust From Material Movement	—	—	—	—	—	—	0.09	0.09	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.17	0.17	< 0.005	0.02	0.02	—	3.48	3.48	< 0.005	< 0.005	< 0.005	3.66
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.68	0.85	< 0.005	0.03	—	0.03	0.03	—	0.03	—	114	114	< 0.005	< 0.005	—	115
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	—	0.58	0.58	< 0.005	< 0.005	< 0.005	0.61
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.35	5.57	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,106	1,106	0.05	0.04	4.05	1,123
Vendor	0.04	0.01	0.58	0.28	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	1.39	531
Hauling	0.65	0.13	10.2	3.97	0.06	0.11	2.22	2.33	0.11	0.61	0.71	—	8,313	8,313	0.45	1.30	19.3	8,732
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.38	4.72	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,048	1,048	0.05	0.04	0.10	1,062
Vendor	0.04	0.01	0.60	0.29	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	0.04	530
Hauling	0.63	0.12	10.6	4.01	0.06	0.11	2.22	2.33	0.11	0.61	0.71	—	8,316	8,316	0.45	1.30	0.50	8,717

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.02	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	219	219	0.01	0.01	0.36	222
Vendor	0.01	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	104	104	< 0.005	0.01	0.12	109
Hauling	0.13	0.03	2.20	0.82	0.01	0.02	0.45	0.47	0.02	0.12	0.15	—	1,708	1,708	0.09	0.27	1.71	1,792
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.2	36.2	< 0.005	< 0.005	0.06	36.7
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	17.3	17.3	< 0.005	< 0.005	0.02	18.0
Hauling	0.02	< 0.005	0.40	0.15	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	283	283	0.02	0.04	0.28	297

3.6. Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.53	2.12	18.3	22.7	0.03	0.90	—	0.90	0.83	—	0.83	—	3,358	3,358	0.14	0.03	—	3,370
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	16.9	16.9	< 0.005	< 0.005	0.03	17.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.53	2.12	18.3	22.7	0.03	0.90	—	0.90	0.83	—	0.83	—	3,358	3,358	0.14	0.03	—	3,370

Dust From Material Movemen	—	—	—	—	—	—	0.42	0.42	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	17.0	17.0	< 0.005	< 0.005	< 0.005	17.8
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	0.44	3.75	4.67	0.01	0.19	—	0.19	0.17	—	0.17	—	690	690	0.03	0.01	—	692
Dust From Material Movemen	—	—	—	—	—	—	0.09	0.09	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.17	0.17	< 0.005	0.02	0.02	—	3.48	3.48	< 0.005	< 0.005	< 0.005	3.66
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.68	0.85	< 0.005	0.03	—	0.03	0.03	—	0.03	—	114	114	< 0.005	< 0.005	—	115
Dust From Material Movemen	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	—	0.58	0.58	< 0.005	< 0.005	< 0.005	0.61
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.35	5.57	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,106	1,106	0.05	0.04	4.05	1,123
Vendor	0.04	0.01	0.58	0.28	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	1.39	531
Hauling	0.65	0.13	10.2	3.97	0.06	0.11	2.22	2.33	0.11	0.61	0.71	—	8,313	8,313	0.45	1.30	19.3	8,732
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.38	0.34	0.38	4.72	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,048	1,048	0.05	0.04	0.10	1,062
Vendor	0.04	0.01	0.60	0.29	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	0.04	530
Hauling	0.63	0.12	10.6	4.01	0.06	0.11	2.22	2.33	0.11	0.61	0.71	—	8,316	8,316	0.45	1.30	0.50	8,717
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.02	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	219	219	0.01	0.01	0.36	222
Vendor	0.01	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	104	104	< 0.005	0.01	0.12	109
Hauling	0.13	0.03	2.20	0.82	0.01	0.02	0.45	0.47	0.02	0.12	0.15	—	1,708	1,708	0.09	0.27	1.71	1,792
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.2	36.2	< 0.005	< 0.005	0.06	36.7
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	17.3	17.3	< 0.005	< 0.005	0.02	18.0
Hauling	0.02	< 0.005	0.40	0.15	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	283	283	0.02	0.04	0.28	297

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.16	4.29	37.4	45.6	0.09	1.28	—	1.28	1.17	—	1.17	—	7,989	7,989	0.32	0.06	—	8,017
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.17	0.14	1.25	1.52	< 0.005	0.04	—	0.04	0.04	—	0.04	—	266	266	0.01	< 0.005	—	267
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.23	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	44.0	44.0	< 0.005	< 0.005	—	44.2
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.76	0.68	0.77	9.44	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,097	2,097	0.10	0.08	0.21	2,123
Vendor	0.14	0.06	2.41	1.14	0.01	0.03	0.55	0.58	0.01	0.15	0.17	—	2,031	2,031	0.08	0.28	0.14	2,119
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.03	0.33	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.8	70.8	< 0.005	< 0.005	0.12	71.7
Vendor	< 0.005	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	67.6	67.6	< 0.005	0.01	0.08	70.5
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.7	11.7	< 0.005	< 0.005	0.02	11.9
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.2	11.2	< 0.005	< 0.005	0.01	11.7
Hauling	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	0.00

3.8. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.16	4.29	37.4	45.6	0.09	1.28	—	1.28	1.17	—	1.17	—	7,989	7,989	0.32	0.06	—	8,017
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.25	1.52	< 0.005	0.04	—	0.04	0.04	—	0.04	—	266	266	0.01	< 0.005	—	267
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.23	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	44.0	44.0	< 0.005	< 0.005	—	44.2
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.76	0.68	0.77	9.44	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,097	2,097	0.10	0.08	0.21	2,123
Vendor	0.14	0.06	2.41	1.14	0.01	0.03	0.55	0.58	0.01	0.15	0.17	—	2,031	2,031	0.08	0.28	0.14	2,119

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.03	0.33	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.8	70.8	< 0.005	< 0.005	0.12	71.7
Vendor	< 0.005	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	67.6	67.6	< 0.005	0.01	0.08	70.5
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.7	11.7	< 0.005	< 0.005	0.02	11.9
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.2	11.2	< 0.005	< 0.005	0.01	11.7
Hauling	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	0.00

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.93	4.10	36.0	45.4	0.09	1.14	—	1.14	1.05	—	1.05	—	7,990	7,990	0.32	0.06	—	8,017
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.93	4.10	36.0	45.4	0.09	1.14	—	1.14	1.05	—	1.05	—	7,990	7,990	0.32	0.06	—	8,017
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.52	2.93	25.7	32.4	0.06	0.82	—	0.82	0.75	—	0.75	—	5,707	5,707	0.23	0.05	—	5,727
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.53	4.69	5.92	0.01	0.15	—	0.15	0.14	—	0.14	—	945	945	0.04	0.01	—	948
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.59	0.62	10.3	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,168	2,168	0.09	0.08	7.33	2,200
Vendor	0.14	0.06	2.20	1.06	0.01	0.03	0.55	0.58	0.01	0.15	0.17	—	1,995	1,995	0.08	0.28	5.39	2,088
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.59	0.70	8.82	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,055	2,055	0.09	0.08	0.19	2,080
Vendor	0.14	0.06	2.30	1.09	0.01	0.03	0.55	0.58	0.01	0.15	0.17	—	1,996	1,996	0.08	0.28	0.14	2,083
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.47	0.42	0.54	6.59	0.00	0.00	1.48	1.48	0.00	0.35	0.35	—	1,490	1,490	0.07	0.05	2.27	1,510
Vendor	0.10	0.04	1.65	0.77	0.01	0.02	0.39	0.41	0.01	0.11	0.12	—	1,426	1,426	0.06	0.20	1.66	1,489
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.20	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	247	247	0.01	0.01	0.38	250
Vendor	0.02	0.01	0.30	0.14	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	236	236	0.01	0.03	0.28	247
Hauling	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	0.00

3.10. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.93	4.10	36.0	45.4	0.09	1.14	—	1.14	1.05	—	1.05	—	7,990	7,990	0.32	0.06	—	8,017
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.93	4.10	36.0	45.4	0.09	1.14	—	1.14	1.05	—	1.05	—	7,990	7,990	0.32	0.06	—	8,017
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.52	2.93	25.7	32.4	0.06	0.82	—	0.82	0.75	—	0.75	—	5,707	5,707	0.23	0.05	—	5,727
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.53	4.69	5.92	0.01	0.15	—	0.15	0.14	—	0.14	—	945	945	0.04	0.01	—	948
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.59	0.62	10.3	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,168	2,168	0.09	0.08	7.33	2,200
Vendor	0.14	0.06	2.20	1.06	0.01	0.03	0.55	0.58	0.01	0.15	0.17	—	1,995	1,995	0.08	0.28	5.39	2,088
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.59	0.70	8.82	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,055	2,055	0.09	0.08	0.19	2,080
Vendor	0.14	0.06	2.30	1.09	0.01	0.03	0.55	0.58	0.01	0.15	0.17	—	1,996	1,996	0.08	0.28	0.14	2,083
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.47	0.42	0.54	6.59	0.00	0.00	1.48	1.48	0.00	0.35	0.35	—	1,490	1,490	0.07	0.05	2.27	1,510
Vendor	0.10	0.04	1.65	0.77	0.01	0.02	0.39	0.41	0.01	0.11	0.12	—	1,426	1,426	0.06	0.20	1.66	1,489
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.20	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	247	247	0.01	0.01	0.38	250
Vendor	0.02	0.01	0.30	0.14	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	236	236	0.01	0.03	0.28	247
Hauling	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	0.00

3.11. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	4.74	3.95	34.9	45.2	0.09	1.04	—	1.04	0.95	—	0.95	—	7,989	7,989	0.32	0.06	—	8,016
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.74	3.95	34.9	45.2	0.09	1.04	—	1.04	0.95	—	0.95	—	7,989	7,989	0.32	0.06	—	8,016
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.28	1.90	16.8	21.8	0.04	0.50	—	0.50	0.46	—	0.46	—	3,846	3,846	0.16	0.03	—	3,859
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.35	3.07	3.97	0.01	0.09	—	0.09	0.08	—	0.08	—	637	637	0.03	0.01	—	639
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.64	0.57	0.55	9.61	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,126	2,126	0.09	0.08	6.63	2,158
Vendor	0.13	0.06	2.11	1.00	0.01	0.01	0.55	0.56	0.01	0.15	0.17	—	1,957	1,957	0.08	0.27	5.10	2,044
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.64	0.56	0.69	8.14	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,016	2,016	0.03	0.08	0.17	2,039

Vendor	0.13	0.06	2.19	1.03	0.01	0.01	0.55	0.56	0.01	0.15	0.17	—	1,958	1,958	0.08	0.27	0.13	2,041
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.27	0.33	4.12	0.00	0.00	0.99	0.99	0.00	0.23	0.23	—	985	985	0.01	0.04	1.37	997
Vendor	0.06	0.03	1.06	0.49	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	942	942	0.04	0.13	1.06	983
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.75	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	163	163	< 0.005	0.01	0.23	165
Vendor	0.01	0.01	0.19	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	156	156	0.01	0.02	0.18	163
Hauling	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	0.00

3.12. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.74	3.95	34.9	45.2	0.09	1.04	—	1.04	0.95	—	0.95	—	7,989	7,989	0.32	0.06	—	8,016
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.74	3.95	34.9	45.2	0.09	1.04	—	1.04	0.95	—	0.95	—	7,989	7,989	0.32	0.06	—	8,016
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.28	1.90	16.8	21.8	0.04	0.50	—	0.50	0.46	—	0.46	—	3,846	3,846	0.16	0.03	—	3,859
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.35	3.07	3.97	0.01	0.09	—	0.09	0.08	—	0.08	—	637	637	0.03	0.01	—	639
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.64	0.57	0.55	9.61	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,126	2,126	0.09	0.08	6.63	2,158
Vendor	0.13	0.06	2.11	1.00	0.01	0.01	0.55	0.56	0.01	0.15	0.17	—	1,957	1,957	0.08	0.27	5.10	2,044
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.64	0.56	0.69	8.14	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,016	2,016	0.03	0.08	0.17	2,039
Vendor	0.13	0.06	2.19	1.03	0.01	0.01	0.55	0.56	0.01	0.15	0.17	—	1,958	1,958	0.08	0.27	0.13	2,041
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.27	0.33	4.12	0.00	0.00	0.99	0.99	0.00	0.23	0.23	—	985	985	0.01	0.04	1.37	997
Vendor	0.06	0.03	1.06	0.49	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	942	942	0.04	0.13	1.06	983
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.75	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	163	163	< 0.005	0.01	0.23	165

Vendor	0.01	0.01	0.19	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	156	156	0.01	0.02	0.18	163
Hauling	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	0.00

3.13. Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.05	1.72	15.8	22.9	0.04	0.58	—	0.58	0.53	—	0.53	—	3,505	3,505	0.14	0.03	—	3,517
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.01	0.01	—	—	—	—	—	—	—
Paving	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.21	1.95	2.82	< 0.005	0.07	—	0.07	0.07	—	0.07	—	432	432	0.02	< 0.005	—	434
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.36	0.52	< 0.005	0.01	—	0.01	0.01	—	0.01	—	71.5	71.5	< 0.005	< 0.005	—	71.8
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.14	2.40	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	532	532	0.02	0.02	1.66	539
Vendor	0.03	0.01	0.53	0.25	< 0.005	< 0.005	0.14	0.14	< 0.005	0.04	0.04	—	489	489	0.02	0.07	1.28	511
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	63.0	63.0	< 0.005	< 0.005	0.09	63.9
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.3	60.3	< 0.005	0.01	0.07	62.9
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.6
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.99	9.99	< 0.005	< 0.005	0.01	10.4
Hauling	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	0.00

3.14. Paving (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.05	1.72	15.8	22.9	0.04	0.58	—	0.58	0.53	—	0.53	—	3,505	3,505	0.14	0.03	—	3,517
Dust From Material Movemen	—	—	—	—	—	—	0.10	0.10	—	0.01	0.01	—	—	—	—	—	—	—
Paving	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.21	1.95	2.82	< 0.005	0.07	—	0.07	0.07	—	0.07	—	432	432	0.02	< 0.005	—	434
Dust From Material Movemen	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.36	0.52	< 0.005	0.01	—	0.01	0.01	—	0.01	—	71.5	71.5	< 0.005	< 0.005	—	71.8

Dust From Material Movemen	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.14	2.40	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	532	532	0.02	0.02	1.66	539
Vendor	0.03	0.01	0.53	0.25	< 0.005	< 0.005	0.14	0.14	< 0.005	0.04	0.04	—	489	489	0.02	0.07	1.28	511
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	63.0	63.0	< 0.005	< 0.005	0.09	63.9
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.3	60.3	< 0.005	0.01	0.07	62.9
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.6
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.99	9.99	< 0.005	< 0.005	0.01	10.4
Hauling	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	0.00

3.15. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.46	4.30	4.51	0.01	0.10	—	0.10	0.09	—	0.09	—	707	707	0.03	0.01	—	709
Architectural Coatings	—	24.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.53	0.56	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.2	87.2	< 0.005	< 0.005	—	87.5
Architectural Coatings	—	3.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.4	14.4	< 0.005	< 0.005	—	14.5
Architectural Coatings	—	0.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.16	0.14	0.14	2.40	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	532	532	0.02	0.02	1.66	539
Vendor	0.03	0.01	0.53	0.25	< 0.005	< 0.005	0.14	0.14	< 0.005	0.04	0.04	—	489	489	0.02	0.07	1.28	511
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	63.0	63.0	< 0.005	< 0.005	0.09	63.9
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.3	60.3	< 0.005	0.01	0.07	62.9
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.6
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.99	9.99	< 0.005	< 0.005	0.01	10.4
Hauling	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	0.00

3.16. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.46	4.30	4.51	0.01	0.10	—	0.10	0.09	—	0.09	—	707	707	0.03	0.01	—	709
Architectural Coatings	—	24.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.53	0.56	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.2	87.2	< 0.005	< 0.005	—	87.5
Architectural Coatings	—	3.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.4	14.4	< 0.005	< 0.005	—	14.5
Architectural Coatings	—	0.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.14	2.40	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	532	532	0.02	0.02	1.66	539
Vendor	0.03	0.01	0.53	0.25	< 0.005	< 0.005	0.14	0.14	< 0.005	0.04	0.04	—	489	489	0.02	0.07	1.28	511
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	63.0	63.0	< 0.005	< 0.005	0.09	63.9

Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.3	60.3	< 0.005	0.01	0.07	62.9
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.6
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.99	9.99	< 0.005	< 0.005	0.01	10.4
Hauling	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	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	1,361	1,361	0.12	0.02	—	1,369

Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	535	535	0.05	0.01	—	538
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	54.1	54.1	< 0.005	< 0.005	—	54.4
Arena	—	—	—	—	—	—	—	—	—	—	—	—	770	770	0.07	0.01	—	775
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2,228	2,228	0.19	0.03	—	2,241
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	936	936	0.08	0.01	—	941
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	196	196	0.02	< 0.005	—	197
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	6,080	6,080	0.52	0.07	—	6,116
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	1,361	1,361	0.12	0.02	—	1,369
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	535	535	0.05	0.01	—	538
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	54.1	54.1	< 0.005	< 0.005	—	54.4
Arena	—	—	—	—	—	—	—	—	—	—	—	—	770	770	0.07	0.01	—	775
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2,228	2,228	0.19	0.03	—	2,241

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	936	936	0.08	0.01	—	941
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	196	196	0.02	< 0.005	—	197
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	6,080	6,080	0.52	0.07	—	6,116
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	225	225	0.02	< 0.005	—	227
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	88.6	88.6	0.01	< 0.005	—	89.1
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	8.96	8.96	< 0.005	< 0.005	—	9.01
Arena	—	—	—	—	—	—	—	—	—	—	—	—	128	128	0.01	< 0.005	—	128
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	369	369	0.03	< 0.005	—	371
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	155	155	0.01	< 0.005	—	156
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	32.4	32.4	< 0.005	< 0.005	—	32.6
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,007	1,007	0.09	0.01	—	1,013

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	1,324	1,324	0.11	0.02	—	1,332
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	535	535	0.05	0.01	—	538
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	52.5	52.5	< 0.005	< 0.005	—	52.8
Arena	—	—	—	—	—	—	—	—	—	—	—	—	751	751	0.06	0.01	—	755
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2,168	2,168	0.19	0.03	—	2,181
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	819	819	0.07	0.01	—	824
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	191	191	0.02	< 0.005	—	192
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,840	5,840	0.50	0.07	—	5,874
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	1,324	1,324	0.11	0.02	—	1,332

Unenclos Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	535	535	0.05	0.01	—	538
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	52.5	52.5	< 0.005	< 0.005	—	52.8
Arena	—	—	—	—	—	—	—	—	—	—	—	—	751	751	0.06	0.01	—	755
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2,168	2,168	0.19	0.03	—	2,181
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	819	819	0.07	0.01	—	824
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	191	191	0.02	< 0.005	—	192
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,840	5,840	0.50	0.07	—	5,874
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	219	219	0.02	< 0.005	—	221
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	88.6	88.6	0.01	< 0.005	—	89.1
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	8.69	8.69	< 0.005	< 0.005	—	8.74
Arena	—	—	—	—	—	—	—	—	—	—	—	—	124	124	0.01	< 0.005	—	125
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	359	359	0.03	< 0.005	—	361

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	136	136	0.01	< 0.005	—	136
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	31.6	31.6	< 0.005	< 0.005	—	31.7
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	967	967	0.08	0.01	—	973

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.03	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	354	354	0.03	< 0.005	—	355
Unenclosed Parking with Elevator	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
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.52	5.52	< 0.005	< 0.005	—	5.54
Arena	0.05	0.03	0.49	0.41	< 0.005	0.04	—	0.04	0.04	—	0.04	—	580	580	0.05	< 0.005	—	581
General Office Building	0.05	0.03	0.49	0.41	< 0.005	0.04	—	0.04	0.04	—	0.04	—	580	580	0.05	< 0.005	—	582
High Turnover (Sit Down Restaurant)	0.05	0.03	0.47	0.40	< 0.005	0.04	—	0.04	0.04	—	0.04	—	562	562	0.05	< 0.005	—	563

Manufact	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	147	147	0.01	< 0.005	—	148
Other Non-Asphalt Surfaces	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
Total	0.21	0.10	1.87	1.57	0.01	0.14	—	0.14	0.14	—	0.14	—	2,228	2,228	0.20	< 0.005	—	2,234
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.03	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	354	354	0.03	< 0.005	—	355
Unenclosed Parking with Elevator	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
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.52	5.52	< 0.005	< 0.005	—	5.54
Arena	0.05	0.03	0.49	0.41	< 0.005	0.04	—	0.04	0.04	—	0.04	—	580	580	0.05	< 0.005	—	581
General Office Building	0.05	0.03	0.49	0.41	< 0.005	0.04	—	0.04	0.04	—	0.04	—	580	580	0.05	< 0.005	—	582
High Turnover (Sit Down Restaurant)	0.05	0.03	0.47	0.40	< 0.005	0.04	—	0.04	0.04	—	0.04	—	562	562	0.05	< 0.005	—	563
Manufacturing	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	147	147	0.01	< 0.005	—	148
Other Non-Asphalt Surfaces	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
Total	0.21	0.10	1.87	1.57	0.01	0.14	—	0.14	0.14	—	0.14	—	2,228	2,228	0.20	< 0.005	—	2,234
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.01	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	58.6	58.6	0.01	< 0.005	—	58.8

Unenclosed Parking with Elevator	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
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.91	0.91	< 0.005	< 0.005	—	0.92
Arena	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	96.0	96.0	0.01	< 0.005	—	96.3
General Office Building	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	96.0	96.0	0.01	< 0.005	—	96.3
High Turnover (Sit Down Restaurant)	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	93.0	93.0	0.01	< 0.005	—	93.2
Manufacturing	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.4	24.4	< 0.005	< 0.005	—	24.4
Other Non-Asphalt Surfaces	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
Total	0.04	0.02	0.34	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	369	369	0.03	< 0.005	—	370

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	343	343	0.03	< 0.005	—	344
Unenclosed Parking with Elevator	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

Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.51	5.51	< 0.005	< 0.005	—	5.52
Arena	0.05	0.03	0.48	0.41	< 0.005	0.04	—	0.04	0.04	—	0.04	—	576	576	0.05	< 0.005	—	577
General Office Building	0.05	0.03	0.47	0.40	< 0.005	0.04	—	0.04	0.04	—	0.04	—	562	562	0.05	< 0.005	—	564
High Turnover (Sit Down Restaurant)	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	561	561	0.05	< 0.005	—	562
Manufacturing	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	146	146	0.01	< 0.005	—	147
Other Non-Asphalt Surfaces	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
Total	0.20	0.10	1.84	1.54	0.01	0.14	—	0.14	0.14	—	0.14	—	2,194	2,194	0.19	< 0.005	—	2,200
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	343	343	0.03	< 0.005	—	344
Unenclosed Parking with Elevator	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
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.51	5.51	< 0.005	< 0.005	—	5.52
Arena	0.05	0.03	0.48	0.41	< 0.005	0.04	—	0.04	0.04	—	0.04	—	576	576	0.05	< 0.005	—	577
General Office Building	0.05	0.03	0.47	0.40	< 0.005	0.04	—	0.04	0.04	—	0.04	—	562	562	0.05	< 0.005	—	564
High Turnover (Sit Down Restaurant)	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	561	561	0.05	< 0.005	—	562

Manufacturing	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	146	146	0.01	< 0.005	—	147
Other Non-Asphalt Surfaces	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
Total	0.20	0.10	1.84	1.54	0.01	0.14	—	0.14	0.14	—	0.14	—	2,194	2,194	0.19	< 0.005	—	2,200
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	56.8	56.8	0.01	< 0.005	—	57.0
Unenclosed Parking with Elevator	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
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.91	0.91	< 0.005	< 0.005	—	0.91
Arena	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.3	95.3	0.01	< 0.005	—	95.6
General Office Building	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	93.1	93.1	0.01	< 0.005	—	93.3
High Turnover (Sit Down Restaurant)	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	92.8	92.8	0.01	< 0.005	—	93.1
Manufacturing	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.2	24.2	< 0.005	< 0.005	—	24.3
Other Non-Asphalt Surfaces	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
Total	0.04	0.02	0.34	0.28	< 0.005	0.03	—	0.03	0.03	—	0.03	—	363	363	0.03	< 0.005	—	364

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	4.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.74	2.52	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	—	63.2	63.2	< 0.005	< 0.005	—	63.4
Total	2.74	8.08	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	—	63.2	63.2	< 0.005	< 0.005	—	63.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	4.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	5.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipme	0.34	0.32	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.17	7.17	< 0.005	< 0.005	—	7.19
Total	0.34	1.33	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.17	7.17	< 0.005	< 0.005	—	7.19

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	4.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.74	2.52	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	—	63.2	63.2	< 0.005	< 0.005	—	63.4
Total	2.74	8.08	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	—	63.2	63.2	< 0.005	< 0.005	—	63.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	4.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	5.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer	—	0.90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.34	0.32	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.17	7.17	< 0.005	< 0.005	—	7.19
Total	0.34	1.33	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.17	7.17	< 0.005	< 0.005	—	7.19

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	18.7	103	122	1.93	0.05	—	184
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.50	2.74	3.24	0.05	< 0.005	—	4.89
Arena	—	—	—	—	—	—	—	—	—	—	—	42.3	233	275	4.35	0.11	—	416
General Office Building	—	—	—	—	—	—	—	—	—	—	—	30.7	169	200	3.16	0.08	—	302

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	10.8	60.0	70.8	1.11	0.03	—	107
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	5.76	31.8	37.6	0.59	0.01	—	56.7
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	6.04	6.04	< 0.005	< 0.005	—	6.07
Total	—	—	—	—	—	—	—	—	—	—	—	109	606	715	11.2	0.27	—	1,076
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	18.7	103	122	1.93	0.05	—	184
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.50	2.74	3.24	0.05	< 0.005	—	4.89
Arena	—	—	—	—	—	—	—	—	—	—	—	42.3	233	275	4.35	0.11	—	416
General Office Building	—	—	—	—	—	—	—	—	—	—	—	30.7	169	200	3.16	0.08	—	302
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	10.8	60.0	70.8	1.11	0.03	—	107
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	5.76	31.8	37.6	0.59	0.01	—	56.7
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	6.04	6.04	< 0.005	< 0.005	—	6.07
Total	—	—	—	—	—	—	—	—	—	—	—	109	606	715	11.2	0.27	—	1,076

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	3.10	17.1	20.2	0.32	0.01	—	30.5
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.08	0.45	0.54	0.01	< 0.005	—	0.81
Arena	—	—	—	—	—	—	—	—	—	—	—	7.00	38.6	45.6	0.72	0.02	—	68.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	5.08	28.0	33.1	0.52	0.01	—	50.0
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	1.78	9.94	11.7	0.18	< 0.005	—	17.6
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	0.95	5.26	6.22	0.10	< 0.005	—	9.38
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	1.00	1.00	< 0.005	< 0.005	—	1.01
Total	—	—	—	—	—	—	—	—	—	—	—	18.0	100	118	1.85	0.05	—	178

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	17.0	93.8	111	1.75	0.04	—	167

Unenclosed	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.45	2.49	2.94	0.05	< 0.005	—	4.44
Arena	—	—	—	—	—	—	—	—	—	—	—	38.3	212	250	3.95	0.10	—	377
General Office Building	—	—	—	—	—	—	—	—	—	—	—	27.9	154	182	2.88	0.07	—	275
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	9.76	54.5	64.3	1.01	0.02	—	96.7
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	5.76	31.8	37.6	0.59	0.01	—	56.7
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	-1.42	-1.42	> -0.005	> -0.005	—	-1.43
Total	—	—	—	—	—	—	—	—	—	—	—	99.3	547	646	10.2	0.25	—	976
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	17.0	93.8	111	1.75	0.04	—	167
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.45	2.49	2.94	0.05	< 0.005	—	4.44
Arena	—	—	—	—	—	—	—	—	—	—	—	38.3	212	250	3.95	0.10	—	377
General Office Building	—	—	—	—	—	—	—	—	—	—	—	27.9	154	182	2.88	0.07	—	275

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	9.76	54.5	64.3	1.01	0.02	—	96.7
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	5.76	31.8	37.6	0.59	0.01	—	56.7
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	-1.42	-1.42	> -0.005	> -0.005	—	-1.43
Total	—	—	—	—	—	—	—	—	—	—	—	99.3	547	646	10.2	0.25	—	976
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	2.81	15.5	18.3	0.29	0.01	—	27.7
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.07	0.41	0.49	0.01	< 0.005	—	0.73
Arena	—	—	—	—	—	—	—	—	—	—	—	6.35	35.0	41.4	0.65	0.02	—	62.5
General Office Building	—	—	—	—	—	—	—	—	—	—	—	4.63	25.5	30.2	0.48	0.01	—	45.5
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	1.62	9.03	10.6	0.17	< 0.005	—	16.0
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	0.95	5.26	6.22	0.10	< 0.005	—	9.38
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	-0.24	-0.24	> -0.005	> -0.005	—	-0.24
Total	—	—	—	—	—	—	—	—	—	—	—	16.4	90.6	107	1.69	0.04	—	162

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	27.6	0.00	27.6	2.76	0.00	—	96.4
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.98	0.00	1.98	0.20	0.00	—	6.93
Arena	—	—	—	—	—	—	—	—	—	—	—	0.76	0.00	0.76	0.08	0.00	—	2.66
General Office Building	—	—	—	—	—	—	—	—	—	—	—	45.1	0.00	45.1	4.51	0.00	—	158
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	119	0.00	119	11.9	0.00	—	415
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	8.69	0.00	8.69	0.87	0.00	—	30.4
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Office Park	—	—	—	—	—	—	—	—	—	—	—	27.6	0.00	27.6	2.76	0.00	—	96.4
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.98	0.00	1.98	0.20	0.00	—	6.93
Arena	—	—	—	—	—	—	—	—	—	—	—	0.76	0.00	0.76	0.08	0.00	—	2.66
General Office Building	—	—	—	—	—	—	—	—	—	—	—	45.1	0.00	45.1	4.51	0.00	—	158
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	119	0.00	119	11.9	0.00	—	415
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	8.69	0.00	8.69	0.87	0.00	—	30.4
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	4.56	0.00	4.56	0.46	0.00	—	16.0
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.33	0.00	0.33	0.03	0.00	—	1.15
Arena	—	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.44
General Office Building	—	—	—	—	—	—	—	—	—	—	—	7.47	0.00	7.47	0.75	0.00	—	26.1

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	19.6	0.00	19.6	1.96	0.00	—	68.7
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	1.44	0.00	1.44	0.14	0.00	—	5.03
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	33.6	0.00	33.6	3.36	0.00	—	117

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	27.6	0.00	27.6	2.76	0.00	—	96.4
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.98	0.00	1.98	0.20	0.00	—	6.93
Arena	—	—	—	—	—	—	—	—	—	—	—	0.76	0.00	0.76	0.08	0.00	—	2.66
General Office Building	—	—	—	—	—	—	—	—	—	—	—	45.1	0.00	45.1	4.51	0.00	—	158
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	119	0.00	119	11.9	0.00	—	415

Manufact	—	—	—	—	—	—	—	—	—	—	—	8.69	0.00	8.69	0.87	0.00	—	30.4
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	27.6	0.00	27.6	2.76	0.00	—	96.4
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.98	0.00	1.98	0.20	0.00	—	6.93
Arena	—	—	—	—	—	—	—	—	—	—	—	0.76	0.00	0.76	0.08	0.00	—	2.66
General Office Building	—	—	—	—	—	—	—	—	—	—	—	45.1	0.00	45.1	4.51	0.00	—	158
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	119	0.00	119	11.9	0.00	—	415
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	8.69	0.00	8.69	0.87	0.00	—	30.4
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	4.56	0.00	4.56	0.46	0.00	—	16.0

Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.33	0.00	0.33	0.03	0.00	—	1.15
Arena	—	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.44
General Office Building	—	—	—	—	—	—	—	—	—	—	—	7.47	0.00	7.47	0.75	0.00	—	26.1
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	19.6	0.00	19.6	1.96	0.00	—	68.7
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	1.44	0.00	1.44	0.14	0.00	—	5.03
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	33.6	0.00	33.6	3.36	0.00	—	117

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02

Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.9	28.9
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.38	3.38
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.9	28.9
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.38	3.38
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.79	4.79
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.56	0.56
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.46	5.46

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.9	28.9
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.38	3.38
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.9	28.9
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.38	3.38
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.79	4.79
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.56	0.56
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.46	5.46

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.94	0.79	7.47	12.4	0.02	0.32	—	0.32	0.30	—	0.30	—	1,829	1,829	0.07	0.01	—	1,836
Rough Terrain Forklifts	0.27	0.23	3.29	6.53	0.01	0.07	—	0.07	0.06	—	0.06	—	1,074	1,074	0.04	0.01	—	1,078
Aerial Lifts	0.18	0.15	2.89	3.09	0.01	0.02	—	0.02	0.02	—	0.02	—	590	590	0.02	< 0.005	—	592
Generator Sets	0.36	0.29	2.36	1.56	< 0.005	0.09	—	0.09	0.09	—	0.09	—	312	312	0.01	< 0.005	—	313
Total	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.94	0.79	7.47	12.4	0.02	0.32	—	0.32	0.30	—	0.30	—	1,829	1,829	0.07	0.01	—	1,836
Rough Terrain Forklifts	0.27	0.23	3.29	6.53	0.01	0.07	—	0.07	0.06	—	0.06	—	1,074	1,074	0.04	0.01	—	1,078
Aerial Lifts	0.18	0.15	2.89	3.09	0.01	0.02	—	0.02	0.02	—	0.02	—	590	590	0.02	< 0.005	—	592
Generator Sets	0.36	0.29	2.36	1.56	< 0.005	0.09	—	0.09	0.09	—	0.09	—	312	312	0.01	< 0.005	—	313
Total	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.12	0.10	0.97	1.61	< 0.005	0.04	—	0.04	0.04	—	0.04	—	216	216	0.01	< 0.005	—	216
Rough Terrain Forklifts	0.04	0.03	0.43	0.85	< 0.005	0.01	—	0.01	0.01	—	0.01	—	127	127	0.01	< 0.005	—	127
Aerial Lifts	0.02	0.02	0.38	0.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	69.6	69.6	< 0.005	< 0.005	—	69.9
Generator Sets	0.05	0.04	0.31	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	36.7	36.7	< 0.005	< 0.005	—	36.9
Total	0.23	0.19	2.08	3.06	< 0.005	0.07	—	0.07	0.06	—	0.06	—	449	449	0.02	< 0.005	—	450

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.94	0.79	7.47	12.4	0.02	0.32	—	0.32	0.30	—	0.30	—	1,829	1,829	0.07	0.01	—	1,836
Rough Terrain Forklifts	0.27	0.23	3.29	6.53	0.01	0.07	—	0.07	0.06	—	0.06	—	1,074	1,074	0.04	0.01	—	1,078
Aerial Lifts	0.18	0.15	2.89	3.09	0.01	0.02	—	0.02	0.02	—	0.02	—	590	590	0.02	< 0.005	—	592
Generator Sets	0.36	0.29	2.36	1.56	< 0.005	0.09	—	0.09	0.09	—	0.09	—	312	312	0.01	< 0.005	—	313
Total	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Forklifts	0.94	0.79	7.47	12.4	0.02	0.32	—	0.32	0.30	—	0.30	—	1,829	1,829	0.07	0.01	—	1,836
Rough Terrain Forklifts	0.27	0.23	3.29	6.53	0.01	0.07	—	0.07	0.06	—	0.06	—	1,074	1,074	0.04	0.01	—	1,078
Aerial Lifts	0.18	0.15	2.89	3.09	0.01	0.02	—	0.02	0.02	—	0.02	—	590	590	0.02	< 0.005	—	592
Generator Sets	0.36	0.29	2.36	1.56	< 0.005	0.09	—	0.09	0.09	—	0.09	—	312	312	0.01	< 0.005	—	313
Total	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.12	0.10	0.97	1.61	< 0.005	0.04	—	0.04	0.04	—	0.04	—	216	216	0.01	< 0.005	—	216
Rough Terrain Forklifts	0.04	0.03	0.43	0.85	< 0.005	0.01	—	0.01	0.01	—	0.01	—	127	127	0.01	< 0.005	—	127
Aerial Lifts	0.02	0.02	0.38	0.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	69.6	69.6	< 0.005	< 0.005	—	69.9
Generator Sets	0.05	0.04	0.31	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	36.7	36.7	< 0.005	< 0.005	—	36.9
Total	0.23	0.19	2.08	3.06	< 0.005	0.07	—	0.07	0.06	—	0.06	—	449	449	0.02	< 0.005	—	450

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetatio	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	5/19/2025	8/8/2025	5.00	60.0	Demolish existing buildings & hardscape.
Site Preparation	Site Preparation	8/11/2025	8/29/2025	5.00	15.0	Shoring.
Grading	Grading	9/1/2025	12/12/2025	5.00	75.0	Earthwork.
Building Construction	Building Construction	12/15/2025	9/3/2027	5.00	450	Construct buildings.
Paving	Paving	5/3/2027	7/2/2027	5.00	45.0	Pave access & service areas.
Architectural Coating	Architectural Coating	7/5/2027	9/3/2027	5.00	45.0	Apply coatings & finishes to structures.

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	2.00	7.00	33.0	0.73
Demolition	Excavators	Diesel	Average	2.00	7.00	36.0	0.38
Demolition	Crawler Tractors	Diesel	Average	2.00	8.00	87.0	0.43
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	4.00	7.00	84.0	0.37
Demolition	Rough Terrain Forklifts	Diesel	Average	2.00	7.00	96.0	0.40
Demolition	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74
Demolition	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Site Preparation	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	7.00	84.0	0.37
Site Preparation	Excavators	Diesel	Average	2.00	7.00	36.0	0.38
Site Preparation	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Site Preparation	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74
Site Preparation	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Crawler Tractors	Diesel	Average	2.00	8.00	87.0	0.43
Grading	Tractors/Loaders/Backhoes	Diesel	Average	4.00	7.00	84.0	0.37
Grading	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Grading	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Grading	Plate Compactors	Diesel	Average	1.00	7.00	8.00	0.43
Grading	Generator Sets	Diesel	Average	2.00	7.00	14.0	0.74
Grading	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Building Construction	Cranes	Diesel	Average	3.00	7.00	367	0.29
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74

Building Construction	Tractors/Loaders/Backh	Diesel	Average	4.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	10.0	7.00	46.0	0.45
Building Construction	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Building Construction	Rough Terrain Forklifts	Diesel	Average	4.00	7.00	96.0	0.40
Building Construction	Cement and Mortar Mixers	Diesel	Average	3.00	7.00	10.0	0.56
Building Construction	Plate Compactors	Diesel	Average	1.00	6.00	8.00	0.43
Building Construction	Air Compressors	Diesel	Average	3.00	7.00	37.0	0.48
Building Construction	Generator Sets	Diesel	Average	3.00	7.00	14.0	0.74
Paving	Pavers	Diesel	Average	2.00	7.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	7.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Paving	Generator Sets	Diesel	Average	2.00	7.00	14.0	0.74
Paving	Plate Compactors	Diesel	Average	1.00	7.00	8.00	0.43
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	7.00	10.0	0.56
Paving	Excavators	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Paving	Graders	Diesel	Average	1.00	6.00	148	0.41
Paving	Rough Terrain Forklifts	Diesel	Average	2.00	7.00	96.0	0.40
Architectural Coating	Air Compressors	Diesel	Average	2.00	6.00	37.0	0.48
Architectural Coating	Generator Sets	Diesel	Average	2.00	7.00	14.0	0.74
Architectural Coating	Aerial Lifts	Diesel	Average	2.00	7.00	46.0	0.31

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

Demolition	Concrete/Industrial Saws	Diesel	Average	2.00	7.00	33.0	0.73
Demolition	Excavators	Diesel	Average	2.00	7.00	36.0	0.38
Demolition	Crawler Tractors	Diesel	Average	2.00	8.00	87.0	0.43
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	4.00	7.00	84.0	0.37
Demolition	Rough Terrain Forklifts	Diesel	Average	2.00	7.00	96.0	0.40
Demolition	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74
Demolition	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Site Preparation	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	7.00	84.0	0.37
Site Preparation	Excavators	Diesel	Average	2.00	7.00	36.0	0.38
Site Preparation	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Site Preparation	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74
Site Preparation	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Crawler Tractors	Diesel	Average	2.00	8.00	87.0	0.43
Grading	Tractors/Loaders/Backhoes	Diesel	Average	4.00	7.00	84.0	0.37
Grading	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Grading	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Grading	Plate Compactors	Diesel	Average	1.00	7.00	8.00	0.43
Grading	Generator Sets	Diesel	Average	2.00	7.00	14.0	0.74
Grading	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Building Construction	Cranes	Diesel	Average	3.00	7.00	367	0.29
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74

Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	4.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	10.0	7.00	46.0	0.45
Building Construction	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Building Construction	Rough Terrain Forklifts	Diesel	Average	4.00	7.00	96.0	0.40
Building Construction	Cement and Mortar Mixers	Diesel	Average	3.00	7.00	10.0	0.56
Building Construction	Plate Compactors	Diesel	Average	1.00	6.00	8.00	0.43
Building Construction	Air Compressors	Diesel	Average	3.00	7.00	37.0	0.48
Building Construction	Generator Sets	Diesel	Average	3.00	7.00	14.0	0.74
Paving	Pavers	Diesel	Average	2.00	7.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	7.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Paving	Generator Sets	Diesel	Average	2.00	7.00	14.0	0.74
Paving	Plate Compactors	Diesel	Average	1.00	7.00	8.00	0.43
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	7.00	10.0	0.56
Paving	Excavators	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Paving	Graders	Diesel	Average	1.00	6.00	148	0.41
Paving	Rough Terrain Forklifts	Diesel	Average	2.00	7.00	96.0	0.40
Architectural Coating	Air Compressors	Diesel	Average	2.00	6.00	37.0	0.48
Architectural Coating	Generator Sets	Diesel	Average	2.00	7.00	14.0	0.74
Architectural Coating	Aerial Lifts	Diesel	Average	2.00	7.00	46.0	0.31

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	80.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	16.0	10.2	HHDT,MHDT
Demolition	Hauling	32.0	20.0	HHDT
Demolition	Onsite truck	2.00	2.00	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	80.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	16.0	10.2	HHDT,MHDT
Site Preparation	Hauling	80.0	20.0	HHDT
Site Preparation	Onsite truck	2.00	2.00	HHDT
Grading	—	—	—	—
Grading	Worker	80.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	16.0	10.2	HHDT,MHDT
Grading	Hauling	120	20.0	HHDT
Grading	Onsite truck	2.00	2.00	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	160	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	64.0	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	0.00	0.00	HHDT
Paving	—	—	—	—
Paving	Worker	40.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	16.0	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	0.00	0.00	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	40.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	16.0	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	0.00	0.00	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	80.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	16.0	10.2	HHDT,MHDT
Demolition	Hauling	32.0	20.0	HHDT
Demolition	Onsite truck	2.00	2.00	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	80.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	16.0	10.2	HHDT,MHDT
Site Preparation	Hauling	80.0	20.0	HHDT
Site Preparation	Onsite truck	2.00	2.00	HHDT
Grading	—	—	—	—
Grading	Worker	80.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	16.0	10.2	HHDT,MHDT
Grading	Hauling	120	20.0	HHDT
Grading	Onsite truck	2.00	2.00	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	160	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	64.0	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT

Building Construction	Onsite truck	0.00	0.00	HHDT
Paving	—	—	—	—
Paving	Worker	40.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	16.0	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	0.00	0.00	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	40.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	16.0	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	0.00	0.00	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	57%	57%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	348,203	115,776	6,641

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Ton of Debris)	Material Exported (Ton of Debris)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	60.0	123,000	—
Site Preparation	0.00	2,840	7.50	2,840	—
Grading	0.00	69,000	113	0.00	—
Paving	0.00	0.00	16.9	0.00	2.54

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Office Park	0.00	0%
Unenclosed Parking with Elevator	0.67	0%
Strip Mall	0.00	0%
Arena	0.00	0%
General Office Building	0.00	0%
High Turnover (Sit Down Restaurant)	0.00	0%
High Turnover (Sit Down Restaurant)	0.00	0%
Office Park	0.00	0%
Arena	0.00	0%
Manufacturing	0.00	0%
Office Park	0.00	0%
Strip Mall	0.00	0%
Office Park	0.00	0%

Other Non-Asphalt Surfaces	1.87	50%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	567	0.05	0.01
2026	0.00	567	0.05	0.01
2027	0.00	567	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	2,953	2,215	2,215	1,000,882	21,618	16,214	16,214	7,327,010

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	2,953	2,215	2,215	1,000,882	21,618	16,214	16,214	7,327,010

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	348,203	115,776	6,641

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Office Park	707,236	567	0.0489	0.0069	892,079
Unenclosed Parking with Elevator	344,360	567	0.0489	0.0069	0.00
Strip Mall	4,978	567	0.0489	0.0069	2,462
Arena	309,960	567	0.0489	0.0069	1,130,768
General Office Building	1,434,543	567	0.0489	0.0069	1,809,473
High Turnover (Sit Down Restaurant)	309,416	567	0.0489	0.0069	899,932

High Turnover (Sit Down Restaurant)	293,131	567	0.0489	0.0069	852,567
Office Park	4,779	567	0.0489	0.0069	6,028
Arena	185,976	567	0.0489	0.0069	678,461
Manufacturing	125,921	567	0.0489	0.0069	459,374
Office Park	121,058	567	0.0489	0.0069	152,698
Strip Mall	29,870	567	0.0489	0.0069	14,772
Office Park	43,008	567	0.0489	0.0069	54,248
Other Non-Asphalt Surfaces	0.00	567	0.0489	0.0069	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Office Park	688,167	567	0.0489	0.0069	864,867
Unenclosed Parking with Elevator	344,360	567	0.0489	0.0069	0.00
Strip Mall	4,827	567	0.0489	0.0069	2,455
Arena	302,009	567	0.0489	0.0069	1,122,499
General Office Building	1,395,862	567	0.0489	0.0069	1,754,278
High Turnover (Sit Down Restaurant)	270,734	567	0.0489	0.0069	898,412
High Turnover (Sit Down Restaurant)	256,485	567	0.0489	0.0069	851,127
Office Park	4,650	567	0.0489	0.0069	5,844
Arena	181,205	567	0.0489	0.0069	673,499
Manufacturing	122,691	567	0.0489	0.0069	456,015
Office Park	117,794	567	0.0489	0.0069	148,040
Strip Mall	28,963	567	0.0489	0.0069	14,732
Office Park	41,848	567	0.0489	0.0069	52,593

Other Non-Asphalt Surfaces	0.00	567	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Office Park	7,891,378	0.00
Unenclosed Parking with Elevator	0.00	0.00
Strip Mall	37,036	0.00
Arena	13,784,644	0.00
General Office Building	16,006,701	0.00
High Turnover (Sit Down Restaurant)	2,883,570	0.00
High Turnover (Sit Down Restaurant)	2,731,803	77,914
Office Park	53,320	0.00
Arena	8,270,786	0.00
Manufacturing	3,006,250	0.00
Office Park	1,350,776	0.00
Strip Mall	222,218	0.00
Office Park	479,881	0.00
Other Non-Asphalt Surfaces	0.00	732,395

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Office Park	7,157,480	0.00
Unenclosed Parking with Elevator	0.00	0.00
Strip Mall	33,607	0.00
Arena	12,508,186	0.00

General Office Building	14,582,105	0.00
High Turnover (Sit Down Restaurant)	2,616,552	0.00
High Turnover (Sit Down Restaurant)	2,478,838	77,914
Office Park	48,361	0.00
Arena	7,504,911	0.00
Manufacturing	3,006,250	0.00
Office Park	1,225,154	0.00
Strip Mall	201,640	0.00
Office Park	435,252	0.00
Other Non-Asphalt Surfaces	0.00	-172,771

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Office Park	41.3	—
Unenclosed Parking with Elevator	0.00	—
Strip Mall	0.53	—
Arena	0.88	—
General Office Building	83.8	—
High Turnover (Sit Down Restaurant)	113	—
High Turnover (Sit Down Restaurant)	107	—
Office Park	0.28	—
Arena	0.53	—
Manufacturing	16.1	—
Office Park	7.07	—
Strip Mall	3.15	—

Office Park	2.51	—
Other Non-Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Office Park	41.3	—
Unenclosed Parking with Elevator	0.00	—
Strip Mall	0.53	—
Arena	0.88	—
General Office Building	83.8	—
High Turnover (Sit Down Restaurant)	113	—
High Turnover (Sit Down Restaurant)	107	—
Office Park	0.28	—
Arena	0.53	—
Manufacturing	16.1	—
Office Park	7.07	—
Strip Mall	3.15	—
Office Park	2.51	—
Other Non-Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Arena	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Arena	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Arena	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Arena	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Arena	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Arena	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Manufacturing	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Arena	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Arena	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Arena	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Arena	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Arena	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Arena	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Manufacturing	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Diesel	Average	12.0	8.00	82.0	0.20
Rough Terrain Forklifts	Diesel	Average	4.00	6.00	96.0	0.40
Aerial Lifts	Diesel	Average	4.00	8.00	46.0	0.31
Generator Sets	Diesel	Average	4.00	6.00	14.0	0.74

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Diesel	Average	12.0	8.00	82.0	0.20
Rough Terrain Forklifts	Diesel	Average	4.00	6.00	96.0	0.40
Aerial Lifts	Diesel	Average	4.00	8.00	46.0	0.31
Generator Sets	Diesel	Average	4.00	6.00	14.0	0.74

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.47	annual days of extreme heat
Extreme Precipitation	5.55	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth

Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	3	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	2	1
Wildfire	2	2	2	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	1	2	1

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	4	1

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	2	1
Wildfire	2	2	2	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	3	1

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

6.4.1. Temperature and Extreme Heat

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
D-3: Install Drought Resistant Landscaping	Water Conservation	—	1.00	1.00
EH-4: Enhance Building Envelope Efficiency	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	—	—	1.00
EH-9: Expand Urban Tree Canopy	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	1.00	1.00	—
EH-10: Install Covered Parking	Improved Air Quality, Improved Public Health	—	—	1.00

6.4.2. Air Quality Degradation

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase

EH-4: Enhance Building Envelope Efficiency	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	—	—	1.00

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	40.0
AQ-PM	73.9
AQ-DPM	30.1
Drinking Water	92.5
Lead Risk Housing	86.1
Pesticides	38.3
Toxic Releases	82.4
Traffic	28.4
Effect Indicators	—
CleanUp Sites	20.5
Groundwater	50.1
Haz Waste Facilities/Generators	64.6
Impaired Water Bodies	0.00
Solid Waste	9.67
Sensitive Population	—
Asthma	95.7
Cardio-vascular	71.3
Low Birth Weights	98.3

Socioeconomic Factor Indicators	—
Education	61.7
Housing	98.4
Linguistic	56.3
Poverty	82.4
Unemployment	94.3

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	22.98216348
Employed	17.64403952
Median HI	0.731425638
Education	—
Bachelor's or higher	50.28872065
High school enrollment	100
Preschool enrollment	17.78519184
Transportation	—
Auto Access	1.924804312
Active commuting	80.85461311
Social	—
2-parent households	3.926600796
Voting	10.6249198
Neighborhood	—
Alcohol availability	63.18490953
Park access	81.35506224

Retail density	78.8399846
Supermarket access	43.15411267
Tree canopy	55.97330938
Housing	—
Homeownership	9.162068523
Housing habitability	22.0069293
Low-inc homeowner severe housing cost burden	85.34582317
Low-inc renter severe housing cost burden	15.10329783
Uncrowded housing	69.47260362
Health Outcomes	—
Insured adults	43.44924933
Arthritis	3.0
Asthma ER Admissions	7.0
High Blood Pressure	1.0
Cancer (excluding skin)	25.9
Asthma	3.8
Coronary Heart Disease	5.2
Chronic Obstructive Pulmonary Disease	6.6
Diagnosed Diabetes	0.9
Life Expectancy at Birth	5.2
Cognitively Disabled	7.9
Physically Disabled	2.9
Heart Attack ER Admissions	51.9
Mental Health Not Good	24.7
Chronic Kidney Disease	1.7
Obesity	5.4
Pedestrian Injuries	97.4

Physical Health Not Good	14.8
Stroke	0.9
Health Risk Behaviors	—
Binge Drinking	97.9
Current Smoker	26.1
No Leisure Time for Physical Activity	21.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	51.6
Elderly	12.6
English Speaking	23.3
Foreign-born	31.7
Outdoor Workers	87.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	15.7
Traffic Density	65.8
Traffic Access	87.4
Other Indices	—
Hardship	70.0
Other Decision Support	—
2016 Voting	12.6

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	90.0
Healthy Places Index Score for Project Location (b)	8.00

Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Utility Information	Source: LADWP 2022 Power Content Label
Land Use	Project elements obtained from Site Plan & Project Description.
Construction: Construction Phases	Schedule provided by Applicant.
Construction: Off-Road Equipment	Equipment inventories provided by Applicant.
Construction: Dust From Material Movement	Demolition and Paving phases added due to ground-disturbing equipment.
Construction: Trips and VMT	Conservative estimates of construction trips.
Construction: On-Road Fugitive Dust	Vehicle speeds on unpaved surfaces limited to 15 mph per SCAQMD Rule 403 (57% reduction based on Table XI-A).
Construction: Paving	Parking structure will not be asphalt; Portions of service roads will be.
Construction: Electricity	Source: LADWP 2022 Power Content Label
Construction: Demolition	Existing hardscape (asphalt & concrete) to be removed during site preparation.
Operations: Off-Road Equipment	On-site operational equipment supporting studio productions & mill shop.
Construction: Architectural Coatings	SCAQMD Rule 1113 requires a VOC content less than or equal to 50 g/L effective January 1, 2019.

APPENDIX B

Arborist Report

Arborist Report

Project:

Stocker Campus Plaza
3701 – 3761 Stocker Street
Los Angeles, California 90008

Prepared for:

Attention: Mark Colopy, President
JGM
6033 West Century Boulevard, Suite 601
Los Angeles, California 90045
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Prepared by:

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Date:

Updated September 4, 2025

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Arborist Report

Stocker Campus Plaza
3701 – 3761 Stocker Street
Los Angeles, California 90008

INTRODUCTION

This Arborist Report was prepared at the request of Mr. Mark Colopy, President of JGM. The property owners, 3731-41 Stocker Opportunity LLC and 3751-3761 Stocker Traditional LLC, propose to construct Stocker Campus Plaza, consisting of sound stages, production support, offices, an outdoor plaza, and onsite parking at 3701 – 3761 Stocker Street, Los Angeles, California. Currently the site contains five professional buildings and an at-grade parking lot which will be demolished. Construction of the project will also include demolition and replacement of the existing public sidewalks on three sides of the property.

Seventy mature trees, defined as trees that have grown to have a diameter of 8 inches or greater at breast height, were inventoried for this study. Twenty-two of these 70 trees are street trees. One of the 22 street trees is dead. The site does not contain any protected trees or shrubs other than the street trees. In addition, there are no protected trees or shrubs on any of the adjacent properties that overhang the site.

The project as proposed would result in the removal of 29 mature trees. Thirty-five mature trees, including 20 street trees (including one dead street tree) and 16 offsite trees, would experience encroachment within their driplines. The remaining two street trees, located just offsite in front of adjacent properties, would be protected in place with no direct impacts.

This report was prepared in accordance with the standards of the City of Los Angeles and the International Society of Arboriculture. The City of Los Angeles ordained that certain southern California native tree and shrub species, including southern California black walnut (*Juglans californica*), coast live oak (*Quercus agrifolia*), California bay (*Umbellularia californica*), California sycamore (*Platanus racemosa*), Mexican elderberry (*Sambucus mexicana*) and toyon (*Heteromeles arbutifolia*) are protected once they grow to a diameter of 4 inches at breast height. Protected trees and shrubs may not be removed or relocated without first obtaining approval from designated agencies within the City of Los Angeles. Street trees are similarly protected.

The purpose of this Arborist Report is to document findings related to a ground-level visual analysis of the subject street trees, a project impact analysis, tree photographs, a tree location map, and to discuss the required replacement plan for the subject trees in relation to the proposed project.

SCOPE OF WORK

The subject property is approximately 224,275 square feet in size. The owner proposes to construct five buildings which will house sound stages, production support, and offices. The project will also include surface parking and a plaza area. The total proposed first-floor building footprint is 30,022 square feet.

The species, trunk diameter, canopy diameter, height, health, appearance, and condition of 70 mature trees were observed and recorded in June 2025 by associate Registered Consulting Arborist Kelly Lewis. The trees were tagged on their northerly sides using round aluminum tags numbered ‘1’ through ‘50’ and ‘185’. The offsite trees were not tagged and are referred to as trees ‘51’ through ’69’.

A photograph of each tree is provided in Appendix B for general reference and record purposes. Tree Location Maps are included in Appendix C. The Tree Location Maps are depicted on the project grading plans as prepared by Joseph C. Truxaw and Associates, Inc., Civil Engineers and Land Surveyors.

All information provided by the preparer is certified to be true and correct as of the date of the field observations.

TREE CHARACTERISTICS AND SITE CONDITIONS

As noted above, 70 mature trees exist within the study area. The tree inventory includes 19 species in total, as shown on Table 1 in Appendix A. Mexican fan palm (*Washingtonia robusta*) is predominant. All the trees appear to have been planted as part of the site landscape program apart from two-off site Mexican fan palms.

As noted above, 22 of the 70 mature trees within the study area, trees #1 through #22, are street trees. A Marina madrone (*Arbutus* ‘Marina’), tree #22, and Indian laurel fig (*Ficus microcarpa*), trees #1 through #8, are planted in tree wells on the northeasterly side of the site, adjacent to Santa Rosalia Drive. They range in health and appearance from above average to poor. A crape myrtle (*Lagerstroemia indica*), tree #9, and paperbark trees (*Melaleuca quinquenervia*), trees #10 through #14, are planted in tree wells on the southeasterly side of the site, adjacent to Stocker Street. The health and appearance of these trees are slightly below average. American sweetgums (*Liquidambar styraciflua*), trees #15 through #21, are planted in tree wells on the southwesterly side of the site, adjacent to Don Felipe Drive. They range in health and appearance from above average to dead, exhibiting sparse canopies, canopy die back and conks. The sidewalk adjacent to many of the street trees is offset, as high as 4 inches in some areas.

Tree #19, a dead American sweetgum on Don Felipe Drive, is dead and should be considered for removal. Tree #20, also an American sweetgum on Don Felipe Drive, exhibits a thinning canopy, sulfur conks at the root crown and on surface roots at opposite sides of the trunk and has displaced the adjacent sidewalk. This tree is in very poor condition and should be considered for removal due to possible root rot.

The onsite trees are located primarily between the buildings and the public sidewalks along Santa Rosalia Drive and Stocker Street. The trees along Stocker Street include a

giant yucca (*Yucca gigantea*), tree #23, two windmill palms (*Trachycarpus fortunei*), trees #26 and #27, one Mediterranean fan palm (*Chamaerops humilis*), tree #32, and six Mexican fan palms, trees #24, #25 and #28 through #31. These trees range in health and appearance from excellent to average.

The trees along Stocker Street include one California fan palm (*Washingtonia filifera*), tree #33, three king palms (*Archontophoenix cunninghamiana*), trees #37, #38 and #39, and seven Mexican fan palms, trees #34, #35, #36 and #40 through #43. These trees range in health and appearance from excellent to above average.

The remaining onsite trees are located between a surface parking lot between 3701 and 3731 Stocker Street and the public sidewalk along Stocker Street. Tree #44, a Victorian box, is in very poor condition, exhibiting a very sparse canopy and twig and branch dieback. Trees #45 through #49 are African sumac trees (*Searcia lancea*). Their health and appearance ranges from excellent to average. Tree #50 is a Hollywood juniper (*Juniperus chinensis* 'Torulosa') which exhibits excellent health and appearance. Tree #185 is a peach (*Prunus persica*), located at the rear of the building located at 3731 Stocker Street. This tree exhibits above average health and appearance.

The offsite trees are located near the northwesterly property line. Trees #51 and #52, Mexican fan palms, are located within the asphalt paving of the parking lot behind 3740 Don Felipe Drive. They exhibit excellent to above average health and appearance.

The rest of the offsite trees are located within a narrow planter adjacent to the rear of the apartment buildings located at 3750 Santa Rosalia Drive. These include three jacarandas (*Jacaranda mimosifolia*), trees #53, #54 and #55, which have been over-pruned and exhibit average health and appearance. Trees #56 and #61, tipu trees (*Tipuana tipu*), have also been over-pruned and exhibit average health and appearance. Trees #57, #59, #60, #62, #63 and #65 are pygmy date palms (*Phoenix roebelenii*) and exhibit excellent health and appearance. Trees #58, #64 and #66 through #69 are Hong Kong orchid trees (*Bauhinia* x *blakeana*). They have been severely over-pruned and exhibit slightly below average health and appearance.

The site topography slopes gently upward from east to west. In addition to the 70 mature trees, there are a number of ornamental shrubs as well as a turf-grass lawn.

The subject trees' scientific name, common name, diameter at breast height, average canopy width, overall height, health rating, appearance rating, and significant comments are summarized in Table 2 in Appendix A.

IMPACT ANALYSIS

The owner proposes to construct five buildings which will house sound stages, production support, and offices. The project will also include surface parking and a plaza area. The project will include demolition and replacement of the existing sidewalks on all three sides of the project.

In determining whether a tree could be preserved, guidelines contained in the International Society of Arboriculture Best Management Practices (BMP) for Managing Trees during Construction and BMP for Root Management were utilized.

The contractor should install a hood or diverter to vent exhaust from heat-producing heavy equipment away from tree canopies of all trees to remain to prevent heat and burn damage to tree limbs and foliage during the work.

The project as proposed would result in the removal of 29 mature trees. Thirty-five mature trees, including 20 street trees (including one dead street tree) and 16 offsite trees, would experience encroachment within their driplines. The remaining two street trees, located just offsite in front of adjacent properties, would be protected in place with no direct impacts.

The disposition, general location and reason for the proposed impacts are summarized in Table 3 in Appendix A. Specific comments with respect to potentially impacted trees are as follows:

Trees #21, #22, #52, #59 and #65 – No direct impacts are anticipated for these five trees. Tree #21 and #22 are street trees located just offsite.

Tree #19 – This American sweetgum is dead. It will be encroached upon to construct the new public sidewalk. It will need to be evaluated for potential root pruning at a later date.

Trees #1 through #5 – These five mature Indian laurel fig trees are street trees located adjacent to Santa Rosalia Drive. They will be encroached upon to construct the new public sidewalk. They will need to be evaluated for potential root pruning at a later date.

The grading plan currently shows that a pedestrian drop-off is to be constructed in this area. The plan will be revised to eliminate the pedestrian drop-off so that these trees may be retained with encroachment.

Trees #6 through #8 – These three mature Indian laurel fig trees are street trees located adjacent to Santa Rosalia Drive. They will be encroached upon to construct the new public sidewalk. They will need to be evaluated for potential root pruning at a later date.

Trees #9 through #14 – This mature crape myrtle and five mature paperbark trees are street trees located within tree wells adjacent to Stocker Street. They will be encroached upon to construct the new public sidewalk. They will need to be evaluated for potential root pruning at a later date.

Trees #15 through #18 – These four mature American sweetgum trees are street trees located within tree wells adjacent to Don Felipe Drive. They will be encroached upon to construct the new public sidewalk. They will need to be evaluated for potential root pruning at a later date.

Tree #20 – This mature American sweetgum is a street tree located within a tree well adjacent to Don Felipe Drive. The tree exhibits a thinning canopy, sulfur conks at the root crown and on surface roots at opposite sides of the trunk and has displaced the adjacent sidewalk. This tree is in very poor condition and should be removed for safety considerations. It will be encroached upon to construct the new public sidewalk. It will need to be evaluated for potential root pruning at a later date..

Tree #23 – This giant yucca is located within a planter area on the northeasterly side of the building located at 3701 Stocker Street. It is within the footprint of the new seating area adjacent to the public sidewalk along Santa Rosalia Drive. It will require removal to construct the project as proposed.

Trees #24 and #25 – These two mature Mexican fan palms are located within a planter area on the northeasterly side of the building located at 3731 Stocker Street. They are within the footprint of a new seating area adjacent to the public sidewalk along Santa Rosalia Drive. The trees will require removal to construct the project as proposed.

Trees #26 and #27 – These two mature windmill palms are located within a planter area on the northeasterly side of the building located at 3731 Stocker Street. They are within the footprint of a new seating area adjacent to the public sidewalk along Santa Rosalia Drive. The trees will require removal to construct the project as proposed.

Trees #28 through #31 – These four mature Mexican fan palms are located within a planter area on the northeasterly side of the building located at 3731 Stocker Street. They are within the footprint of a new seating area adjacent to the public sidewalk along Santa Rosalia Drive. The trees will require removal to construct the project as proposed.

Tree #32 – This mature Mediterranean fan palm is located within a planter area near the corner of Santa Rosalia Drive and Stocker Street. It is within the footprint of the new plaza area adjacent to the public sidewalk and will require removal to construct the project as proposed.

Tree #33 – This mature California fan palm is located within a planter area near the corner of Santa Rosalia Drive and Stocker Street. It is within the footprint of the new plaza area adjacent to the public sidewalk and will require removal to construct the project as proposed.

Trees #34 and #35 – These two mature Mexican fan palms are located within a planter area near the corner of Santa Rosalia Drive and Stocker Street. They are within the footprint of the new plaza area adjacent to the public sidewalk and will require removal to construct the project as proposed.

Tree #36 – This mature Mexican fan palm is located within a planter area near the corner of Santa Rosalia Drive and Stocker Street. It is within the footprint of a new seat wall at the westerly edge of the plaza area adjacent to the public sidewalk and will require removal to construct the project as proposed.

Trees #37, #38 and #39 – These three mature king palms are located within a planter area in front of 3731 Stocker Street. They are within a new landscape area adjacent to the public sidewalk along Stocker Street and will require removal to construct the project as proposed.

Trees #40 and #41 – These two mature Mexican fan palms are located within the lawn area in front of 3731 Stocker Street. They are within a new landscape area adjacent to the public sidewalk along Stocker Street and will require removal to construct the project as proposed.

Trees #42 and #43 – These two mature Mexican fan palms are located within the lawn area in front of 3751 Stocker Street. They are within the footprint of a new driveway on Stocker Street and will require removal to construct the project as proposed.

Trees #44, #45, #46 and #50 – This mature Victorian box, two mature African sumacs and mature Hollywood juniper, respectively, are located within a planter area in front of the parking area adjacent to 3731 Stocker Street. They are within a new landscape area

adjacent to the public sidewalk along Stocker Street and will require removal to construct the project as proposed.

Trees #47, #48 and #49 – These three mature African sumacs are located within a planter area in front of the parking area adjacent to 3731 Stocker Street. They are within the footprint of the new Campus pedestrian entry adjacent to the public sidewalk along Stocker Street and will require removal to construct the project as proposed.

Tree #51 – This mature Mexican fan palm is located off site within the parking lot at 3740 Don Felipe Drive, 1.25 feet north of the northwesterly property line. This portion of the existing parking lot will be converted to a new drive aisle.

There are a number of major morphological differences between palms and woody trees. One of these differences is in the formation and structure of the roots. Trees have both thick woody support roots that increase in diameter over time and fine, absorbing roots. Palms have slender, fibrous roots that never increase in diameter. Most palm roots occur within the upper 12 inches of soil and, horizontally, within about 2 feet of the trunk. Cut palm roots can re-sprout which is one of the primary reasons transplanted palms reestablish so successfully.

If excavation is required adjacent to this tree, we recommend the contractor excavate a trench at the proposed limit of excavation under the observation of this office. Should any incidental roots be encountered, they should be cut cleanly at the edge of the excavation. If a large portion of the root ball must be severed this office should be contacted to perform further evaluation of tree stability. The evaluation will consider the quantity of the roots and their distance from the trunk.

The employment of careful construction protocols, as described in the General and Specific Recommendations sections of this report will ensure that the tree does not suffer from long-term adverse impacts. All work within the protected zone of the tree should be performed with hand tools or small equipment under the observation of this office.

Trees #53, #54 and #55 – These three mature jacarandas are located off site within a narrow planter at the rear of the apartment building located at 3750 Santa Rosalia Drive immediately northwest of the northwesterly property line of the subject site. This portion of the existing parking lot will be converted to a new drive aisle.

Construction tolerance of jacaranda is not generally known and therefore a more conservative low tolerance rating was utilized. Using the BMP, the recommended TPZ for mature jacarandas of these sizes are approximately 11.25 feet, 11.25 feet and 15 feet, respectively.

Work would occur within approximately 4 feet, 2.5 feet and 6 feet of the trees' trunks, respectively. Although these distances are within the trees' recommended TPZs, there is a possibility that no important large roots will be encountered since the planter containing the trees is located approximately 18 inches below the grade of the adjacent parking lot and is contained by a low retaining wall.

We recommend the contractor excavate a trench at the proposed limit of any excavation required for the work to the parking lot within the trees' protected zones under the observation of this office. Should any incidental roots be encountered, they should be cut

cleanly at the edge of the excavation. If roots over 2 inches in diameter must be excised, this office should be contacted to perform further evaluation of tree stability. The evaluation will consider the size of the roots and their distance from the trunk. Excavation should be performed with hand tools or small equipment under the direct observation of this office to ensure that roots are not damaged during the excavation.

Based on the results of the excavation it can be determined whether work can be performed, and the trees remain with no long-term impacts.

The employment of careful construction protocols, as described in the General and Specific Recommendations sections of this report will ensure that the trees do not suffer from long-term adverse impacts. All work within the protected zones of the trees should be performed with hand tools or small equipment under observation of this office.

Trees #54 and #61 – These two mature tipus are located off site within a narrow planter at the rear of the apartment building located at 3750 Santa Rosalia Drive immediately northwest of the northwesterly property line of the subject site. This portion of the existing parking lot will be converted to a new drive aisle.

Construction tolerance of tipu trees is not generally known and therefore a more conservative low tolerance rating was utilized. Using the BMP, the recommended TPZ for a mature tipu tree of this size is approximately 11.25 feet.

Work would occur within approximately 3.5 feet and 2.75 feet of the trees' trunks, respectively. Although these distances are within the trees' recommended TPZs, there exists the possibility that no important large roots will be encountered since the planter containing the trees is located approximately 18 inches below the grade of the adjacent parking lot and is contained by a low retaining wall.

We recommend the contractor excavate a trench at the proposed limit of any excavation required for the work to the parking lot within the trees' protected zones under the observation of this office. Should any incidental roots be encountered, they should be cut cleanly at the edge of the excavation. If roots over 2 inches in diameter must be excised, this office should be contacted to perform further evaluation of tree stability. The evaluation will consider the size of the roots and their distance from the trunk. Excavation should be performed with hand tools or small equipment under the direct observation of this office to ensure that roots are not damaged during the excavation.

Based on the results of the excavation it can be determined whether work can be performed, and the trees remain with no long-term impacts.

The employment of careful construction protocols, as described in the General and Specific Recommendations sections of this report will ensure that the trees do not suffer from long-term adverse impacts. All work within the protected zones of the trees should be performed with hand tools or small equipment under observation of this office.

Trees #57, #60, #62 and #63 – These four mature pygmy date palms are located within a narrow planter at the rear of the apartment building located at 3750 Santa Rosalia Drive immediately northwest of the subject site's northwesterly property line. This portion of the existing parking lot will be converted to a new drive aisle.

Due to the formation and structure of palm roots, the difference in grade and the retaining wall, if the work within the trees' TPZs is excavated using hand tools or small

equipment under the direct observation of this office to ensure that roots are not damaged during any excavation, impacts to the trees will be negligible.

Trees #58 and #64 – These two mature Hong Kong orchids are located off site within a narrow planter at the rear of the apartment building located at 3750 Santa Rosalia Drive immediately northwest of the northwesterly property line of the subject site. This portion of the existing parking lot will be converted to a new drive aisle.

Construction tolerance of Hong Kong orchid trees is not generally known and therefore a more conservative low tolerance rating was utilized. Using the BMP, the recommended TPZ for mature Hong Kong orchid trees of these sizes are approximately 11.25 feet and 13.5 feet, respectively.

Work would occur within approximately 4.5 feet of each of the trees' trunks. Although these distances are within the trees' recommended TPZs there exists the possibility that no important large roots will be encountered since the planter containing the trees is located approximately 18 inches below the grade of the adjacent parking lot and is contained by a low retaining wall.

We recommend the contractor excavate a trench at the proposed limit of any excavation required for the work to the parking lot within the trees' protected zones under the observation of this office. Should any incidental roots be encountered, they should be cut cleanly at the edge of the excavation. If roots over 2 inches in diameter must be excised, this office should be contacted to perform further evaluation of tree stability. The evaluation will consider the size of the roots and their distance from the trunk. Excavation should be performed with hand tools or small equipment under the direct observation of this office to ensure that roots are not damaged during the excavation.

Based on the results of the excavation it can be determined whether work can be performed, and the trees remain with no long-term impacts.

The employment of careful construction protocols, as described in the General and Specific Recommendations sections of this report will ensure that the trees do not suffer from long-term adverse impacts. All work within the protected zones of the trees should be performed with hand tools or small equipment under observation of this office.

Trees #66 through #69 – These four mature Hong Kong orchids are located off site within a narrow planter at the rear of the apartment building located at 3750 Santa Rosalia Drive immediately northwest of the northwesterly property line of the subject site. This portion of the existing parking lot will be converted to a new drive aisle.

Using the BMP, the recommended TPZ for mature Hong Kong orchids of these sizes are approximately 10 feet, 10 feet, 11.25 feet, and 10 feet, respectively.

Work would occur within approximately 1.5 feet of each of the trees' trunks. Although these distances are within the trees' recommended TPZs, there exists the possibility that no important large roots will be encountered since the planter containing the trees is located approximately 18 inches below the grade of the adjacent parking lot and is contained by a low retaining wall.

We recommend the contractor excavate a trench at the proposed limit of any excavation required for the work to the parking lot within the trees' protected zones under the observation of this office. Should any incidental roots be encountered, they should be cut

cleanly at the edge of the excavation. If roots over 2 inches in diameter must be excised, this office should be contacted to perform further evaluation of tree stability. The evaluation will consider the size of the roots and their distance from the trunk. Excavation should be performed with hand tools or small equipment under the direct observation of this office to ensure that roots are not damaged during the excavation.

Based on the results of the excavation it can be determined whether work can be performed, and the trees remain with no long-term impacts.

The employment of careful construction protocols, as described in the General and Specific Recommendations sections of this report will ensure that the trees do not suffer from long-term adverse impacts. All work within the protected zones of the trees should be performed with hand tools or small equipment under observation of this office.

The project impacts to the 70 mature trees in the immediate vicinity of the proposed construction may be summarized as follows:

Street Trees	
Total number of street trees	22
Total number of street trees to be removed, not including dead trees	0
Total number of street trees not dead, not to be removed, and/or where natural grade is unchanged	2
Total number of mature trees to be impacted by construction within driplines	19
Total number of dead street trees	1
Other Mature Trees	
Total number of mature trees (8” dbh and larger)	48
Total number of mature trees to be removed	29
Total number of mature trees to be impacted by construction within driplines	16
Total number of mature trees not dead, not to be removed, and/or where natural grade is unchanged	3

REPLACEMENT TREES

As shown on the Tree Location Maps in Appendix C, 29 mature trees would be removed to construct the project as proposed.

The City of Los Angeles requires replacement planting for the approved removal of a street tree. Currently the Board of Public Works requires a 2:1 replacement ratio. No street trees would be removed to construct the project, so no replacement trees are required. Proposed tree locations for five new street trees are shown on the plan in Appendix D.

GENERAL RECOMMENDATIONS

The following general recommendations should be followed to establish and maintain a healthy cultural environment for trees. It must be understood that these recommendations apply to trees in general; specific questions should always be referred to the arborist.

WORK WITHIN THE TREE PROTECTION ZONE

The tree protection zone is an area surrounding a tree and varies by tree age, size, and species. Great care must be taken when work is conducted within the tree protection zone. Given the high sensitivity of oak and walnut trees, great care must be taken when work is conducted within the tree protection zone. Specifically:

Observation -- All work conducted within the tree protection zone should be performed within the presence of a qualified arborist. Usually, this work will also require a permit from the local government. This will help to ensure that work is performed in a manner that will not harm a tree.

Notice -- Forty-eight hours' notice should be provided to the arborist prior to the planned start of work. This notification must usually be provided to the local government also. The notice will ensure that the project receives the highest possible scheduling priority and avoid delays.

Hand Tools -- All work should be accomplished with the use of hand tools only. Except under special circumstances, tractors, backhoes, and other vehicles cannot be operated in a manner that will preserve major tree roots, minimize soil compaction, and ensure the safety of both the vehicle operator and the tree.

Certification -- All work conducted within the tree protection zone should be certified by a qualified arborist. For work performed under a permit, this may be a requirement of the local government.

PLANTING WITHIN THE TREE PROTECTION ZONE

Planting within the tree protection zone of a tree is discouraged. Ideally, the leaf litter from the tree should be allowed to collect beneath the tree, creating natural mulch and fertilizer. If planting is necessary or the natural leaf litter is removed, the following should be considered:

Irrigation -- No spray-type irrigation systems should be used within the dripline. It is important that sprinkler systems do not throw water against the trunk of any tree. A continuously wet soil condition near the root crown, the area where the tree trunk meets the ground, favors the growth of predatory disease organisms. The two most prominent organisms in southern California are avocado root rot (*Phytophthora cinnamomi*) and oak root fungus (*Armillaria mellea*). As an absolute minimum, all irrigation should be at least 15 feet from the trunk.

Resistant Varieties -- Avoid plants that are susceptible to either avocado root rot or oak root fungus. Many trees are particularly susceptible to these diseases in developed areas. Avoiding other plants susceptible to these diseases will also help to keep the

diseases in a dormant state. Consult publications by the University of California Cooperative Extension for plant lists.

Mulch -- Place a 4-inch-thick layer of organic mulch throughout the protected zone of each tree. Arborist wood chips are a good option. These mulches are beneficial when the natural leaf litter is not available, minimizing evaporation and providing weed control.

TREE MAINTENANCE AND PRUNING OPERATIONS

Most trees require little pruning, except for periodic dead-wooding. However, if a tree has a major defect, the employment of proper pruning practices may be more desirable than the uncontrolled damage that could otherwise occur. Always consult qualified professionals for advice.

Ornamental or Aesthetic Pruning -- Removal of live tissue for the purpose of altering the appearance of tree is not desirable. Activities such as thinning out, heading up, or other similar practices contribute to the onset of insect and disease attacks.

Dead-wooding -- Removal of dead tissue, regardless of size, may usually be performed without a permit. All pruning should follow standards endorsed by the International Society of Arboriculture.

Other Pruning Operations -- Branches that are considered to be unsafe due to decay, cavities, cracks, physical imbalance, fire damage, disease, or insects should be referred to a qualified oak tree consultant for inspection, especially if the branches exceed two inches in diameter. A permit is generally required to remove such branches. The arborist will prepare a brief written report to provide the basis for the request.

Cavities and Hollows -- Cavities and hollows should be kept free of loose debris. Some contain decayed wood; these should be referred to a qualified arborist for treatment. Concrete or other materials should not be used to seal or fill cavities or hollows. These materials create a haven for diseases and insects over time. Openings may be covered with screening to prevent debris build-up.

Wound Seal -- Pruning wounds should not be sealed with any type of compound. Over time, these materials crack and create entry points for disease and insects. A proper pruning cut will heal naturally over a brief period.

WATERING AND FERTILIZATION

Winter rains should be sufficient to provide the water needed for trees in natural areas. Trees in landscaped areas will usually receive enough water from adjacent plantings. If you suspect that your tree needs supplemental water, contact a qualified arborist for advice.

Watering -- If supplemental water is required, use a water probe, such as a "Ross Root Feeder" to apply the water. Alternatively, a low volume soaker hose could be utilized. Apply the water at various locations, just outside the dripline of the tree. A total of 15 to 20 hours of low volume application should suffice. Repeat this watering cycle every one to two months as needed.

Fertilization -- Fertilizer can be applied along with the water. A total of 0.75 pounds of actual nitrogen per inch of trunk diameter per year is a basic rule-of-thumb. However,

ask your local certified nurseryman for a specific recommendation and follow the manufacturer's directions carefully. Over-fertilization can be deadly.

Aeration -- Ventilation of the root system can be beneficial in areas where soil has been compacted. Hand-dig holes 6 inches in diameter to a depth of 2 feet. Do not cut any roots more than 1 inch in diameter. Dig the holes 2 feet on-center, in concentric circles around the trunk, throughout the dripline. If possible, add holes outside of the dripline. Fill the holes with organic matter. If leaf litter is not available, a mixture such as 50 percent "Kellogg's Nitrohumus" and 50 percent nitrolized redwood shavings will be beneficial. This organic matter will be decomposed, producing a year-round source of fertilizer for the oak tree.

DISEASES AND INSECTS

Effective pest control starts with observation by the homeowner. Changes, such as abnormal leaf drop, oozing sap, and discolored or dying leaves indicate that something has changed, and expert inspection is required. Homeowners should be careful when using pesticides around a tree. Herbicides should never be utilized within one hundred feet of trees, unless applied by a certified pesticide applicator. Misuse of these compounds can lead to the death of beneficial organisms or even to the death of the tree.

GRADE CHANGES

Any change to the grade at the root crown of a tree can have a negative impact. As little as 6 inches can lead to the death of the tree. Drainage patterns should be maintained to prevent water from flowing and ponding at the base of a tree. If fill soil exists, use a shovel to remove the excess soil. The flare at the root crown should just be visible.

INSPECTION

Trees should be inspected on a periodic basis by a qualified arborist. The inspection basis should be determined by the relative hazard value of the tree. For example, trees surrounding a high-use business should be inspected on a quarterly basis, whereas trees located within a low-use open space might only require bi-annual inspection. It is the responsibility of the property owner to establish and implement an appropriate inspection schedule upon the recommendation provided by the arborist.

WARRANTY

The trees discussed herein were generally reviewed for physical, biological, functional, and aesthetic conditions. This examination was conducted in accordance with presently accepted industry procedures: an at-grade, macro-visual observation only. No extensive microbiological, soil/root excavation, upper crown examination, nor internal tree investigation was conducted and therefore, the reportings herein reflect the overall visual appearance of the trees on the date reviewed. No warranty is implied as to the potential failure, health, or demise of any part or the whole of any tree described in this report.

Clients are advised that should physical or biological concerns be evidenced for any specimen within this report, prudent further investigation, detailed analysis, or remedial action may be required.

As living organisms, plants continually exhibit growth and response to environmental changes that influence the development, health, and vigor of the specimen. These influences may not be externally visible and may be present or develop over various time periods depending on the site conditions.

It is recommended that due to the general nature of plant development and continued environmental and physical influences on vegetation at a specific site, regular monitoring by a qualified arborist is scheduled.

Locations of property lines or exact tree locations, site amenities, structures, or easements are assumed to be as illustrated on any enclosed maps. They are a composite of information provided by the client, records of fact and/or onsite field review. No investigation was carried out to verify these conditions.

This report represents the independent opinion of the preparer and was conducted per the client's scope of request. The report is therefore limited to the extent described herein.

Respectfully submitted,



Kay J. Greeley

Landscape Architect 4035

Board Certified Master Arborist WE-1140B

CREDENTIALS



The International Society of Arboriculture

Hereby Announces That

Kay J. Greeley

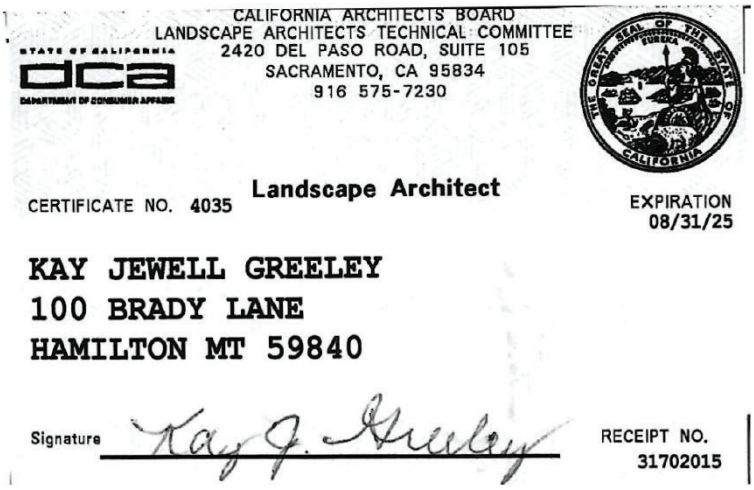
Has Earned the Credential

ISA Board Certified Master Arborist®

By successfully meeting ISA Board Certified Master Arborist certification requirements through demonstrated attainment of relevant competencies as supported by the ISA Credentialing Council

Caitlyn Pollihan
CLO & Executive Director

15 December 2012	31 December 2027	WE-11408
Issue Date	Expiration Date	Certification Number



STATE OF CALIFORNIA
dca
DEPARTMENT OF CONSUMER AFFAIRS

CALIFORNIA ARCHITECTS BOARD
LANDSCAPE ARCHITECTS TECHNICAL COMMITTEE
2420 DEL PASO ROAD, SUITE 105
SACRAMENTO, CA 95834
916 575-7230

CERTIFICATE NO. 4035 **Landscape Architect** EXPIRATION 08/31/25

KAY JEWELL GREELEY
100 BRADY LANE
HAMILTON MT 59840

Signature *Kay J. Greeley* RECEIPT NO. 31702015

APPENDIX A – SUMMARY TABLES

TABLE 1
SPECIES LIST

Species		Quantity
Scientific Name	Common Name	
Arbutus 'Marina'	Marina madrone	1
Archontophoenix cunninghamiana	king palm	3
Bauhinia x blakeana	Hong Kong orchid	6
Chamaerops humilis	Mediterranean fan palm	1
Ficus microcarpa	Indian laurel fig	8
Jacaranda mimosifolia	jacaranda	3
Juniperus chinensis 'Torulosa'	Hollywood juniper	1
Lagerstroemia spp.	crape myrtle	1
Liquidambar styraciflua	American sweetgum	7
Melaleuca quinquenervia	paperbark tree	5
Phoenix roebelenii	pygmy date palm	6
Pittosporum undulatum	Victoria box	1
Prunus persica	peach	1
Searcia lancea	African sumac	5
Tipuana tipu	tipu tree	2
Trachycarpus fortunei	windmill palm	2
Washingtonia filifera	California fan palm	1
Washingtonia robusta	Mexican fan palm	15
Yucca gigantea	giant yucca	1
	Total	**70**

TABLE 2
TREE INVENTORY

Tree Number	Species		dBH (inches)	Canopy (feet)	Height (feet)	Health	Appearance	Comments
	Scientific Name	Common Name						
1	*Ficus microcarpa*	Indian laurel fig tree	30 @ 4.0'	50	48	D+	D+	street tree; sparse; dead wood; possible sooty canker; trunk wound
2	*Ficus microcarpa*	Indian laurel fig tree	25	36	50	D+	D+	street tree; sparse; dead wood; possible sooty canker
3	*Ficus microcarpa*	Indian laurel fig tree	23	40	48	D+	D+	street tree; sparse; dead wood; possible sooty canker
4	*Ficus microcarpa*	Indian laurel fig tree	23 @ 4.0'	42	50	C-	C-	street tree; minor to moderate die back
5	*Ficus microcarpa*	Indian laurel fig tree	20	38	50	C-	C-	street tree; moderate die back
6	*Ficus microcarpa*	Indian laurel fig tree	26 @ 2.2'	50	50	C	C	street tree; large scaffold failure scar
7	*Ficus microcarpa*	Indian laurel fig tree	33 @ 2.6'	52	50	C	C	street tree; large pruning wound with poor wound wood
8	*Ficus microcarpa*	Indian laurel fig tree	25 @ 2.2'	55	50	B	B	street tree
9	*Lagerstroemia indica*	crape myrtle	13	27	30	C-	C-	street tree; lion-tailed; leaves look severely desiccated
10	*Melaleuca quinquenervia*	paperbark tree	12	15	35	C-	C-	street tree; large scaffold failure scar
11	*Melaleuca quinquenervia*	paperbark tree	21	25	45	C	C	street tree; large lower trunk wound
12	*Melaleuca quinquenervia*	paperbark tree	18	17	50	C-	C-	street tree; trunk wounds and seam; dried conk at root crown
13	*Melaleuca quinquenervia*	paperbark tree	26	22	55	C-	C-	street tree; large trunk wound at root crown
14	*Melaleuca quinquenervia*	paperbark tree	18	17	50	C	C	street tree; lion-tailed
15	*Liquidambar styraciflua*	American sweetgum	12	18	45	D+	D+	street tree; moderate to severe die back; trunk wound
16	*Liquidambar styraciflua*	American sweetgum	17	29	56	C+	C+	street tree; minor die back; root pruned; lean toward street
17	*Liquidambar styraciflua*	American sweetgum	22	38	50	C	C	street tree; root pruned; canopy thinning on one side of tree
18	*Liquidambar styraciflua*	American sweetgum	12	24	33	C	C	street tree; trunk wound; root pruned; minor die back
19	*Liquidambar styraciflua*	American sweetgum	10			F	F	street tree; dead
20	*Liquidambar styraciflua*	American sweetgum	18	27	50	D	D	street tree; thinning canopy; conks at root crown on 2 opposite sides of tree
21	*Liquidambar styraciflua*	American sweetgum	17	26	42	B-	B	street tree; slight thinning in upper canopy; sidewalk severely raised
22	*Arbutus* 'Marina'	Marina madrone	6	11	10	C	C	street tree; moderate to severe wound at root crown
23	*Yucca gigantea*	giant yucca	15, 14, 12	20	18	C	C	suppressed
24	*Washingtonia robusta*	Mexican fan palm	16 (est.)	13	20	A	A	
25	*Washingtonia robusta*	Mexican fan palm	10 (est.)	12	17	A	A	
26	*Trachycarpus fortunei*	windmill palm	11 (est.)	10	26	A	A	

TABLE 2
TREE INVENTORY

Tree Number	Species		dBH (inches)	Canopy (feet)	Height (feet)	Health	Appearance	Comments
	Scientific Name	Common Name						
27	*Trachycarpus fortunei*	windmill palm	10 (est.)	10	23	A	A	
28	*Washingtonia robusta*	Mexican fan palm	16	15	65	A	A	partially skinned
29	*Washingtonia robusta*	Mexican fan palm	14 (est.)	13	50	A	A	
30	*Washingtonia robusta*	Mexican fan palm	12 (est.)	15	17	A	A	
31	*Washingtonia robusta*	Mexican fan palm	16	14	60	A	A	partially skinned
32	*Chamaerops humilis*	Mediterranean fan palm	8, 6 (est.)	25	20	A	B	
33	*Washingtonia filifera*	California fan palm	23 (est.)	17	21	B	B	slightly chlorotic
34	*Washingtonia robusta*	Mexican fan palm	17 (est.)	20	55	B+	B	slightly chlorotic
35	*Washingtonia robusta*	Mexican fan palm	18 (est.)	17	50	A	A	
36	*Washingtonia robusta*	Mexican fan palm	15 (est.)	18	38	A	A	
37	*Archontophoenix cunninghamiana*	king palm	12	24	65	A-	A-	spike scars
38	*Archontophoenix cunninghamiana*	king palm	12	17	47	A-	A-	spike scars
39	*Archontophoenix cunninghamiana*	king palm	12	23	63	A-	A-	spike scars
40	*Washingtonia robusta*	Mexican fan palm	18	15	75	A	A	partially skinned
41	*Washingtonia robusta*	Mexican fan palm	17	15	74	A	A	partially skinned
42	*Washingtonia robusta*	Mexican fan palm	19	17	70	B+	B+	partially skinned
43	*Washingtonia robusta*	Mexican fan palm	18	15	75	A	A	partially skinned
44	*Pittosporum undulatum*	Victorian box	15	26	32	D	D	extremely sparse; die back
45	*Rhus lancea*	African sumac	9	20	18	C	B	suppressed; twisted trunk; topped
46	*Rhus lancea*	African sumac	11, 10, 9	32	34	A	A-	co-dominant trunks with severe included bark
47	*Rhus lancea*	African sumac	9 @ 4.0'	24	28	A	B	trunk embedding wood stake at 4.5 feet
48	*Rhus lancea*	African sumac	9 @ 4.0'	19	25	A	A	
49	*Rhus lancea*	African sumac	10	25	23	A	A-	partially suppressed
50	*Juniperus chinensis* 'Torulosa'	Hollywood juniper	8 @ 2.5', 6 @ 4.0', 6, 6	16	20	A	A-	
51	*Washingtonia robusta*	Mexican fan palm	unknown	15	17	A	A	
52	*Washingtonia robusta*	Mexican fan palm	16 (est.)	18	45	B	B	slightly chlorotic

TABLE 2
TREE INVENTORY

Tree Number	Species		dBH (inches)	Canopy (feet)	Height (feet)	Health	Appearance	Comments
	Scientific Name	Common Name						
53	*Jacaranda mimosifolia*	jacaranda	9 (est.)	16	30	C	C	string trimmer damage; over-pruned; topped
54	*Jacaranda mimosifolia*	jacaranda	9 (est.)	23	36	C+	C+	over-pruned; topped
55	*Jacaranda mimosifolia*	jacaranda	12 (est.)	30	38	C+	C+	over-pruned; topped
56	*Tipuana tipu*	tipu tree	9 (est.)	20	32	C	C	over-pruned; topped
57	*Phoenix roebelenii*	pygmy date palm	8 (est.)	13	10	A	A	
58	*Bauhinia* x *blakeana*	Hong Kong orchid tree	9 (est.)	25	35	C	C	over-pruned; topped
59	*Phoenix roebelenii*	pygmy date palm	8 (est.)	7	6	A	A	
60	*Phoenix roebelenii*	pygmy date palm	10 (est.)	9	11	A	A	
61	*Tipuana tipu*	tipu tree	9 (est.)	22	26	C	C	over-pruned; topped
62	*Phoenix roebelenii*	pygmy date palm	8 (est.)	10	8	A	A	
63	*Phoenix roebelenii*	pygmy date palm	8 (est.)	12	8	A	A	
64	*Bauhinia x blakeana*	Hong Kong orchid tree	11 (est.)	27	32	C	C	over-pruned; topped
65	*Phoenix roebelenii*	pygmy date palm	9 (est.)	11	7	A	A	
66	*Bauhinia x blakeana*	Hong Kong orchid tree	8 (est.)	5	12	C-	C-	severely over-pruned; topped
67	*Bauhinia x blakeana*	Hong Kong orchid tree	8 (est.)	6	11	C-	C-	severely over-pruned; topped
68	*Bauhinia x blakeana*	Hong Kong orchid tree	9 (est.)	9	15	C-	C-	severely over-pruned; topped
69	*Bauhinia x blakeana*	Hong Kong orchid tree	8 (est.)	10	13	C-	C-	severely over-pruned; topped
185	*Prunus persica*	peach	9	25	20	B	B+	

Rating Scale:

A: excellent

B: above average

C: average

D: below average

F: dead

TABLE 3
TREE DISPOSITION LIST

Tree Number	Scientific Name	Disposition	General Location	Comments
1	*Ficus microcarpa*	encroach	street tree along Santa Rosalia Drive	new public sidewalk
2	*Ficus microcarpa*	encroach	street tree along Santa Rosalia Drive	new public sidewalk
3	*Ficus microcarpa*	encroach	street tree along Santa Rosalia Drive	new public sidewalk
4	*Ficus microcarpa*	encroach	street tree along Santa Rosalia Drive	new public sidewalk
5	*Ficus microcarpa*	encroach	street tree along Santa Rosalia Drive	new public sidewalk
6	*Ficus microcarpa*	encroach	street tree along Santa Rosalia Drive	new public sidewalk
7	*Ficus microcarpa*	encroach	street tree along Santa Rosalia Drive	new public sidewalk
8	*Ficus microcarpa*	encroach	street tree along Santa Rosalia Drive	new public sidewalk
9	*Lagerstroemia indica*	encroach	street tree along Stocker Street	new public sidewalk
10	*Melaleuca quinquenervia*	encroach	street tree along Stocker Street	new public sidewalk
11	*Melaleuca quinquenervia*	encroach	street tree along Stocker Street	new public sidewalk
12	*Melaleuca quinquenervia*	encroach	street tree along Stocker Street	new public sidewalk
13	*Melaleuca quinquenervia*	encroach	street tree along Stocker Street	new public sidewalk
14	*Melaleuca quinquenervia*	encroach	street tree along Stocker Street	new public sidewalk
15	*Liquidambar styraciflua*	encroach	street tree along Don Felipe Drive	new public sidewalk
16	*Liquidambar styraciflua*	encroach	street tree along Don Felipe Drive	new public sidewalk
17	*Liquidambar styraciflua*	encroach	street tree along Don Felipe Drive	new public sidewalk
18	*Liquidambar styraciflua*	encroach	street tree along Don Felipe Drive	new public sidewalk
19	*Liquidambar styraciflua*	dead	street tree along Don Felipe Drive	dead
20	*Liquidambar styraciflua*	encroach	street tree along Don Felipe Drive	new public sidewalk
21	*Liquidambar styraciflua*	preserve	street tree along Don Felipe Drive	no direct impacts anticipated
22	*Arbutus* 'Marina'	preserve	street tree along Santa Rosalia Drive	no direct impacts anticipated
23	*Yucca gigantea*	remove	northeasterly side of 3701 Stocker Street	plaza area adjacent to street
24	*Washingtonia robusta*	remove	northeasterly side of 3701 Stocker Street	plaza area adjacent to street
25	*Washingtonia robusta*	remove	northeasterly side of 3701 Stocker Street	plaza area adjacent to street
26	*Trachycarpus fortunei*	remove	northeasterly side of 3701 Stocker Street	plaza area adjacent to street
27	*Trachycarpus fortunei*	remove	northeasterly side of 3701 Stocker Street	plaza area adjacent to street

TABLE 3
TREE DISPOSITION LIST

Tree Number	Scientific Name	Disposition	General Location	Comments
27	*Trachycarpus fortunei*	remove	northeasterly side of 3701 Stocker Street	plaza area adjacent to street
28	*Washingtonia robusta*	remove	northeasterly side of 3701 Stocker Street	plaza area adjacent to street
29	*Washingtonia robusta*	remove	northeasterly side of 3701 Stocker Street	plaza area adjacent to street
30	*Washingtonia robusta*	remove	northeasterly side of 3701 Stocker Street	plaza area adjacent to street
31	*Washingtonia robusta*	remove	northeasterly side of 3701 Stocker Street	plaza area adjacent to street
32	*Chamaerops humilis*	remove	northeasterly side of 3701 Stocker Street	plaza area adjacent to street
33	*Washingtonia filifera*	remove	front of 3701 Stocker Street	plaza area adjacent to street
34	*Washingtonia robusta*	remove	front of 3701 Stocker Street	plaza area adjacent to street
35	*Washingtonia robusta*	remove	front of 3701 Stocker Street	plaza area adjacent to street
36	*Washingtonia robusta*	remove	front of 3701 Stocker Street	within new landscape area
37	*Archontophoenix cunninghamiana*	remove	front of 3731 Stocker Street	within new landscape area
38	*Archontophoenix cunninghamiana*	remove	front of 3731 Stocker Street	within new landscape area
39	*Archontophoenix cunninghamiana*	remove	front of 3731 Stocker Street	within new landscape area
40	*Washingtonia robusta*	remove	front of 3731 Stocker Street	within new landscape area
41	*Washingtonia robusta*	remove	front of 3731 Stocker Street	within new landscape area
42	*Washingtonia robusta*	remove	front of 3751 Stocker Street	new driveway on Stocker Street
43	*Washingtonia robusta*	remove	front of 3751 Stocker Street	new driveway on Stocker Street
44	*Pittosporum undulatum*	remove	front of parking lot adjacent to 3731 Stocker Street	within new landscape area
45	*Rhus lancea*	remove	front of parking lot adjacent to 3731 Stocker Street	within new landscape area
46	*Rhus lancea*	remove	front of parking lot adjacent to 3731 Stocker Street	new public sidewalk
47	*Rhus lancea*	remove	front of parking lot adjacent to 3731 Stocker Street	new Campus entry
48	*Rhus lancea*	remove	front of parking lot adjacent to 3731 Stocker Street	new Campus entry
49	*Rhus lancea*	remove	front of parking lot adjacent to 3731 Stocker Street	new Campus entry
50	*Juniperus chinensis* 'Torulosa'	remove	front of parking lot adjacent to 3731 Stocker Street	new landscaping
51	*Washingtonia robusta*	encroach	off site at parking lot adjacent to 3740 Don Felipe Drive	paving of drive aisle
52	*Washingtonia robusta*	preserve	off site at parking lot adjacent to 3740 Don Felipe Drive	no direct impacts anticipated

TABLE 3
TREE DISPOSITION LIST

Tree Number	Scientific Name	Disposition	General Location	Comments
53	*Jacaranda mimosifolia*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
54	*Jacaranda mimosifolia*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
55	*Jacaranda mimosifolia*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
56	*Tipuana tipu*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
57	*Phoenix roebelenii*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
58	*Bauhinia x blakeana*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
59	*Phoenix roebelenii*	preserve	off site adjacent to 3750 Santa Rosalia Drive	no direct impacts anticipated
60	*Phoenix roebelenii*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
61	*Tipuana tipu*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
62	*Phoenix roebelenii*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
63	*Phoenix roebelenii*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
64	*Bauhinia x blakeana*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
65	*Phoenix roebelenii*	preserve	off site adjacent to 3750 Santa Rosalia Drive	no direct impacts anticipated
66	*Bauhinia x blakeana*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
67	*Bauhinia x blakeana*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
68	*Bauhinia x blakeana*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
69	*Bauhinia x blakeana*	encroach	off site adjacent to 3750 Santa Rosalia Drive	paving of drive aisle
185	*Prunus persica*	remove	rear of building at 3731 Stocker Street	within footprint of new Building B

Impact Summary:	
Preserve	**5**
Encroach	**16**
Remove	**48**
Dead	**1**
Total	**70**

APPENDIX B – PHOTOGRAPHS



Tree #1



Tree #2



Tree #3



Tree #4



Tree #5



Tree #6



Tree #7



Tree #8



Tree #9



Tree #10



Tree #11



Tree #12


751
OS ANGELES COUNTY
EST-CENTRAL FAMILY
ENTAL HEALTH SERVICES

Tree #13


3751
LOS ANGELES COUNTY
WEST-CENTRAL FAMILY
MENTAL HEALTH SERVICES

Tree #14



Tree #15



Tree #16



Tree #17



Tree #18



Tree #19



Tree #20 – conks shown at arrow in inset



Tree #21



Tree #22



Tree #23



Tree #24



Tree #25



Trees #26 (right) and #27 (left)



Trees #28 (left) and #29 (right)



Tree #30



Tree #31



Tree #32



Tree #33



Tree #34



Tree #35



Tree #36



Tree #37



Tree #38



Tree #39



Trees #40 (left) and #41 (right)



Trees #42 (right) and #43 (left)



Tree #44



Trees #45 (right) and #46 (left)



Tree #47



Tree #48



Tree #49



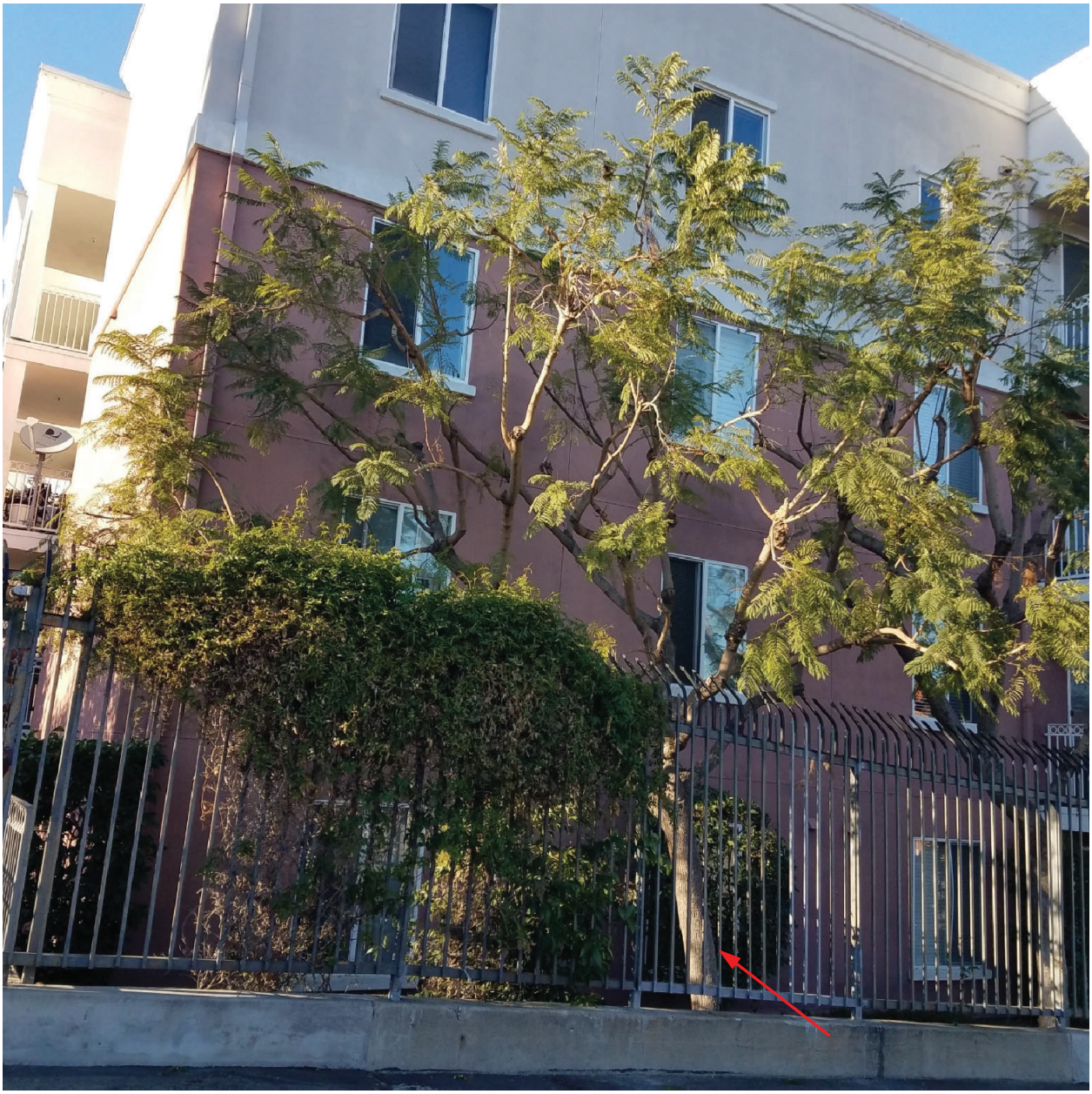
Tree #50



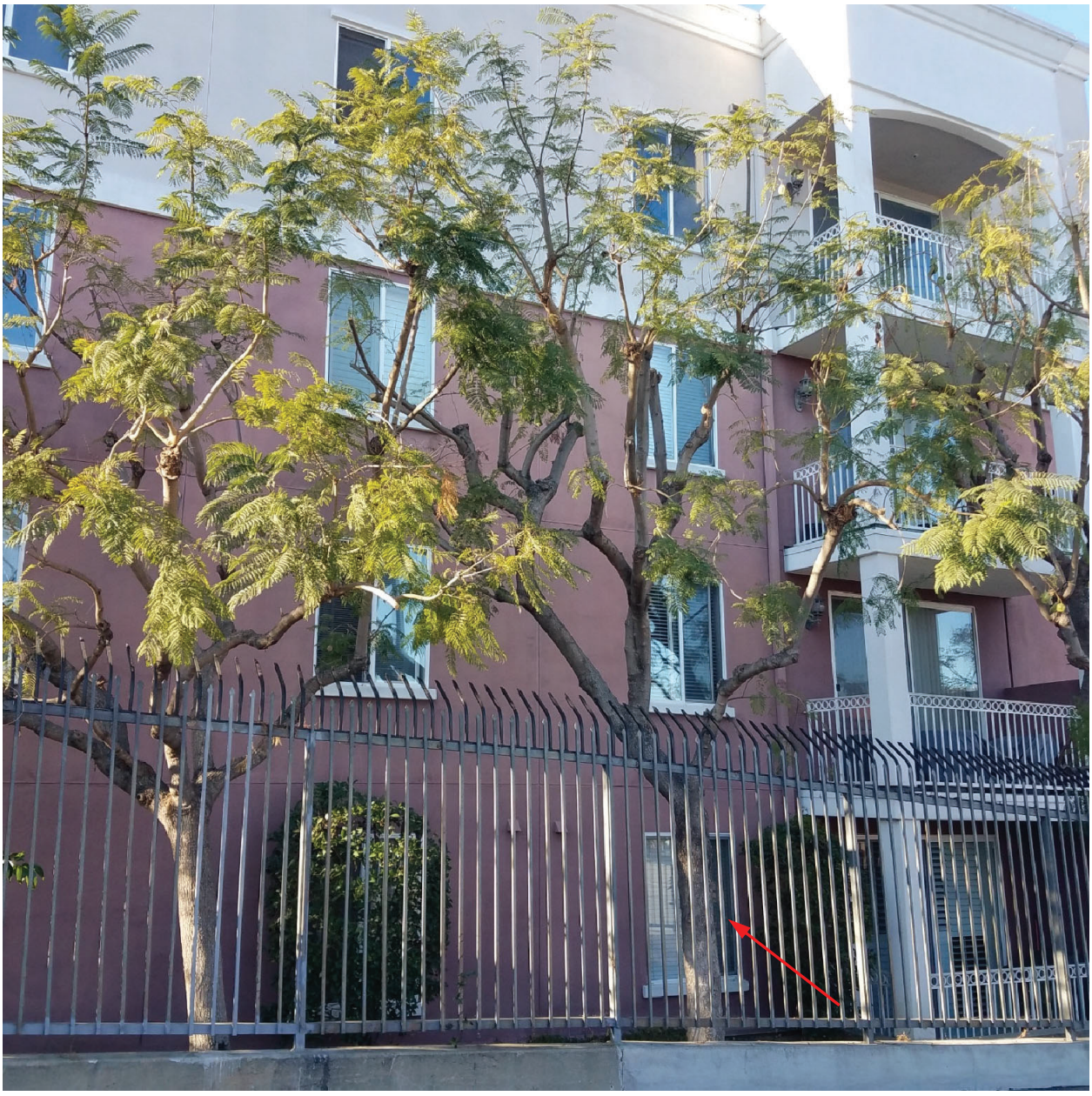
Tree #51



Tree #52



Tree #53



Tree #54



Tree #55



Tree #56



Tree #57



Tree #58



Tree #59



Tree #60



Tree #61



Tree #62



Tree #63



Tree #64



Tree #65



Tree #66



Tree #67



Tree #68

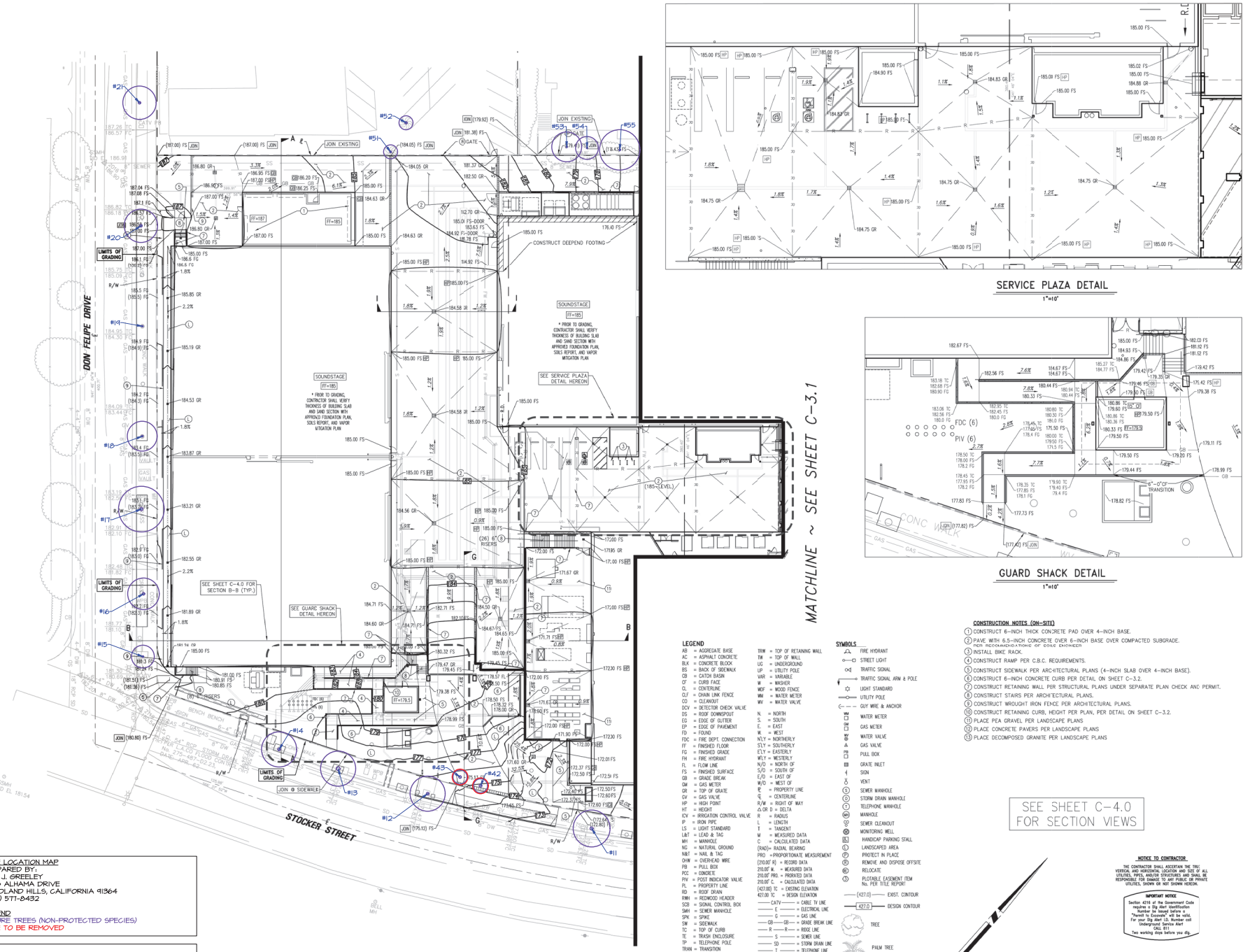


Tree #69



Tree #185

APPENDIX C - TREE LOCATION MAPS



SERVICE PLAZA DETAIL

1"=10'

GUARD SHACK DETAIL

1"=10'

TREE LOCATION MAP
PREPARED BY:
KAY J. GREELEY
5328 ALHAMA DRIVE
WOODLAND HILLS, CALIFORNIA 91364
(805) 571-8432

LEGEND
MATURE TREES (NON-PROTECTED SPECIES)
TREE TO BE REMOVED

LOT SIZE: 224,275 SQUARE FEET
FIRST LEVEL BUILDING FOOTPRINT: 30,022 SQUARE FEET

LEGEND

AB = AGGREGATE BASE	TRW = TOP OF RETAINING WALL
AC = ASPHALT CONCRETE	TW = TOP OF WALL
BLK = CONCRETE BLOCK	UG = UNDERGROUND
BS = BACK OF SIDEWALK	UP = UTILITY POLE
CB = CATCH BASIN	VAR = VARIABLE
CF = CURB FACE	W = WASHER
CL = CENTERLINE	WDF = WOOD FENCE
CLF = CHAIN LINK FENCE	WM = WATER METER
CO = CLEANOUT	WV = WATER VALVE
DCV = DETECTOR CHECK VALVE	
DS = ROOF DOWNSPOUT	N. = NORTH
EG = EDGE OF GUTTER	S. = SOUTH
EP = EDGE OF PAVEMENT	E. = EAST
FD = FOUND	W. = WEST
FDC = FIRE DEPT. CONNECTION	N'LY = NORTHERLY
FF = FINISHED FLOOR	S'LY = SOUTHERLY
FG = FINISHED GRADE	E'LY = EASTERLY
FH = FIRE HYDRANT	W'LY = WESTERLY
FL = FLOW LINE	N/O = NORTH OF
FS = FINISHED SURFACE	S/O = SOUTH OF
GB = GRADE BREAK	E/O = EAST OF
GM = GAS METER	W/O = WEST OF
GR = TOP OF GRATE	℄ = PROPERTY LINE
GV = GAS VALVE	℄ = CENTERLINE
HP = HIGH POINT	R/W = RIGHT OF WAY
HT = HEIGHT	Δ OR D = DELTA
ICV = IRRIGATION CONTROL VALVE	R = RADIUS
IP = IRON PIPE	L = LENGTH
LS = LIGHT STANDARD	T = TANGENT
L&T = LEAD & TAG	M = MEASURED DATA
MH = MANHOLE	C = CALCULATED DATA
NG = NATURAL GROUND	(RAD)= RADIAL BEARING
NAT = NAIL & TAG	PRO = PROPORTIONATE MEASUREMENT
OHW = OVERHEAD WIRE	[210.00' R] = RECORD DATA
PB = PULL BOX	210.00' M. = MEASURED DATA
PCC = CONCRETE	210.00' PRO. = PRORATED DATA
PIV = POST INDICATOR VALVE	210.00' C. = CALCULATED DATA
PL = PROPERTY LINE	(427.00) TC = EXISTING ELEVATION
RD = ROOF DRAIN	427.00 TC = DESIGN ELEVATION
RWH = REDWOOD HEADER	CATV = CABLE TV LINE
SCB = SIGNAL CONTROL BOX	E = ELECTRICAL LINE
SMH = SEWER MANHOLE	G = GAS LINE
SPK = SPIKE	GB—GB— = GRADE BREAK LINE
SW = SIDEWALK	R—R— = RIDGE LINE
TC = TOP OF CURB	S = SEWER LINE
TE = TRASH ENCLOSURE	SD = STORM DRAIN LINE
TP = TELEPHONE POLE	T = TELEPHONE LINE
TRAN = TRANSITION	OHW = OVERHEAD WIRES
TRANS= TRANSFORMER	W = WATER LINE

SYMBOLS

FIRE HYDRANT
STREET LIGHT
TRAFFIC SIGNAL
TRAFFIC SIGNAL ARM & POLE
LIGHT STANDARD
UTILITY POLE
GUY WIRE & ANCHOR
WATER METER
GAS METER
WATER VALVE
GAS VALVE
PULL BOX
GRATE INLET
SIGN
VENT
SEWER MANHOLE
STORM DRAIN MANHOLE
TELEPHONE MANHOLE
MANHOLE
SEWER CLEANOUT
MONITORING WELL
HANDICAP PARKING STALL
LANDSCAPED AREA
PROTECT IN PLACE
REMOVE AND DISPOSE OFFSITE
RELOCATE
PLOTABLE EASEMENT ITEM No. PER TITLE REPORT
(427.0) EXIST. CONTOUR
427.0 DESIGN CONTOUR
TREE
PALM TREE

CONSTRUCTION NOTES (ON-SITE)

1. CONSTRUCT 6-INCH THICK CONCRETE PAD OVER 4-INCH BASE.
2. PAVE WITH 6.5-INCH CONCRETE OVER 6-INCH BASE OVER COMPACTED SUBGRADE. PER RECOMMENDATIONS OF SOILS ENGINEER
3. INSTALL BIKE RACK.
4. CONSTRUCT RAMP PER C.B.C. REQUIREMENTS.
5. CONSTRUCT SIDEWALK PER ARCHITECTURAL PLANS (4-INCH SLAB OVER 4-INCH BASE).
6. CONSTRUCT 6-INCH CONCRETE CURB PER DETAIL ON SHEET C-3.2.
7. CONSTRUCT RETAINING WALL PER STRUCTURAL PLANS UNDER SEPARATE PLAN CHECK AND PERMIT.
8. CONSTRUCT STAIRS PER ARCHITECTURAL PLANS.
9. CONSTRUCT WROUGHT IRON FENCE PER ARCHITECTURAL PLANS.
10. CONSTRUCT RETAINING CURB, HEIGHT PER PLAN, PER DETAIL ON SHEET C-3.2.
11. PLACE PEA GRAVEL PER LANDSCAPE PLANS
12. PLACE CONCRETE PAVERS PER LANDSCAPE PLANS
13. PLACE DECOMPOSED GRANITE PER LANDSCAPE PLANS

SEE SHEET C-4.0 FOR SECTION VIEWS

SCALE: 1"=20'

NOTICE TO CONTRACTOR

THE CONTRACTOR SHALL ASCERTAIN THE TRUE VERTICAL AND HORIZONTAL LOCATION AND SIZE OF ALL UTILITIES, PIPES, AND/OR STRUCTURES AND SHALL BE RESPONSIBLE FOR DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES, SHOWN OR NOT SHOWN HEREON.

IMPORTANT NOTICE

Section 4216 of the Government Code requires a Dig Alert Identification number be issued before excavation may be valid. For your Dig Alert I.D. Number call Underground Service Alert CALL 811 Two working days before you dig.

THIS PLAN IS:

PRELIMINARY

(NOT FOR CONSTRUCTION)

JGM
6033 WEST CENTURY BLVD.
SUITE 801
LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 670-8721
www.jgminc.com

CONSULTANTS:

Prepared by:
Joseph C. Truxaw and Associates, Inc.
Civil Engineers and Land Surveyors
1915 W. Orangewood Ave., Suite 101, Orange, CA 92868 (714) 935-0265 Truxaw.com

REGISTERED PROFESSIONAL ENGINEER
JOSEPH C. TRUXAW
No. 75205
CIVIL
STATE OF CALIFORNIA

PROJECT NAME:

STOCKER STREET CREATIVE

3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:

3731-41 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

PHASE:

CONSTRUCTION DOCUMENTS

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03/18/24
CONSTRUCTION DOCUMENTS

REV. NO.	DATE	DESCRIPTION

KEY PLAN:

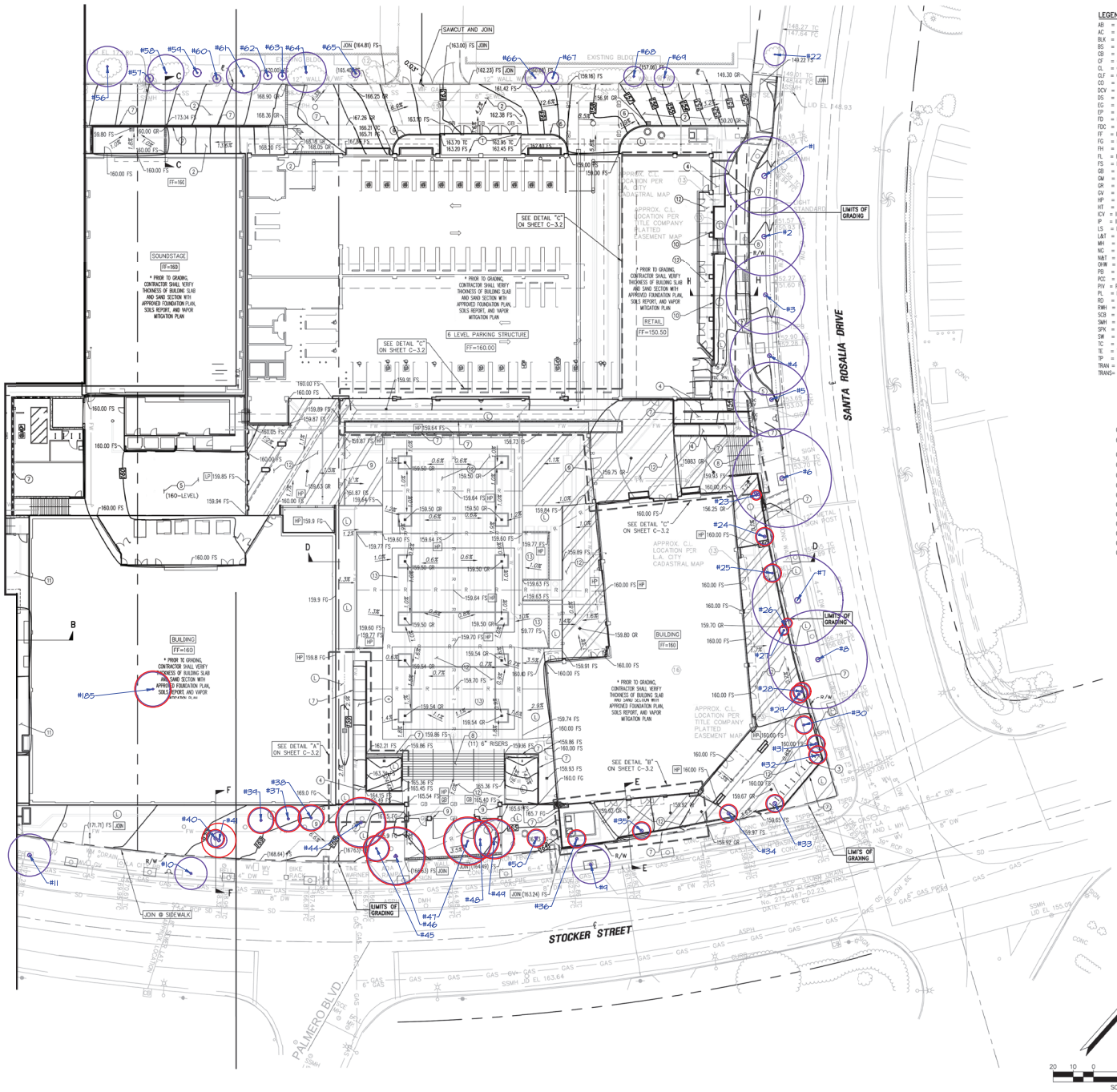
SHEET TITLE:

GRADING PLAN 1

DATE	06/02/25
DRAWN BY	KL
CHECKED BY	CDB

SHEET NO.:

C-3.0



LEGEND

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CB = CATCH BASIN
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WV = WATER VALVE
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S. = SOUTH
E. = EAST
W. = WEST
N'LY = NORTHERLY
S'LY = SOUTHERLY
E'LY = EASTERLY
W'LY = WESTERLY
N/O = NORTH OF
S/O = SOUTH OF
E/O = EAST OF
W/O = WEST OF
℄ = PROPERTY LINE
℄ = CENTERLINE
R/W = RIGHT OF WAY
Δ OR D = DELTA
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C = CALCULATED DATA
(RAD)= RADIAL BEARING
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GB GB = GRADE BREAK LINE
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S = SEWER LINE
SD = STORM DRAIN LINE
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SYMBOLS

FIRE HYDRANT
STREET LIGHT
TRAFFIC SIGNAL
TRAFFIC SIGNAL ARM & POLE
LIGHT STANDARD
UTILITY POLE
GUY WIRE & ANCHOR
WATER METER
GAS METER
WATER VALVE
GAS VALVE
PULL BOX
GRATE INLET
SIGN
VENT
SEWER MANHOLE
STORM DRAIN MANHOLE
TELEPHONE MANHOLE
MANHOLE
SEWER CLEANOUT
MONITORING WELL
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TREE
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11. PLACE PEA GRAVEL PER LANDSCAPE PLANS
12. PLACE CONCRETE PAVERS PER LANDSCAPE PLANS
13. PLACE DECOMPOSED GRANITE PER LANDSCAPE PLANS

SEE SHEET C-4.0 FOR SECTION VIEWS

TREE LOCATION MAP
PREPARED BY:
KAY J. GREELEY
5328 ALHAMA DRIVE
WOODLAND HILLS, CALIFORNIA 91364
(805) 577-8432

LEGEND
MATURE TREES (NON-PROTECTED SPECIES)
TREE TO BE REMOVED

LOT SIZE: 224,275 SQUARE FEET
FIRST LEVEL BUILDING FOOTPRINT: 30,022 SQUARE FEET

SCALE: 1"=20'

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TEL: (310) 645-0561
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CONSULTANTS:
Prepared by:
Joseph C. Truxaw and Associates, Inc.
Civil Engineers and Land Surveyors
1915 W. Orangewood Ave., Suite 101, Orange, CA 92868 (714) 935-0265 Truxaw.com

REGISTERED PROFESSIONAL ENGINEER
JOSEPH C. TRUXAW
No. 75205
CIVIL
STATE OF CALIFORNIA

PROJECT NAME:
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3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-41 STOCKER OPPORTUNITY LLC
&
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PHASE:
CONSTRUCTION DOCUMENTS

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03/18/24
CONSTRUCTION DOCUMENTS

REV. NO.	DATE	DESCRIPTION

KEY PLAN:

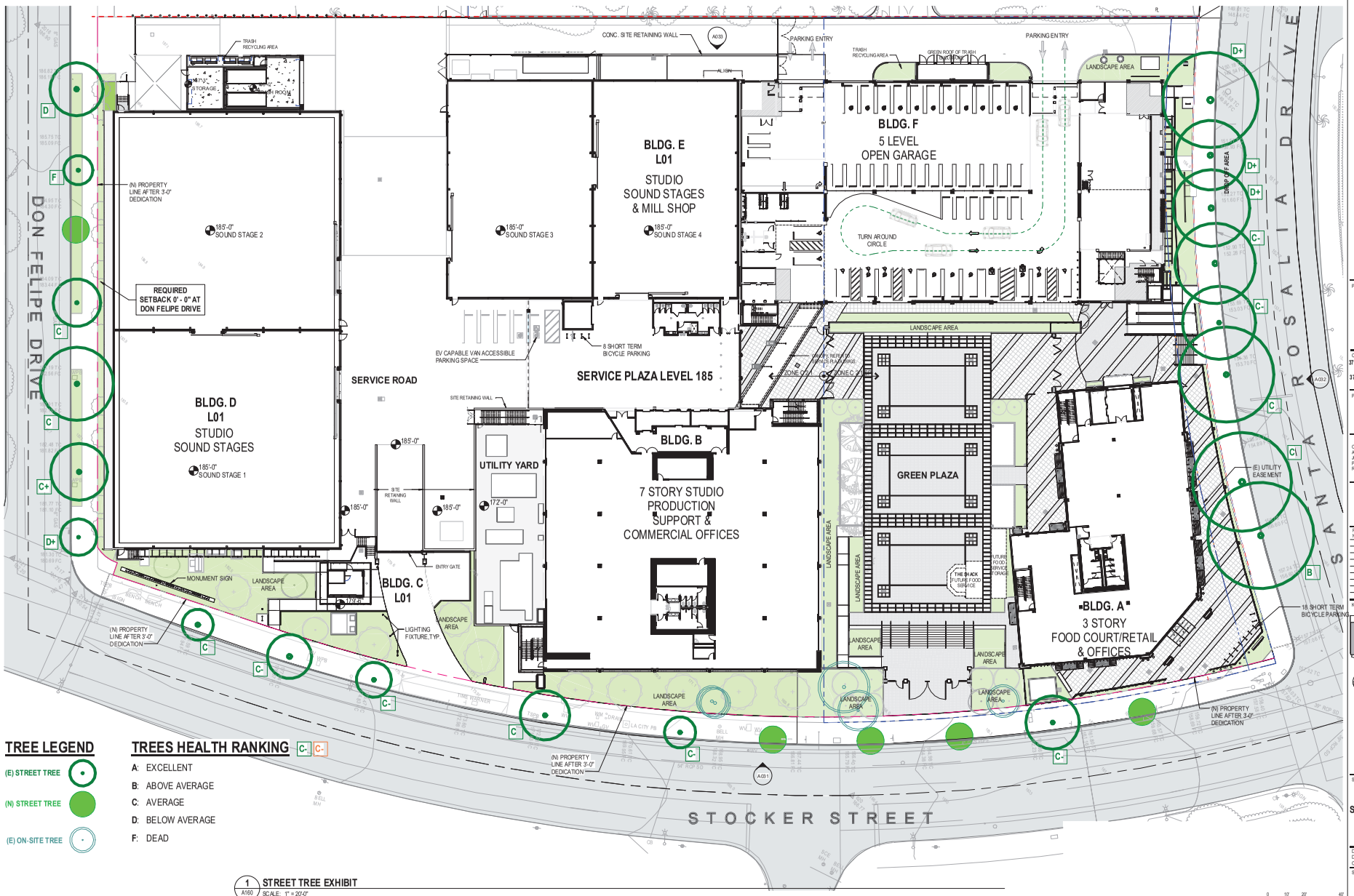
SHEET TITLE:
GRADING PLAN 2

DATE 06/02/25
DRAWN BY KL
CHECKED BY CDB

SHEET NO.:
C-3.1

APPENDIX D – STREET TREE PLANTING PLAN

TREE COUNTS RELATING TO STREET TREES	TOTAL	DON FELIPE	STOCKER STREET	SANTA ROSALIA
TREES TO REMAIN	20	6	6	8
TREES TO BE REMOVED	0	0	0	0
NEW TREES	5	1	4	0
TOTAL EXISTING & NEW STREET TREES	***25***	7	10	8



TREE LEGEND

- (E) STREET TREE
- (N) STREET TREE
- (E) ON-SITE TREE

TREES HEALTH RANKING

C- C-

- A: EXCELLENT
- B: ABOVE AVERAGE
- C: AVERAGE
- D: BELOW AVERAGE
- F: DEAD

1 A160 STREET TREE EXHIBIT
SCALE: 1" = 20'-0"

SCALE 1" = 20'-0"

JGM
6033 WEST CENTURY BLVD.
SUITE 601
LOS ANGELES, CA 90045
TEL: (310) 645-0561
FAX: (310) 6704721
www.jgminc.com

CONSULTANTS:

PROJECT NAME:
STOCKER STREET CREATIVE
3701-3761 STOCKER STREET
LOS ANGELES, CA 90008

CLIENT:
3731-3741 STOCKER OPPORTUNITY LLC
&
3751-3761 STOCKER TRADITIONAL LLC

PHASE:
CONSTRUCTION DOCUMENTS

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03/18/2024
PLAN CHECK SUBMITTAL
05/05/2025 CORRECTIONS

REV NO.	DATE	DESCRIPTION

KEY PLAN:

SHEET TITLE:
STREET TREE EXHIBIT

DATE: 12/13/2023
DRAWN BY: GA
CHECKED BY: CHKR
SHEET NO.:

A160

FILE NAME: Autodesk Docs://Stocker Street Creative/SSC_0_AR_Site.rvt
DISCIPLINE: ARCHITECTURAL
BID: VOL. 1
PLOT DATE: 9/2/2025 2:44:00 PM

APPENDIX C

Cultural Resources Assessment



3701-3761 Stocker Street

Cultural Resources Assessment

prepared for

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2023 *3701-3761 Stocker Street Cultural Resources Assessment, City and County of Los Angeles, California*. Rincon Consultants Project No. 22-12578. Report on file at the South Central Coastal Information Center, California State University Fullerton, California.

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Executive Summary

Rincon Consultants, Inc. (Rincon) was retained by Terry A. Hayes Associates, Inc. (TAHA) to conduct a cultural resources assessment for the Stocker Street Creative project (project), in Los Angeles, Los Angeles County, California. Totaling approximately 5.25 acres, the project encompasses five parcels on the west side of Stocker Street between Santa Rosalia Drive and Don Felipe Drive. The project involves the demolition of five existing buildings and the construction of six new buildings that will provide new studio sound stages, offices, restaurants and an open parking garage and community room. Additional improvements will include a new green plaza and patio seating area. The project is subject to the California Environmental Quality Act (CEQA). The City of Los Angeles is the lead agency under CEQA.

This assessment was prepared to support compliance with CEQA and included a cultural resources records search of the California Historical Resources Information System (CHRIS), a Sacred Lands File (SLF) search, a pedestrian survey of the project site, and the preparation of this report to summarize the results of these activities. All work was completed in accordance with the guidance and reporting requirements of the California Office of Historic Preservation (OHP) and the City of Los Angeles.

The field survey identified five buildings on the project site that are more than 45 years old: 3701, 3731, 3741, 3751, and 3761 Stocker Street. Although these buildings are located on individual parcels, they are historically and functionally related with one another, and therefore recorded as a single property in accordance with the guidance of the California OHP. Herein referred to as 3701-3761 Stocker Street, the property was evaluated for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR), and for designation as City of Los Angeles Historic Cultural Monument (HCM) and as Historic Preservation Overlay Zone (HPOZ) contributors. The property was found to lack significant historical or architectural associations and is recommended ineligible for the NRHP, CRHR, and local designation; it is not considered historical resources pursuant to the CEQA and its demolition would not result in a significant impact, as a result. Additionally, the background research and built environment survey identified one adjacent property, the Sanchez Ranch Adobe at 3725 Don Felipe Drive, which is listed City of Los Angeles Historic-Cultural Monument and is a historical resource under CEQA. All potential impacts associated with construction of the proposed project are anticipated to be temporary in nature and would be subject mitigation measures requiring reporting by a qualified structural engineer, as outlined in the vibration study prepared for this project. Rincon recommends a CEQA finding of ***less than significant impact to historical resources.***

The records searches and field survey identified no archaeological resources within the project site. The CHRIS search identified 11 cultural resources that have been previously recorded within a 0.50-mile radius of the project site. Of these, one archaeological resource is recorded adjacent to the project site, but the site record is missing and its details are unknown. Based on the results of the records search, field survey, and soil conditions, the project site is not considered sensitive for archaeological resources. A mitigation measure for unanticipated discoveries during construction is recommended and with adherence to this measure, Rincon recommends a finding of ***less-than-significant impact with mitigation for archaeological resources*** under CEQA.

1 Introduction

Terry A. Hayes Associates, Inc. (TAHA) retained Rincon Consultants Inc. (Rincon) to conduct a cultural resources assessment for the Stocker Street Creative project (project) in Los Angeles. This technical report documents the results of the study and tasks conducted by Rincon, specifically, a cultural resources records search, Sacred Lands File (SLF) search, and a field survey. This study has been completed pursuant to the requirements of the California Environmental Quality Act (CEQA). The City of Los Angeles is the lead agency under CEQA. All work was completed in accordance with the guidance and reporting requirements of the California Office of Historic Preservation (OHP) and the City of Los Angeles.

1.1 Project Site and Description

The project site is located at 3701-3761 Stocker Street in the City of Los Angeles' Crenshaw neighborhood, within the West Adams-Baldwin Hills-Leimert Community Plan Area (CPA) (Figure 1). Specifically, the 5.1-acre project site encompasses portions of Section 10 of Township 02 South, Range 14 West on the *Hollywood*, *California* United States Geological Survey (USGS) 7.5-minute topographic quadrangle (Figure 2). The project site is composed of five parcels, each containing a single building. The five buildings were originally constructed between 1950 and 1959 and historically functioned as a five-building medical-office complex known as the Stocker Street Medical Center. Table 1 below identifies each parcel within the project site along with its associated street address and year built.

Table 1 Parcels within the Project Site

APN	Address	Year Built
5032-022-003	3761 Stocker Street	1950
5032-022-004	3751 Stocker Street	1950
5032-022-005	3741 Stocker Street	1953
5032-022-017	3731 Stocker Street	1954
5032-022-018	3701 Stocker Street	1959

The following project description was provided to Rincon in November 2023.

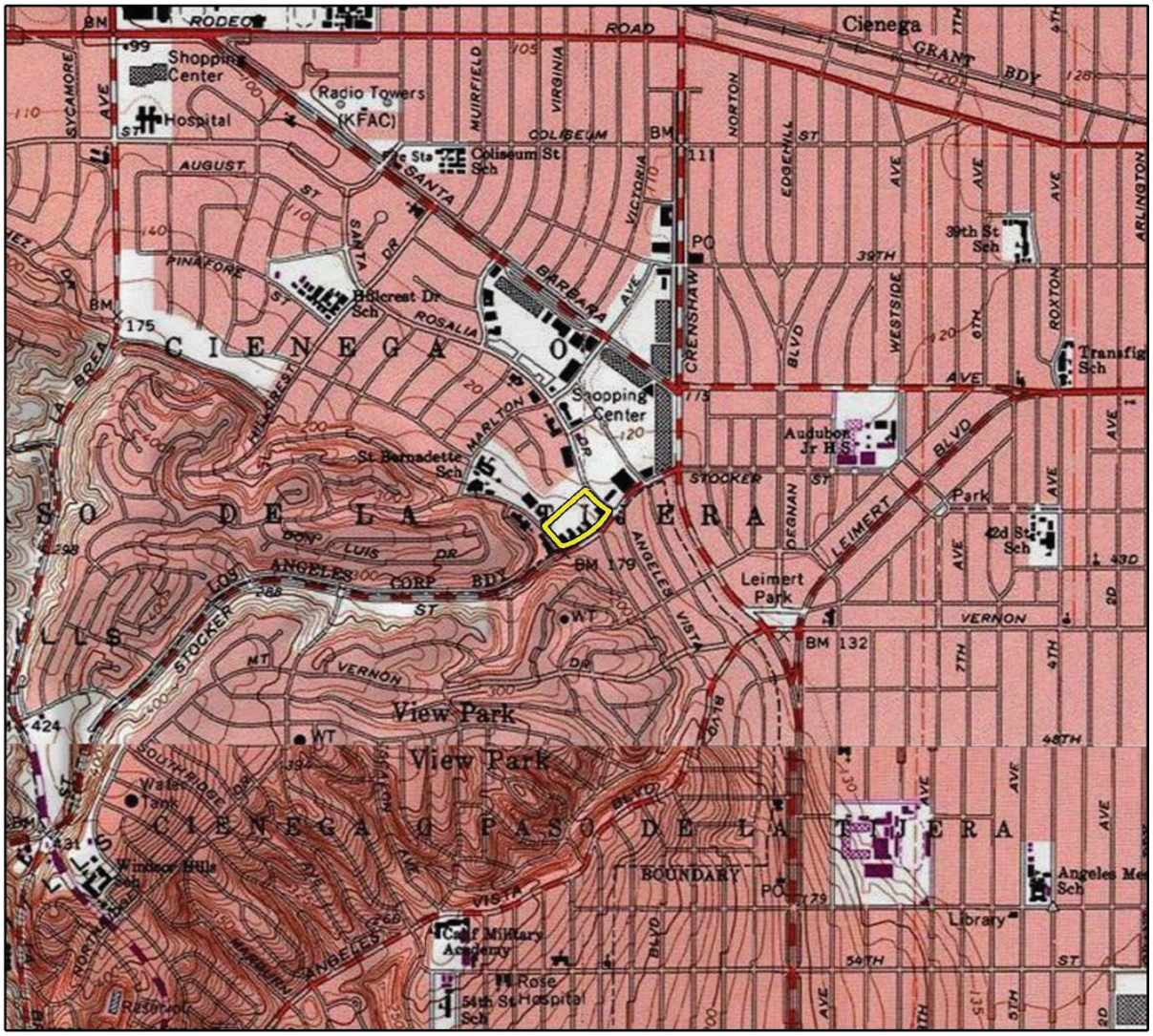
The Project consists of the demolition of five substantially unoccupied office buildings and the construction of a campus for studio and sound stage production on an approximately five-acre site. The integrated campus would consist of six new buildings (Buildings A-F). (Figure 3). Building A would be a three-story (45 feet), 36,000-square-foot office building that would include 500 square feet of retail space and a 9,500-square-foot food court on the first floor. Building B would be a six-story (93 feet), 144,000-square-foot building with 44,400 square feet of studio production support facilities on the first two floors and 90,060 square feet of office space above; the roof (partial 7th floor) would include an enclosed 9,000-square-foot restaurant with adjacent garden area that would provide outdoor seating for the restaurant and would be used for special events. Building C would be a one-story (15 feet), 300-square-foot security office that would include a restroom, breakroom

and surveillance monitors and computer equipment. Building D would be a one-story (50 feet), 32,000-square-foot building with 30,000 square feet of studio sound stages and 2,000 square feet of back-of-house facilities. Building E would be a one-story (49 feet), 40,000-square-foot building with a basement and mezzanine with 19,200 square feet of studio sound stages, a 13,000-square-foot mill shop for set production, 3,100 square feet of offices for campus management, and 4,500 square feet of back-of-house facilities. Building F would be a five-story (45 feet), 122,200-square-foot open parking garage with 380 parking stalls, a 3,000-square-foot retail/community room at street level, and 2,700 square feet of back-of-house facilities. There would also be a 31,000-square-foot open space area between Buildings A, B and F designed for community gatherings and special events. (Figure 4).

1.2 Personnel

Rincon Cultural Resources Director Historian Steven Treffers, MHP, reviewed this report for quality control. Architectural Historian Project Manager Julie Murphy, MSHP provided management oversight. Architectural Historians Andrew Rodriguez and Architectural Historian Josh Bevan, AICP, MSHP are co-authors of this report. Mr. Treffers, Ms. Murphy, and Mr. Bevan meet the Secretary of the Interior's Professional Qualifications Standards for history and architectural history (National Park Service 1983).

Figure 1 Regional Location



Basemap provided by National Geographic Society, Esri and their licensors © 2022. Hollywood Quadrangle. T02S R14W S10. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

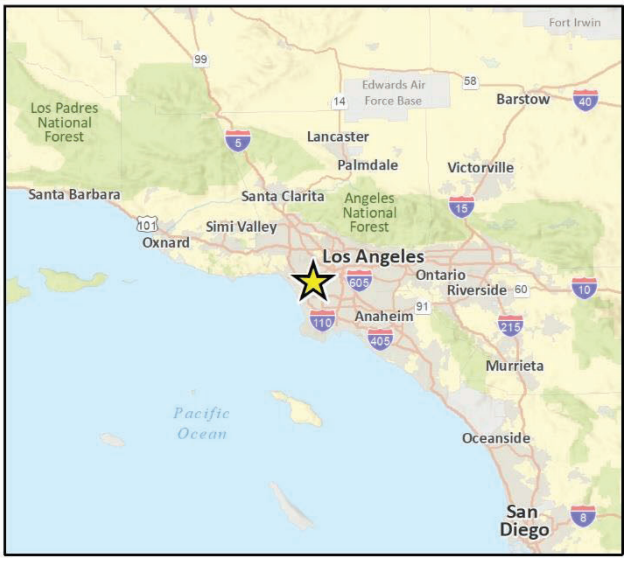


Figure 2 Project Site

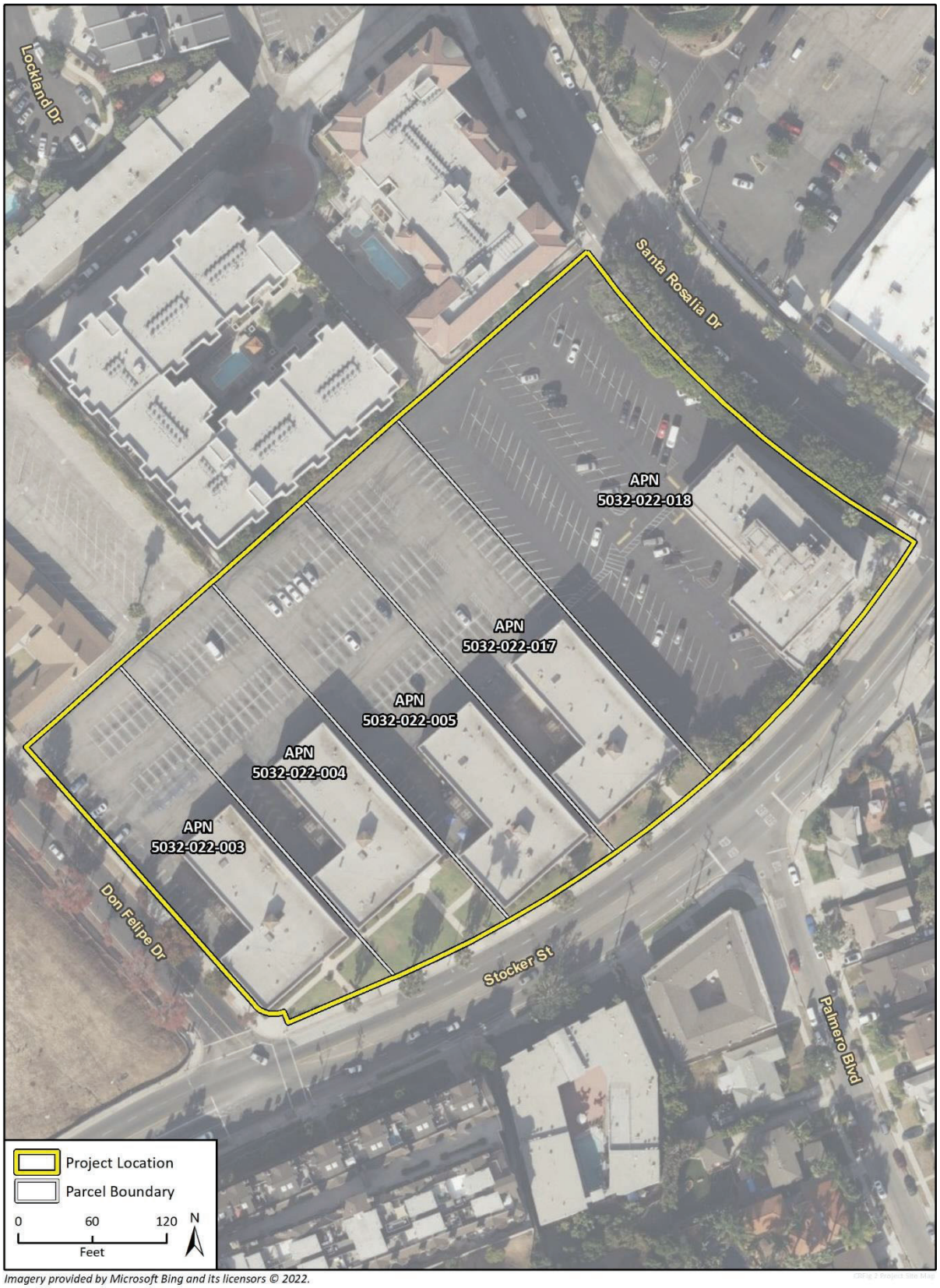


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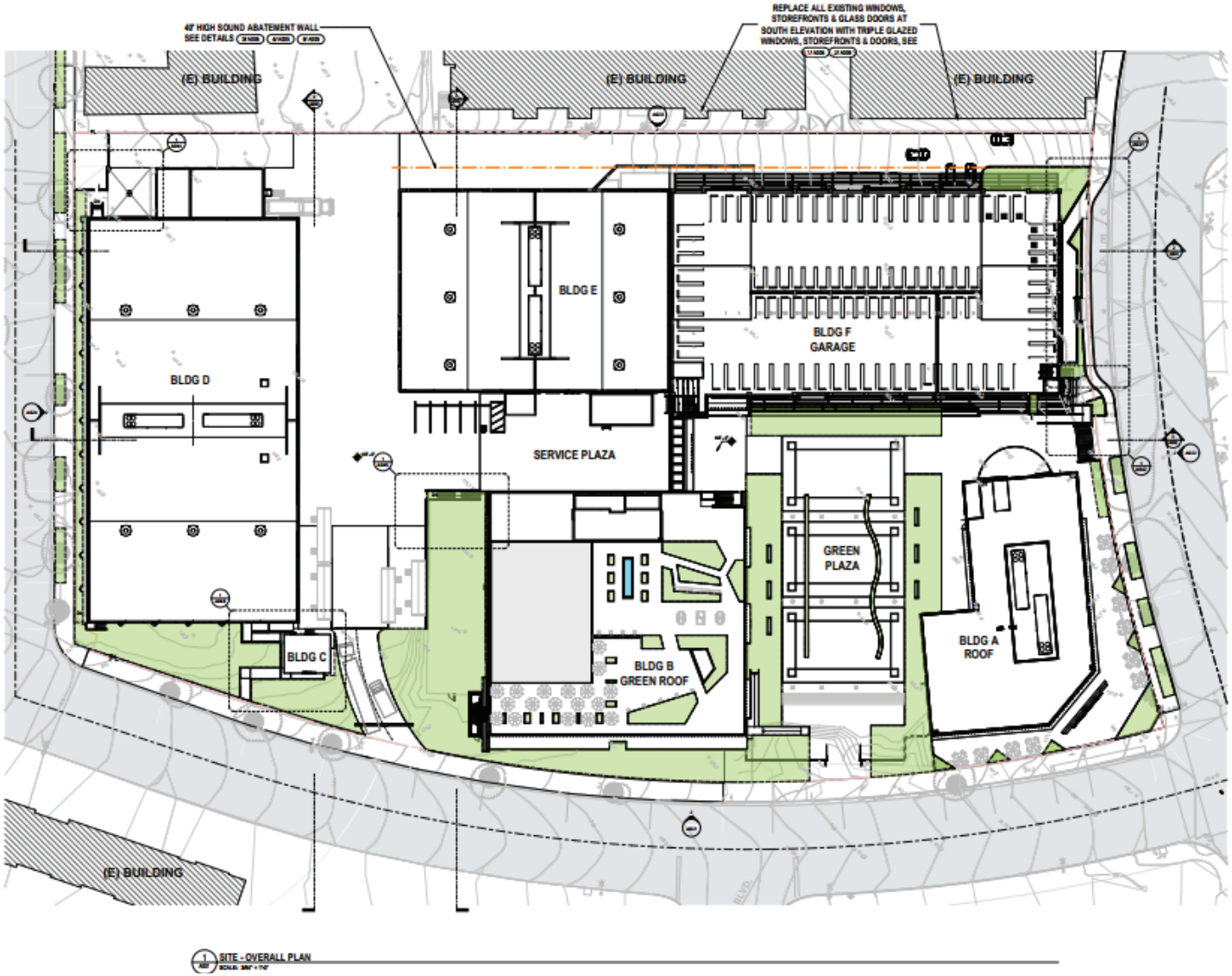
Figure 3 Proposed Design



Figure 4 Proposed Site Plan



2 Regulatory Setting

This section includes a discussion of the applicable state and local laws, ordinances, regulations, and standards governing cultural resources, which must be adhered to before and during implementation of the project.

2.1 California Environmental Quality Act

California Public Resources Code (PRC) Section 21084.1 requires lead agencies to determine if a project could have a significant impact on historical or unique archaeological resources. As defined in PRC Section 21084.1, a historical resource is a resource listed in, or determined eligible for listing in, the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources or identified in a historical resources survey pursuant to PRC Section 5024.1(g), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant. PRC Section 21084.1 also states resources meeting the above criteria are presumed to be historically or culturally significant unless the preponderance of evidence demonstrates otherwise. Resources listed in the National Register of Historic Places (NRHP) are automatically listed in the CRHR, as are California Historical Landmarks 770 and above; both are therefore historical resources under CEQA. Historical resources may include eligible built environment resources and archaeological resources of the precontact or historic periods.

CEQA Guidelines Section 15064.5(c) provides further guidance on the consideration of archaeological resources. If an archaeological resource does not qualify as a historical resource, it may meet the definition of a “unique archaeological resource” as identified in PRC Section 21083.2. PRC Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: 1) it contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information, 2) has a special and particular quality such as being the oldest of its type or the best available example of its type, or 3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological resource does not qualify as a historical or unique archaeological resource, the impacts of a project on those resources will be less than significant and need not be considered further (CEQA Guidelines Section 15064.5[c][4]). CEQA Guidelines Section 15064.5 also provides guidance for addressing the potential presence of human remains, including those discovered during the implementation of a project.

According to CEQA, an impact that results in a substantial adverse change in the significance of a historical resource is considered a significant impact on the environment. A substantial adverse change could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired (CEQA Guidelines Section 15064.5 [b][1]). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR or a local register (CEQA Guidelines Section 15064.5[b][2][A]).

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a][b]).

The requirements for mitigation measures under CEQA are outlined in CEQA Guidelines Section 15126.4(a)(1). In addition to being fully enforceable, mitigation measures must be completed within a defined time period and be roughly proportional to the impacts of the project. Generally, a project which is found to comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (the Standards) is considered to be mitigated below a level of significance (CEQA Guidelines Section 15126.4 [b][1]). For historical resources of an archaeological nature, lead agencies should also seek to avoid damaging effects where feasible. Preservation in place is the preferred manner to mitigate impacts to archaeological sites; however, data recovery through excavation may be the only option in certain instances (CEQA Guidelines Section 15126.4[b][3]).

2.1.1 National Register of Historic Places

Although the project does not have a federal nexus, properties which are listed in or have been formally determined eligible for listing in the NRHP are automatically listed in the CRHR. The following is therefore presented to provide applicable regulatory context. The NRHP was authorized by Section 101 of the National Historic Preservation Act and is the nation's official list of cultural resources worthy of preservation. The NRHP recognizes the quality of significance in American, state, and local history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects. Per 36 CFR Part 60.4, a property is eligible for listing in the NRHP if it meets one or more of the following criteria:

Criterion A: Is associated with events that have made a significant contribution to the broad patterns of our history

Criterion B: Is associated with the lives of persons significant in our past

Criterion C: Embodies the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction

Criterion D: Has yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined as follows:

Location: The place where the historic property was constructed or the place where the historic event occurred

Design: The combination of elements that create the form, plan, space, structure, and style of a property

Setting: The physical environment of a historic property

Materials: The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property

Workmanship: The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory

Feeling: A property's expression of the aesthetic or historic sense of a particular period of time

Association: The direct link between an important historic event or person and a historic property

Certain properties are generally considered ineligible for listing in the NRHP, including cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions, relocated structures, or commemorative properties. Additionally, a property must be at least 50 years of age to be eligible for listing in the NRHP. The National Park Service states that 50 years is the general estimate of the time needed to develop the necessary historical perspective to evaluate significance (National Park Service 1997:41). Properties which are less than 50 years must be determined to have "exceptional importance" to be considered eligible for NRHP listing.

2.1.2 California Register of Historical Resources

The CRHR was established in 1992 and codified by PRC Sections 5024.1 and Title 14 Section 4852. The CRHR is an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (Public Resources Code, 5024.1(a)). The criteria for eligibility for the CRHR are consistent with the NRHP criteria but have been modified for state use in order to include a range of historical resources that better reflect the history of California (Public Resources Code, 5024.1(b)). Unlike the NRHP however, the CRHR does not have a defined age threshold for eligibility; rather, a resource may be eligible for the CRHR if it can be demonstrated sufficient time has passed to understand its historical or architectural significance (California Office of Historic Preservation 2011). Furthermore, resources may still be eligible for listing in the CRHR even if they do not retain sufficient integrity for NRHP eligibility (California Office of Historic Preservation 2011). Generally, the California Office of Historic Preservation recommends resources over 45 years of age be recorded and evaluated for historical resources eligibility (California Office of Historic Preservation 1995:2).

A property is eligible for listing in the CRHR if it meets one of more of the following criteria:

Criterion 1: Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage

Criterion 2: Is associated with the lives of persons important to our past

Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values

Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history

2.1.3 California Assembly Bill 52 of 2014

As of July 1, 2015, Assembly Bill (AB) 52 was enacted and expands CEQA by defining a new resource category, "tribal cultural resources". AB 52 establishes, "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states the CEQA lead

agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) define tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and that meets at least one of the following criteria, as summarized in CEQA Guidelines Appendix G:

1) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k)
2) 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 PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process with California Native American tribes that must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." California Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

2.2 California Health and Safety Code

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined if the remains are subject to the Coroner's authority. If the human remains are of Native American origin, the coroner must notify the NAHC within 24 hours of this identification.

2.3 California Public Resources Code §5097.98

Section 5097.98 of the California Public Resources Code states that the NAHC, upon notification of the discovery of Native American human remains pursuant to Health and Safety Code §7050.5, shall immediately notify those persons (i.e., the Most Likely Descendant [MLD]) that it believes to be descended from the deceased. With permission of the landowner or a designated representative, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

2.4 Local Regulations

Los Angeles Historic-Cultural Monuments and Historic Preservation Overlay Zones

Local landmarks in Los Angeles are known as Historic Cultural Monuments (HCMs) and are managed under the aegis of the City of Los Angeles Planning Department, OHR. The Cultural Heritage Ordinance defines a monument or local landmark as any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles. The City Council may designate a proposed HCM upon the recommendation of the Cultural Heritage Commission if it meets at least one of the following criteria:

1. Is identified with important events of national, state, or local history or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community.
2. Is associated with the lives of historic personages important to national, state, city, or local history.
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age. (Los Angeles Municipal Code Section 22.171.7 added by Ordinance No. 185,472, Effective April 28, 2018).

The City additionally adoped an HPOZ ordinance in 1979, the purpose of which is to preserve local historic districts. The HPOZ ordinance aims to identify and protect neighborhoods with distinct architectural and cultural resources and to provide for review of proposed exterior alterations and additions to historic properties within designated districts. An eligible HPOZ is described by the OHR as a “collection of a cohesive, unique, and intact gathering of historic resources.”

3 Cultural Setting

This section provides background information pertaining to the natural and cultural context of the project site. It places the project site within the broader natural environment which has sustained populations throughout history. This section also provides an overview of regional indigenous history, local ethnography, and post-contact history. This background information describes the distribution and type of cultural resources documented within the vicinity of the project site to inform the cultural resources sensitivity assessment and the context within which resources have been evaluated.

3.1 Prehistoric Overview

During the twentieth century, many archaeologists developed chronological sequences to explain prehistoric cultural changes within all or portions of southern California (c.f., Jones and Klar 2007, Moratto 1984). Wallace (1955, 1978) devised a prehistoric chronology for the southern California coastal region based on early studies and focused on data synthesis that included four horizons: Early Man, Milling Stone, Intermediate, and Late Prehistoric. Though initially lacking the chronological precision of absolute dates (Moratto 1984:159), Wallace's (1955) synthesis has been modified and improved using thousands of radiocarbon dates obtained by southern California researchers over recent decades (Byrd and Raab 2007:217, Koerper and Drover 1983, Koerper et al. 2002, Mason and Peterson 1994). The prehistoric chronological sequence for southern California presented below is a composite based on Wallace (1955) and Warren (1968) as well as later studies, including Koerper and Drover (1983).

Early Man Horizon (ca. 10,000 – 6,000 BCE)

Numerous pre-8000 B.C. sites have been identified along the mainland coast and Channel Islands of southern California (c.f., Erlandson 1991, Johnson et al. 2002, Jones and Klar 2007, Moratto 1984, Rick et al. 2001:609). The Arlington Springs site on Santa Rosa Island produced human remains dated to approximately 13,000 years ago (Arnold et al. 2004, Johnson et al. 2002). On nearby San Miguel Island, human occupation at Daisy Cave (SMI-261) has been dated to nearly 13,000 years ago and included basketry greater than 12,000 years old, the earliest recorded on the Pacific Coast (Arnold et al. 2004).

Although few Clovis or Folsom style fluted points have been found in southern California (e.g., Dillon 2002, Erlandson et al. 1987), Early Man Horizon sites are generally associated with a greater emphasis on hunting than subsequent horizons. Recent data indicate that the Early Man economy was a diverse mixture of hunting and gathering, including a significant focus on aquatic resources in coastal areas (e.g., Jones et al. 2002) and on inland Pleistocene lakeshores (Moratto 1984). A warm and dry 3,000-year period called the Altithermal began around 6000 B.C. The conditions of the Altithermal are likely responsible for the change in human subsistence patterns at this time, including a greater emphasis on plant foods and small game.

Milling Stone Horizon (6000 – 3000 BCE)

Wallace (1955:219) characterized the Milling Stone Horizon as "marked by extensive use of milling stones and mullers, a general lack of well-made projectile points, and burials with rock cairns." This

characterization indicates a subsistence strategy oriented around collecting plant foods and small animals. A broad spectrum of food resources including small and large terrestrial mammals, birds, yucca, agave, and seeds and other plant products was consumed (Kowta 1969, Reinman 1964). Variability in artifact collections over time and from the coast to inland sites indicates that Milling Stone Horizon subsistence strategies adapted to environmental conditions (Byrd and Raab 2007:220). Lithic artifacts associated with Milling Stone Horizon sites are dominated by locally available tool stone. Chopping, scraping, and cutting tools are very common as are ground stone tools, such as manos and metates. Kowta (1969) attributes the presence of numerous scraper-plane tools in Milling Stone Horizon collections to the processing of agave or yucca for food or fiber. The mortar and pestle, associated with acorns or other foods processed through pounding, were first used during the Milling Stone Horizon and increased dramatically in later periods (Wallace 1955, 1978, Warren 1968).

Two types of artifacts that are considered diagnostic of the Milling Stone period are the cogged stone and discoidal, most of which have been found within sites dating between 4,000 and 1,000 B.C. (Moratto 1984:149), though possibly as far back as 5,500 B.C. (Couch et al. 2009). The cogged stone is a ground stone object that has gear-like teeth on the perimeter and is produced from a variety of materials. The function of cogged stones is unknown, but many scholars have postulated ritualistic or ceremonial uses (c.f., Dixon 1968:64-65, Eberhart 1961:367). Similar to cogged stones, discoidals are found in the archaeological record subsequent to the introduction of the cogged stone. Cogged stones and discoidals were often purposefully buried, or "cached." They are most common in sites along the coastal drainages from southern Ventura County southward and are particularly abundant at some Orange County sites, although a few specimens have been found inland at Cajon Pass (Dixon 1968:63, Moratto 1984:149).

Mortuary practices observed at Milling Stone Horizon sites include extended and loosely flexed burials, with reburials common in Los Angeles County (Wallace 1955, 1978, Warren 1968).

Intermediate Horizon (3,000 BCE – 500 CE)

Wallace's Intermediate Horizon dates from approximately 3,000 B.C. to A.D. 500 and is characterized by a shift toward a hunting and maritime subsistence strategy, as well as greater use of plant foods. During the Intermediate Horizon, a noticeable trend occurred toward greater adaptation to local resources. Tool kits for hunting, and processing food and materials reflect this increased diversity, with flake scrapers, drills, and various projectile points being manufactured.

Mortars and pestles became more common during this transitional period, gradually replacing manos and metates as the dominant milling equipment. Many archaeologists believe this change in milling stones signals a change from the processing and consuming of hard seed resources to the increasing reliance on acorn (e.g., Glassow et al. 1988, True 1993). Mortuary practices during the Intermediate Horizon typically included fully flexed burials oriented toward the north or west (Warren 1968:2-3).

Late Prehistoric Horizon (500 CE – Historic Contact)

During Wallace's (1955, 1978) Late Prehistoric Horizon the diversity of plant food resources and land and sea mammal hunting increased even further than during the Intermediate Horizon. More classes of artifacts were observed during this period and high-quality exotic lithic materials were used for small finely worked projectile points associated with the bow and arrow. More artistic artifacts were recovered from Late Prehistoric Horizon sites and cremation became a common

mortuary custom. Larger, more permanent villages supported an increased population size and social structure (Wallace 1955:223).

Warren (1968) attributes this dramatic change in subsistence focus, material culture, and burial practices to the westward migration of desert people he called the Takic, or Numic, Tradition in Los Angeles, Orange, and western Riverside counties. This Takic Tradition was formerly referred to as the "Shoshonean wedge" (Warren 1968), but this nomenclature is no longer used to avoid confusion with ethnohistoric and modern Shoshonean groups (Heizer 1978:5, Shipley 1978:88, 90). The modern Cahuilla groups in Riverside County are generally considered by archaeologists to be descendants of these prehistoric Uto-Aztecan, Takic-speaking populations.

3.2 Ethnographic Overview

The project site is located within the traditional territory of the Native American group known as the Gabrielino. The name Gabrielino was applied by the Spanish to those natives that were attached to Mission San Gabriel (Bean and Smith 1978). Today, most contemporary Gabrielino prefer to identify themselves as Tongva, a term that will be used throughout the remainder of this section (King 1994).

Tongva territory included the Los Angeles basin and southern Channel Islands as well as the coast from Aliso Creek in the south to Topanga Creek in the north. Their territory encompassed several biotic zones, including Coastal Marsh, Coastal Strand, Prairie, Chaparral, Oak Woodland, and Pine Forest (Bean and Smith 1978). The Tongva language belongs to the Takic branch of the Uto-Aztecan language family, which can be traced to the Great Basin region (Mithun 1999). This language family includes dialects spoken by the nearby Juaneño and Luiseño but is considerably different from those of the Chumash people living to the north and the Diegueño (including Ipai, Tipai, and Kumeyaay) people living to the south.

Tongva society was organized along patrilineal non-localized clans, a common Takic pattern. Each clan had a ceremonial leader and contained several lineages. The Tongva established large permanent villages and smaller satellite camps throughout their territory. Recent ethnohistoric work (O'Neil 2002) suggests a total tribal population of nearly 10,000, considerably more than earlier estimates of around 5,000 (Bean and Smith 1978:540). Tongva subsistence was oriented around acorns supplemented by the roots, leaves, seeds, and fruits of a wide variety of plants. Meat sources included large and small mammals, freshwater and saltwater fish, shellfish, birds, reptiles, and insects (Kroeber 1976, Bean and Smith 1978, McCawley 1996, Langenwalter et al. 2001). The Tongva employed a wide variety of tools and implements to gather and hunt food. The digging stick used to extract roots and tubers was frequently noted by early European explorers (Rawls 1984). Other tools included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Like the Chumash, the Tongva made oceangoing plank canoes (known as a ti'at) that were capable of holding six to 14 people and were used for fishing, travel, and trade between the mainland and the Channel Islands. Tule reed canoes were employed for near-shore fishing (Blackburn 1963, McCawley 1996).

Chinigchinich, the last in a series of heroic mythological figures, was central to Tongva religious life at the time of Spanish contact (Kroeber 1976). The belief in Chinigchinich was spreading south among other Takic-speaking groups at the same time the Spanish were establishing Christian missions. Elements of Chinigchinich beliefs suggest it was a syncretic mixture of Christianity and native religious practices (McCawley 1996). Prior to European contact, deceased Tongva were either buried or cremated, with burial more common on the Channel Islands and the adjacent mainland

coast and cremation on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996). After pressure from Spanish missionaries, cremation essentially ceased during the post-contact period (McCawley 1996).

3.3 Historic Overview

The post-contact history of California is generally divided into three time spans: the Spanish period (1769–1822), the Mexican period (1822–1848), and the American period (1848–present). Each of these periods is briefly described below.

Spanish Period (1769-1822)

Spanish exploration of California began when Juan Rodriguez Cabrillo led the first European expedition into the region in 1542. For more than 200 years after his initial expedition, Spanish, Portuguese, British, and Russian explorers sailed the California coast and made limited inland expeditions, but they did not establish permanent settlements (Bean 1968; Rolle 2003). In 1769, Gaspar de Portolá and Franciscan Father Junipero Serra established the first Spanish settlement in what was then known as Alta (upper) California at Mission San Diego de Alcalá. This was the first of 21 missions erected by the Spanish between 1769 and 1823. It was during this time that initial Spanish settlement of the project vicinity began. Mission San Gabriel was first founded in 1771. It was the fourth mission to be established in California and is located approximately 12 miles west of the project site (California Missions Foundation, n.d.).

In 1775 the mission was moved approximately three miles to its present location to improve conditions for planting and cultivating crops. Mission San Gabriel became one of the most productive and affluent missions in Alta California, providing support for surrounding missions (California Missions Foundation, n.d.). At its peak, the mission population reached 1,701 people in 1817 (Bodkin, 1910:10).

Mexican Period (1822-1848)

The Mexican Period commenced when news of the success of the Mexican War of Independence (1810-1821) against the Spanish crown reached California in 1822. This period saw the privatization of mission lands in California with the passage of the Secularization Act of 1833. This Act federalized mission lands and enabled Mexican governors in California to distribute former mission lands to individuals in the form of land grants. Successive Mexican governors made approximately 700 land grants between 1833 and 1846, putting most of the state's lands into private ownership for the first time (Shumway, 2007:10). After secularization, the San Gabriel Mission and its grounds deteriorated and the Native American population eventually dispersed (Bodkin, 1910:10-11).

In 1842 John Rowland was granted the 17,740-acre Rancho La Puente by Mexican governor Juan Bautista Alvarado for the sum of $1,000. The rancho property had been part of Mission San Gabriel's land holdings. In 1845, the rancho was enlarged to 48,790 acres when Governor Pio Pico named both John Rowland and William Workman as co-owners. The U.S. government challenged the validity of the grant once California became a U.S. territory.

The Mexican Period for the Los Angeles County region ended in early January 1847. Mexican forces fought and lost to combined U.S. Army and Navy forces in the Battle of the San Gabriel River on January 8 and in the Battle of La Mesa on January 9 (Nevin 1978). On January 10, leaders of the pueblo of Los Angeles surrendered peacefully after Mexican General Jose Maria Flores withdrew his

forces. Shortly thereafter, newly appointed Mexican Military Commander of California Andrés Pico surrendered all of Alta California to U.S. Army Lieutenant Colonel John C. Fremont in the Treaty of Cahuenga (Nevin 1978).

American Period (1848- Present)

The American Period officially began with the signing of the Treaty of Guadalupe Hidalgo in 1848, in which the United States agreed to pay Mexico $15 million for conquered territory including California, Nevada, Utah, and parts of Colorado, Arizona, New Mexico, and Wyoming. Settlement of the Los Angeles region increased dramatically in the early American Period.

The discovery of gold in northern California in 1848 led to the California Gold Rush, though the first California gold was previously discovered in Placerita Canyon in 1842 (Guinn 1977, Workman 1935:26). By 1853, the population of California exceeded 300,000. Thousands of settlers and immigrants continued to immigrate to the state, particularly after the completion of the First Transcontinental Railroad in 1869. The U.S. Congress in 1854 agreed to let San Pedro become an official port of entry. By the 1880s, the railroads had established networks from the port and throughout the Los Angeles area, resulting in fast and affordable shipment of goods, as well as a means to transport new residents to the booming region (Dumke 1944). New residents included many health-seekers drawn to the area by the fabled southern California climate in the 1870s and 1880s.

3.4 City of Los Angeles

In 1781, a group of 11 Mexican families traveled from Mission San Gabriel Arcángel to establish a new pueblo called El Pueblo de Nuestra Señora de Los Angeles (The Town of our Lady of the Angels). This settlement consisted of a small group of adobe-brick houses and streets that eventually became the city of Los Angeles. The city incorporated on April 4, 1850, only two years after the Mexican-American War and five months prior to California achieving statehood. Settlement of the Los Angeles region continued in the early American Period. Los Angeles County was established on February 18, 1850 and is one of 27 counties established in the months prior to California acquiring official statehood in the United States. Many of the ranchos in the area now known as Los Angeles County remained intact after the United States took possession of California. A severe drought in the 1860s resulted in the sale or other acquisition of many of the ranchos by Americans, and most of these were subdivided into agricultural parcels or towns (Dumke 1944). Nonetheless, ranching retained its importance, and by the late 1860s, Los Angeles was one of the top dairy production centers in the country (Rolle 2003). By 1876, Los Angeles County reportedly had a population of 30,000 persons (Dumke 1944).

Los Angeles maintained its role as a regional business center, and the development of citriculture in the late 1800s and early 1900s further strengthened the region's status as a strong agricultural center (Caughey and Caughey 1977). Combined with the expansion of port facilities and railroads throughout the region, agriculture contributed to the real estate boom of the 1880s in the area (Caughey and Caughey 1977, Dumke 1944).

By the late 1800s, government leaders recognized the need for water to sustain the growing population. Irish immigrant William Mulholland spearheaded the city's efforts for a stable water supply (Dumke 1944, Nadeau 1997). By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley, and Mulholland planned and completed construction of the 240-mile aqueduct that brought water from Owens Valley to the city (Nadeau 1997).

Los Angeles continued to grow into the twentieth century, in part due to the discovery of oil in the area and its strategic location as a wartime port. The county's mild climate and successful economy continued to draw new residents in the late 1900s with much of the county transformed from ranches and farms into residential subdivisions around commercial and industrial centers. Hollywood's emergence as the entertainment capital of the world and southern California's booming aerospace industry were key factors in the county's growth in the twentieth century.

3.5 West Adams-Baldwin Hills-Leimert CPA

The proposed project site is located at the center of the West Adams-Baldwin Hills-Leimert CPA in the Baldwin Hills-Crenshaw neighborhood.

The following historic context is derived from the *Historic Resources Survey Report – West Adams-Baldwin Hills-Leimert* (ARG 2012). Although the subject property was not included in SurveyLA, the following excerpt provides a contextual background in which to evaluate the significance of the subject property as it relates to the developmental and growth patterns identified in the CPA:

> The West Adams-Baldwin Hills-Leimert CPA was incorporated into the City of Los Angeles gradually over 80 years in 21 separate annexations and one consolidation. The CPA includes the Los Angeles neighborhoods of Arlington Heights, Jefferson Park, Leimert Park, Hyde Park, Baldwin Hills-Crenshaw, Mid-City, Palms, and Beverlywood. The westernmost portion of the greater West Adams neighborhood, including the West Adams Terrace and Jefferson Park HPOZs, is within the boundaries of the CPA. The easternmost sections of the Palms and Beverlywood neighborhoods are also within the CPA.
>
> Hyde Park, which is located at the southern tip of the CPA, was an incorporated city prior to its consolidation into the City of Los Angeles in 1923. Established in 1887, Hyde Park was a stop on the Atchison, Topeka and Santa Fe Railway's Harbor Subdivision, which linked downtown Los Angeles to the port at Wilmington. The area was largely built out with modest single-family homes in the first two decades of the 20th century. Perhaps due to its short period of incorporation (1922-1923), there is no evidence of a city center or municipal buildings that might have served this community. A handful of residences as well as a few institutional properties are all that remain of Hyde Park.
>
> The northern quadrant of the West Adams-Baldwin Hills-Leimert CPA developed in a southwesterly pattern beginning at the turn of the 20thcentury, as a growing network of streetcars and railroads enabled suburban development on land outside of the historic city center. The earliest subdivisions are located in the northeastern parts of the CPA, in the neighborhoods of Arlington Heights and Jefferson Park. The Arlington Heights area was particularly well served by public transit, with a streetcar traversing every major east-west artery. The interior streets filled with single-and multi-family houses beginning in the early 1900s and continuing through the boom of the 1920s.
>
> Many of the tracts that were established in the 1910s and '20s were equipped with restrictions on the size and appearance of building stock as well as on who could live within their boundaries. Covenants often barred minority residents from living within these tracts and as a result, much of the city was off-limits to non-white homeowners until thelate1940s, when racially restrictive housing covenants were ruled unconstitutional. Even after the 1948 Supreme Court decision, restrictive housing practices continued to be enforced by neighborhood groups

and realtors who used intimidation—and at times, violence—to keep non-white residents out of neighborhoods.

Leimert Park, laid out by Walter Leimert in 1927, was almost exclusively inhabited by white homeowners in the prewar era and had restrictive covenants in the deeds to ensure its homogeny. One group, the benignly-named Neighborly Endeavors, worked to keep the neighborhood free of non-whites in the 1950s, going so far as to burn crosses on front lawns and vandalize the homes of unwanted neighbors. Despite their efforts, a number of black families moved into Leimert Park and stood their ground against the intimidation and violence. More and more upwardly-mobile African American families moved to Leimert Park after 1950 and their population grew from 70 persons to about 4,200 in one decade alone. By 1960, non-whites(including African Americans, Japanese Americans and Latin Americans) comprised half of the total population and Leimert Park became one of the city's most diverse neighborhoods, with notable residents such as Ella Fitzgerald, Ray Charles, and Los Angeles's first African American mayor, Tom Bradley.

In the years leading up to World War II, there was a thriving Japanese American community in the Exposition Park and Jefferson Park neighborhoods, west of the University of Southern California (and just to the east of the West Adams-Baldwin Hills-Leimert CPA boundary). After the war and the period of forced internment, the area's Japanese American residents returned to seinan (meaning Southwest) to resume life in their community. In the following years, many Nisei (second-generation) pushed westward into the Crenshaw district, which after the war became a vibrant center of Japanese American commerce and culture. North of Leimert Park, there was a small district of undeveloped land to the east of Crenshaw that was the site of the notorious Black Dahlia murder in 1947. In the late 1950s, a group of Japanese American investors planned a shopping center on Crenshaw Boulevard and a subdivision of single-family residences and apartment buildings. The development of the Crenshaw Square shopping center and adjacent residential neighborhood was a sign of considerable Nisei progress in Los Angeles, not only because of the scale and success of the development, but also due to the fact that the "principles behind the shopping center and the subdivision consciously promoted their ethnic character." While Japanese American communities before the war tended to assimilate into existing neighborhoods, drawing little attention to their presence, in Crenshaw, Japanese culture was celebrated in the design of new buildings and landscapes.

Types of Development

Without adjacent streetcar service, Baldwin Hills remained largely undeveloped until the late 1940s and '50s. When Baldwin Hills Village (now known as the Village Green), a groundbreaking garden apartment community, was constructed in1941 it was surrounded by open fields on all sides. Baldwin Hills Village was also governed by restrictive housing practices and remained an all-white community until the 1960s. The complex received international acclaim for its design, low-density planning, and high quality of living; large multi-family developments sprang up on adjacent vacant land, apparently hoping to capitalize on the popularity of the complex. The Crenshaw Village apartment community was constructed in 1948 and was advertised a shaving "garden type private home apartments." City directory research indicates that many of the residents of Crenshaw Village were Jewish; at that time, Jewish residents were restricted from living at nearby Baldwin Hills Village. It appears that the flats of Baldwin Hills were home to a thriving Jewish community until the 1960s and '70s, when drug and gang activity became a growing presence in the neighborhood, and many of Los Angeles's Jewish residents moved to west Los Angeles and parts of the San Fernando Valley.

The 1950s and '60s brought residential development the hilly area above Baldwin Hills, called Baldwin Hills Estates. The hills are populated with sprawling single-family homes, many with unobstructed northerly views of the Los Angeles basin and Santa Monica Mountains. The area, along with View Park to the south (which is outside of Los Angeles city limits), became home to a number of affluent African American residents in the 1960s and '70s, and remains today one of the wealthiest majority African American communities in the United States.

3.6 African American History of Los Angeles

The subject property is located in an area that became predominantly African American in the mid-twentieth century. According to SurveyLA, the African American population in Los Angeles moved westward in the later 1930s and 1940s as economic and legal circumstances that limited where people could live improved. During this era, African Americans began to move to areas like Jefferson Park and West Adams before moving even further west to areas such as Crenshaw, Leimert Park, and Baldwin Hills neighborhoods in the 1960s (SurveyLA 2022). After World War II, Japanese-Americans also moved into homes west of Arlington Avenue and north of Martin Luther King Jr. Boulevard (then Santa Barbara Avenue) and by the 1950s and 1960s a thriving Japanese community developed with many businesses on Jefferson Boulevard and in the Crenshaw Square shopping center. In the late 1960s, however, as many Japanese-American youth left the area to go to college, few returned to their old neighborhoods. In the 1970s, as white and Japanese-American homeowners continued to move away, the area became predominately African American (City of Los Angeles 2016).

Historically, predominantly black neighborhoods in Los Angeles were denied or had limited access to medical care. During and after the postwar period, "medical institutions were established in predominantly African American neighborhoods to improve access to healthcare" (SurveyLA 2022). The subject property was developed at a time when the African American population was growing in this region of Los Angeles, as well as the general population in Southern California. Though, unlike other postwar efforts in the city identified by SurveyLA, like the Vernon Medical Building and Washington Medical Center, Crenshaw Medical Center was not occupied largely by African American doctors, dentists, and pharmacists and appears to have been occupied and served an ethnically diverse population.

4 Methods

This section presents the methods for each task completed during the preparation of this study.

4.1 Background and Archival Research

4.1.1 Archival Research

Archival research was completed between April 2022 and October 2023. Research methodology focused on the review of a variety of primary and secondary source materials relating to the history and development of the subject property. Sources included, but were not limited to, historic maps, aerial photographs, and written histories of the area. The following repositories, publications, and individuals were contacted to identify known historical land uses and the locations of research materials pertinent to the subject property:

- City of Los Angeles Department of Building and Safety (LADBS) building permits
- County of Los Angeles Office of the Assessor
- City of Los Angeles Department of City Planning's OHR SurveyLA
- Historic aerial photographs available via historicaerials.com and the University of California, Santa Barbara (UCSB) Map and Imagery Lab
- Sanborn Fire Insurance Company Maps for Los Angeles (Los Angeles Public Library Database)
- *Los Angeles Times (LAT)* and other historical newspapers on Newspapers.com
- City Directories for Los Angeles
- Other sources as noted in the references list

4.1.2 California Historical Resources Information System Records Search

On May 25, 2022, Rincon received California Historical Resources Information System (CHRIS) results from the SCCIC (Appendix A). The SCCIC is the official state repository for cultural resources records and reports for the county in which the project falls. The purpose of the records search was to identify previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 0.5-mile radius surrounding it. Rincon also reviewed the NRHP, the CRHR, the California Historical Landmarks list, and the Built Environment Resources Directory (BERD).

4.1.3 Sacred Lands File Search

Rincon contacted the NAHC on April 25, 2022, to request a search of the Sacred Lands File (SLF), as well as a contact list of Native Americans culturally affiliated with the project area (Appendix B).
Field Survey

4.1.4 Field Survey

Rincon Architectural Historian Andrew Rodriguez conducted an intensive-level survey of the subject property on May 5, 2022. The survey identified and photographed all built environment features on the property. The field survey consisted of a visual inspection of the subject property and its associated features to assess overall condition and integrity and to identify and document any potential character-defining features. Pursuant to OHP Guidelines (California OHP 1995:2), properties over 45 years of age were evaluated for inclusion in the NRHP, CRHR, and local listing and recorded on California Department of Parks (DPR) 523 series forms. The site is entirely developed with buildings, paved surfaces, and small landscaped areas. Areas that were not hardscaped were visually inspected for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics). Ground disturbances such as burrows and drainages were also visually inspected. Site characteristics and conditions were documented using notes and digital photographs.

5 Findings

5.1 Known Cultural Resources Studies

The CHRIS records search and background research identified 11 cultural resources studies within 0.50 mile of the project site (Appendix A). Of these studies, two include a portion of the project site and none are immediately adjacent to the project site. Known studies that occurred within or adjacent to the project site are discussed in further detail below.

5.1.1 LA-08955

LA-08955 is a report of the results of a historical and cultural resources survey of the City of Los Angeles. Completed in 1983 for the Office of Historic Preservation Department of Parks and Recreation for the State of California by Phil V. King, City Engineer for the City of Los Angeles, it outlined the results of a cityside survey. The survey included a study area that captured the project site and was bounded by Santa Barbara Avenue to the northeast, La Brea Avenue to the west, Crenshaw Boulevard to the east, and Stocker Street to the south. As a result of the survey, several properties were identified for further evaluation and several properties were forwarded to the City's Cultural Heritage Board for their evaluation. None of the parcels within the subject property were evaluated as part of this study.

5.1.2 LA-11973

LA-11973 is the Executive Summary of an Environmental Impact Report for the Crenshaw/LAX Transit Corridor, an area that extends 10 miles and includes approximately 33 square miles across five jurisdictions, including the project site. Completed in 2011 for the US Department of Transportation, the study included identification and evaluation of the eligible historical resources within the project Area of Potential Effects (APE). None of the identified resources include parcels within the subject property and they were not evaluated as part of this study.

5.2 Known Cultural Resources

The CHRIS search identified 11 cultural resources that have been previously recorded within a 0.50-mile radius of the project site. Resources recorded in the search radius are listed in Table 2 below. Of these resources none are recorded within the project site and one is recorded adjacent to the project site.

In addition to the CHRIS search, Rincon reviewed the NRHP, California Historical Landmarks List, California Points of Historic Interest, the HCM database, and the BERD. According to the BERD, one property within the project site, 3701 Stocker Street was evaluated in 2018. It was assigned a 6Y status code, indicating it was determined ineligible for listing in the NRHP by consensus through the Section 106 process, but it was not evaluated for CRHR or local listing.

The HCM list indicated that an adjacent property to the project site at 3725 Don Felipe Drive is HCM 487, known as the Sanchez Ranch Adobe and discussed in more detail below.

Table 2 Known Cultural Resources

Primary Number	Resource Type	Description	Year(s)	Eligibility Status	Relationship to Project Site
P-19-001336	Unknown	Record Missing	NA	Unknown – Record Missing	Adjacent
P-19-188835	Historic-Period Building	Crenshaw Plaza Medical Center	2010	6Z – Found ineligible for NRHP, CRHR, or local designation through survey evaluation.	Outside
P-19-000080	Prehistoric	LA-80	1951	Unevaluated	Outside
P-19-150259	Historic-Period	Great Western Savings and Loan	2009	6Y - Determined ineligible for listing in the NRHP by consensus through Section 106 process; Not evaluated for CRHR or local listing.	Outside
P-19-157360	Historic-Period Building	3956 Crenshaw Blvd.	NA	Unevaluated	Outside
P-19-157361	Historic-Period Building	3964 Crenshaw Blvd.	NA	Unevaluated	Outside
P-19-169868	Historic Building	Newberry Store	1983	Recommended Eligible	Outside
P-19-169869	Historic Building	Robinson May Co. Store	1983/2003	Recommended Eligible	Outside
P-19-169970	Historic Building	Broadway Department Store	1983	Recommended Eligible	Outside
P-19-169871	Historic Building	FW Woolworth	1983	Recommended Eligible	Outside
P-19-188263	Historic-Period Building	Maranatha Community Church	2007	6Y – Determined ineligible for listing in the NRHP by consensus through Section 106 process; Not evaluated for CRHR or local listing.	Outside
NA	Historic-Period Building	3701 Stocker Street Medical Building	2018	6Y - Determined ineligible for listing in the NRHP by consensus through Section 106 process; Not evaluated for CRHR or local listing.	Within

NA	Historic	Sanchez Ranch	1990	City of Los Angeles Historic Cultural Monument	Adjacent

5.2.1 SurveyLA Findings

The City of Los Angles has an active citywide program to identify and evaluate resources for long-term planning projects. The Los Angeles Historic Resources Survey, known as SurveyLA, organizes the project by CPAs and uses multiple-property documentation-driven historic context statements. The subject property is located in the West Adams-Baldwin Hills-Leimert CPA and was surveyed from June 2010 to August 2011 by Architectural Resources Group. A review of the survey findings from the West Adams-Baldwin Hills-Leimert CPA indicates that the subject property was not identified as eligible either individually, or as a contributor to, or within the boundaries of, any existing or potential historic districts. Additionally, it was not identified in any of the associated historic context statements prepared for the survey including, the applicable subthemes, like "Public and Private Health and Medicine, 1850-1980" in the *Public & Private Institutional Development, 1850-1980 Context Statement* and "Public and Private Health and Medicine, 1923-1980," in the *African American History of Los Angeles Historic Context Statement*.

5.2.2 Sanchez Ranch Adobe (HCM 487)

Sanchez Ranch Adobe at 3725 Don Felipe Drive is located northwest of the project site. Designated as Los Angeles HCM 487 in 1990, the adobe potentially dates to ca. 1790-1795 and is significant as one of the oldest surviving buildings in the City (City of Los Angeles) (Figure 5). As described in the HCM designation:

> Rancho La Cienega o Paso de la Tijera as it was originally known, comprised 4481.5 acres that eventually became part of the Crenshaw district. A little more than one acre containing the original adobes is all tha[t] remains. Additions, on sections of the original adobe buildings, were added during the 1920s. The Rancho was owned by Vicente Sanchez and his family for approximately 100 years. Sanchez received the land in 1843 for his "valiant soldering and good citizenry" from Governor Manuel Micheltorena. The Sanchez descendants remained prominent in the early history of Los Angeles, especially his son Tomas Sanchez, who was elected sheriff of Los Angeles County seven times. Ownership of the Sanchez ranch was turned over to E.J. (Lucky) Baldwin, after whom Baldwin Hills was name[d]. Baldwin divided the acreage and sold most of it for development. Only a fraction of the original "Rancho" remains, but the two hundred year old adobes present a lasting glimpse of early Los Angeles life.

In the 1920s, the adobe complex was converted to use as a clubhouse by the Sunset Golf Club (Figure 6). The building is currently occupied by commercial-office use. The designation includes only the adobe structures and not the 1920s additions.

Figure 5 c. 1920 Image of Sanchez Ranch Adobe Before Golf Club Conversion



Source: Los Angles Public Library, Security Pacific National Bank Photo Collection

Figure 6 c.1938 Image of Sanchez Ranch Adobe, Sunset Field Golf Club



Source: Los Angeles Public Library, Herman J. Schulthesis Collection

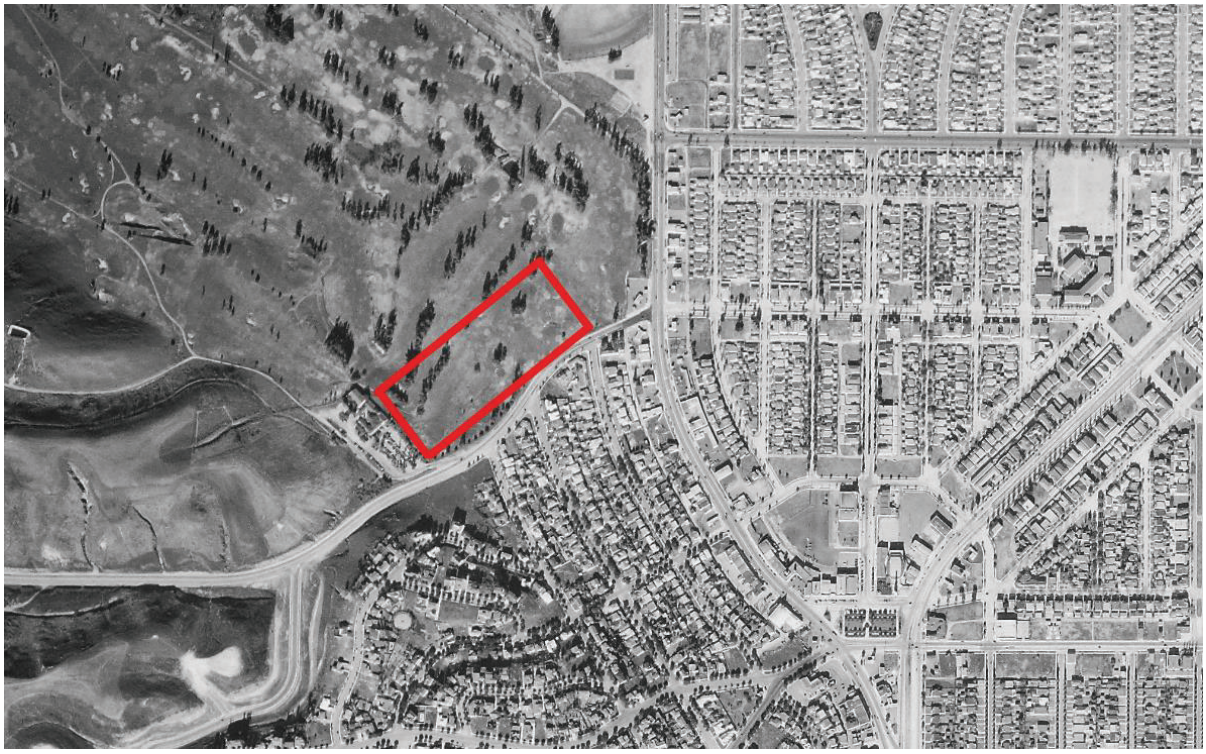
5.3 Aerial Imagery and Historical Map Review

Historically, the area including and surrounding the project site was known as Rancho La Cienega o Paso de la Tijera, which was an original Mexican land grant. "Paso de la Tijera" or "Pass of the Scissors" described the pass through the Baldwin Hills. The Sanchez Adobe of the Rancho La Cienega o Paso de la Tijera, was once the center of the rancho and is considered one of the oldest homes in Los Angeles. Before the development of this area of Los Angeles, it was relatively secluded as major thoroughfares such as Stocker Street did not access other major parts of Los Angeles such as downtown and the harbors (SurveyLA 2022). Early Sanborn Maps from the 1920s show the project site was undeveloped and the area south of Stocker Street had sparse residential development. In 1927, the Sunset Field Golf Club, featuring two separate 18-hole golf courses, was established immediately northwest of the project site. As construction was underway for the golf course, the Sanchez Ranch Adobe, which featured intact exterior walls but required a new roof, was converted into a clubhouse for the Sunset Field Golf Club. This golf facility covered over 300 acres, was located on Angeles Mesa Drive (now Crenshaw Boulevard), and operated through the mid-1940s. Historical aerial photographs from 1941 show the golf course primarily occupied the area until the region was subsequently developed with housing and commercial properties (Figure 7 and Figure 8). Following Sunset Field Golf Club's closure in the mid 1940s, Saint Bernadette's Parish occupied the adobe from 1947 until 1959 when the Parkview Women's Club bought the property.

Following the end of World War II, commercial and residential development in the area expanded. In 1947, the Baldwin Hills-Crenshaw Center was developed as a regional shopping center at the intersection of Stocker Street and Crenshaw Boulevard, immediately to the northeast of the project site (HMDB.org, Mall Hall of Fame). The land around the Sanchez Ranch Adobe along with 350 additional acres, was sold to real estate developer Paul Trousdale in 1949 for a $50 million development project that included enough homes and apartment buildings to accommodate 35,000 residents (Calisphere 1938).

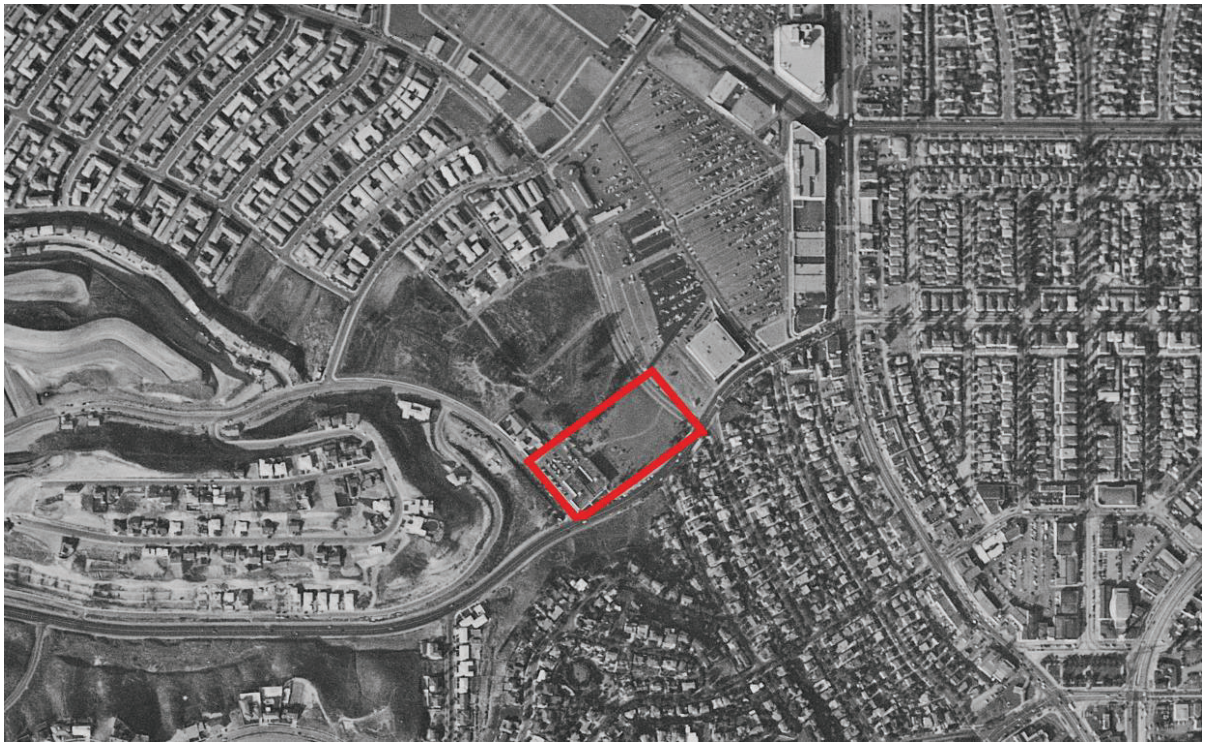
In the following years, residential and commercial development continued. Aerial photographs from 1964 through 2009 show similar conditions at the project site, which was developed between 1950 and 1959 as described herein. The project site and surrounding area have remained largely the same since that time.

Figure 7 1941 Aerial photograph of the area containing the subject property (approximate boundary shown with red) and vicinty



Source: UCSB Map and Imagery Lab 1941

Figure 8 1952 Aerial photograph of subject property (approximate boundary shown with red) and vicinity



Source: UCSB Map and Imagery Lab 1952

5.4 Geoarchaeological Review

According to published geologic mapping, the project area is underlain by Quaternary aged young alluvial deposits. More specifically, one surficial geologic unit comprises the site: "Qya" which consists of undivided, Holocene aged young alluvium (Campbell et al. 2016). This geologic unit consists of unconsolidated sediment deposits of caly, sand, gravel, and sand of minor stream channels (Dibblee and Ehrenspeck 1991). Because of the episodic nature of alluvial sedimentation, the sudden burial of artifacts is possible, and alluvial soils have an increased likelihood of containing buried archaeological deposits (Waters 1992, Borejaza et al. 2014). The identification of buried A horizon layers can be an indicator that archaeological deposits may be subsurface.

The majority of the soils within the project site are urban land. Urban land consists of highly populated and developed areas where commercial and residential development is prevalent. These soils consist of transported and altered materials where there are no native or intact soils present. Urban lands may also include artificial fill materials transported for nearby areas or previously excavated materials from the project site itself. Due to these soils being transported and altered, urban land soil patterns are unique for each city, including Los Angeles (United States Department of Agriculture 2019). As these soils are highly disturbed and transported from other places, these soils are not likely to contain buried A horizons. Fill soils are identified from 1.5 to 4.5 feet below existing grade and consist of silty sand and trace amounts of clay (Geodyne Engineering, Inc. 2022).

Sediments within the project site date to the Holocene, consist of alluvium, and the project site is located south of an unnamed water feature, and is 3 miles east of channelized Ballona Creek. Holocene aged alluvium dates to human occupation and alluvial soils are episodic in nature, meaning that there is a potential for buried archaeological deposits. Additionally, water sources are known to be conducive to long-term habitation. However, no archaeological resources have been identified within the project site or a 0.25-mile radius and the project site has been heavily disturbed with the construction and landscaped areas since at least 1950. Furthermore, the project site consists of recorded urban lands which consist of artificial fill materials from various locations. Additionally, Rincon assumes that the project will not impact previously undisturbed soils for the demolition of existing structures and construction of new buildings, except for Building B which is proposed at 8 feet below grade and the Mill Shop which is proposed at 15 feet below grade. The current buildings within the project site include basements approximately 10 feet deep (Geodyne Engineering, Inc. 2022) and therefore, in areas of existing buildings, the project has low potential for impacting buried archaeological deposits. Based on this geoarchaeological analysis, the project site sensitivity for containing intact buried archaeological deposits is considered low.

5.5 Sacred Land File Search

On May 27, 2022 the NAHC responded to Rincon's AB 52 contacts request and SLF request, stating that the results of the SLF search were positive. See Appendix B for the NAHC response, including Tribal contacts list(s).

5.6 Survey Results

5.6.1 Built Environment Resources

The following section summarizes the results of all background research and fieldwork as they pertain to built environment resources that may qualify as historical resources. The field work and background research resulted in the identification of 5 historic-age properties - 3701, 3731, 3741, 3751, and 3761 Stocker Street. Research found that these properties were historically and functionally related as component resources of the Stocker Medical Center. The properties were recorded and evaluated as a single resource addressed 3701-3761 Stocker Street for historical resources eligibility on DPR series forms, which are included in Appendix C and summarized below.

In addition to buildings within the project site, the field survey confirmed the existing conditions and setting of the Sanchez Ranch Adobe, which background research identified as adjacent to the project site. Because the building is a designated HCM, it was not recorded or evaluated on DPR series forms; however it was photographed during the field survey to document its existing setting and is discussed briefly below.

3701-3761 Stocker Street

Physical Description

The subject property is located on the northwest side of Stocker Street, between Santa Rosalia Drive to the north and Don Felipe Drive to the south. The property is located within the Crenshaw neighborhood, which is within the West Adams-Baldwin Hills-Leimert CPA. The surrounding neighborhood is characterized by a mix of low-rise residential and commercial properties. Commercial properties are concentrated on major thoroughfares, such as on Stocker Street. Residential development is generally confined to side streets and is characterized by of a mix of single-family houses dating from the first half of the twentieth century and apartment buildings constructed after World War II. To the south is the View Park neighborhood, which is not part of the City of Los Angeles.

The subject property is composed of five parcels, each with one building, and includes the addresses 3701, 3731, 3741, 3751, and 3761 Stocker Street (Figure 9 and Figure 10). The five buildings were constructed as medical-office buildings between 1950 and 1959 and historically functioned as the Stocker Street Medical Center according to newspapers. A large paved, surface parking lot is located on the west and north sides of the buildings and accessed from both Don Felipe Road and Santa Rosalia Drive, providing vehicular access to the rear of each building.

Figure 9 Project Site from Stocker Street, View East



Figure 10 Project Site from Stocker Street, View West



3701 Stocker Street

3701 Stocker Street, at the corner of Stocker Street and Santa Rosalia Drive, is a four-story building resting on a raised concrete foundation that slopes primarily towards the rear (north) side of the building, following the grade of the street (Figure 11 and Figure 12). 3701 Stocker Street has an inverse L-shape plan and is capped by a flat, asphalt roof topped with a large penthouse structure housing the building's systems equipment. The building's exterior is primarily finished with red brick, which clads the corner pillars and vertical piers as well as the recessed spandrels at each story. Stucco covers storefronts along the first story at the front of the building, while the rear of the building largely retains brick cladding. A stucco covered, boxed canopy extends over the first story, dividing it from stories above on the south, east, and north façades. Additionally, the building features a concave curved wall covered with stucco on its east corner that extends from the first-

floor canopy to the roof. On the curved extension near the roof is signage that reads “3701 Stocker Professional Bldg.”

The first story features multiple ground floor aluminum-frame commercial storefronts with several entries, each with varying configurations (

Figure 13). The first story includes two main entries – an office entry flanked with marble entry details on Stocker Street and a corner retail entry. The corner retail entry, at the corner of Stocker Street and Santa Rosalia Drive, has smooth stucco on either side and features large single-panel glass doors. Above the primary retail entrance is a “Stocker RX Pharmacy” sign. The second to fourth floors feature single-pane metal-frame windows, all the same size and evenly spaced across the building, and separated by evenly spaced pilasters.

The subject property features elements of Late Moderne style architecture including façade articulation with vertical piers dividing each window bay and recessed brick spandrels running between each story behind the plane of piers. The building is surrounded by planters on the east and north sides with ornamental trees such as palm trees and desert-type plants. The building is in good condition and appears to have been minimally altered.

Figure 11 3701 Stocker Street’s Primary Façade, View East



Figure 12 3701 Stocker Street's Rear Elevation, View Southeast



Figure 13 3701 Stocker Street Main Entrance, View Northwest



3731, 3741, 3751, and 3761 Stocker Street

The other four parcels that comprise the subject property include 3731, 3741, 3751, and 3761 Stocker Street. Each building occupies an entire parcel on Stocker Street from Santa Rosalia Drive to Don Felipe Drive. In similarity to 3701, each building has an inverse L-shape plan orientated from northwest to southeast (Figure 14). 3751 and 3741 were built concurrently and are set farther back from Stocker Street and have deeper lawns. The properties all sit on a raised concrete base, with a more pronounced base on 3761 and 3751 Stocker Street (Figure 15).

Figure 14 3731, 3741, 3751, and 3761 Stocker Street, View South



Figure 15 3671 Stocker Street Primary Elevation, View Northwest



Like 3701 Stocker Street, the four buildings are similarly representative of aspects of the Late Moderne style; the four two-story buildings and all relatively identical to each other in terms of footprint, height, massing, two-story height and brick exteriors. Additionally, the buildings are each capped by an asphalt roof with a shallow parapet wall (Figure 16).

Fenestration consists primarily of aluminum frame fixed windows, aligned vertically at each story, forming horizontal bands along each façade. Compared to 3701 Stocker Street, the fenestration and façade articulation of these four buildings differs in that the exterior walls are planar, without variation in the depth of piers and spandrels; as such, the bands of windows share a brick surround or bezel common to Late Moderne style buildings. The primary façades of each building face southwest towards Stocker Street and feature aluminum-frame storefront entries with marble veneer surrounds. 3741 Stocker Street appears to be the only building that features an alternative entrance on the southwest elevation that is also adorned with a marble surround, similar to the front entrance, and is topped with an awning above the door. Secondary entrances for each building are located on the northwest side of the buildings and grant access to and from the parking lot.

Each building features a lawn, mature trees, and hedges along the primary facade. 3761 Stocker Street is the only building that features a brick planter connected to the front of the building as well as an additional set of steps to access the front door.

Figure 16 3751 Stocker Street, Primary Elevation, Lawn and Sign Monument



Developmental History

In 1950, the Los Angeles Times reported on the planned development of the Crenshaw Medical Center on the north side of Stocker Boulevard [now Street], between Santa Rosalia and Dumont [now Don Felipe] avenues [now Drives]" (Los Angeles Times 1950). The newspaper named George A. Cordingly & Associates as the owners of the project, which proposed a medical-office complex composed of eight buildings set across six acres – two acres of which were to be dedicated to automobile parking. A project rendering published in the newspaper showed four buildings with similar two-story heights, bands of ribbon windows and L or inverse-L footprints occupying the western and central frontage along Stocker Street. To the east, four additional buildings – two with a two-story height and two towers of four- to six-stories, occupied the southeast corner of the property. Parking appears to have been surface lots set to the rear of the buildings. Each of the buildings featured a streamlined, International style aesthetic, with curved corners and bands of ribbon windows along each floor. The article did not identify an architect or other design professional credited with the design of the buildings or landscape.

Although originally proposed as a six-acre project area containing eight buildings, the subject property was eventually developed across 5.1 acres with five total buildings between 1950 and 1959. During this period, George A. Cordingly & Associates arranged a development partnership with Los Angeles-based developers Causey & Rhodes to carry out the project. By 1950, both firms were known regionally for the development of medical centers (Los Angeles Times 1963).

The subject property was developed in four phases. 3761 Stocker Street and 3751 Stocker Street were the first buildings of the development, constructed in 1950 (Los Angeles County Assessor 2022). Both featured near-identical designs and were the foundation design for the subsequent buildings. In 1953, 3741 Stocker Street was constructed with a similar design to the original two buildings, followed by 3731 Stocker Street in 1954 and finally 3701 Stocker Street in 1959 (Los Angeles Times 2022). Each building functioned largely as a medical building, serving such uses as clinics for the surrounding neighborhoods.

The buildings have been occupied by various dentist, doctor and professional offices, including Dr. Ada Hatcher in the late 1950s who had an office in 3731 Stocker Street. Dr. Hatcher was a Los Angeles physician known for being a physician to several celebrities before focusing her practice in Inglewood, working largely on cancer awareness and education (Los Angeles Times 1951). Archival research also revealed that Assemblywoman Gwen Moore occupied 3731 Stocker Street during her time as Assemblywoman from 1978 to 1990. Both tenants are discussed in more detail below.

Archival research indicated multiple businesses and individuals occupied the buildings over time, typical of a multitenant commercial building as outlined in Table 3. According to available historical permits, exterior alterations have been limited. At building interiors, alterations include minor modifications for changing tenant needs such as modifying partition walls within office spaces. The buildings have otherwise appeared to have remained largely unchanged since their original construction, and are substantially unoccupied with the exception of few remaining office tenants.

Table 3 Ownership/Occupancy History of 3701-3761 Stocker Street

Date	Property Owners/Tenants	Source
1950	Causey & Rhodes	Newspaper Article
1951	Spratt Optical Company – 3761 Stocker Street	Newspaper Advertisement
1951	Dr. G. Barron Bloom – 3751 Stocker Street	Newspaper Article

Date	Property Owners/Tenants	Source
1953	Superior Optical Co. – 3741 Stocker Street	Newspaper Advertisement
1955	Dr. Ada Hatcher – 3741 Stocker Street	Newspaper Article
1955	Dr. Daniel Beltz – 3741 Stocker Street	Newspaper Article
1955	McNeil Associates, Inc. – 3741 Stocker Street	Newspaper Advertisement
1955	Dr. Robert G. Williamson – 3761 Stocker Street	Newspaper Article
1955	Dr. Daniel Beltz – 3741 Stocker Street	Newspaper Article
1955	Dr. David B. Lester – 3731 Stocker Street	Newspaper Article
1955	Dr. David B. Lester – 3731 Stocker Street	Newspaper Advertisement
1955	Dr. Glen H. Gummes – 3731 Stocker Street	Newspaper Article
1957	Mrs. Lenore Simon – 3761 Stocker Street	Newspaper Article
1957	Dr. Robert Yudelson – 3741 Stocker Street	Newspaper Article
1957	Dr. W. T. Zimmerman – 3731 Stocker Street	Newspaper Article
1960	Dr. Allen D. Wolfe – 3701 Stocker Street	Newspaper Article
1960	Dr. R. Flemming Jones – 3751 Stocker Street	Newspaper Article
1960	Saul Heiser – 3741 Stocker Street	City Directory
1960	Dr. Dorothy Franklin – 3761 Stocker Street	Newspaper Article
1960	Dr. Frederick M. Hilgert – 3761 Stocker Street	Newspaper Article
1962	Dr. Arthur William Otto Schultz – 3751 Stocker Street	Newspaper Article
1968	Crenshaw Bootery – 3701 Stocker Street	Newspaper Advertisement
1970	Dr. John Bright Hopkins – 3751 Stocker Street	Newspaper Article
1977	Computer Software Analysis – 3701 Stocker Street	Newspaper Advertisement
1977	Crenshaw Hearing Aid Service – 3701 Stocker Street	Newspaper Advertisement
1978	The Claverie Company (Loans) – 3761 Stocker Street	Newspaper Advertisement
1979	Arthur H. Joell (Writer) – 3761 Stocker Street	Newspaper Advertisement
1979	Greater Crenshaw Revitalization Agency – 3731 Stocker Street	Newspaper Advertisement
1980	Kate Seard (Bull 'N Claw Restaurant) – 3741 Stocker Street	Newspaper Advertisement
1983	Accounting Firm – 3761 Stocker Street	Newspaper Advertisement
1984	Assemblywoman Gwen Moore – 3731 Stocker Street	Newspaper Article
1984	Bus Consultants & Credit Services – 3761 Stocker Street	Newspaper Advertisement
1986	Dr. B. Willaims – 3731 Stocker Street	Newspaper Advertisement
1987	Developmental Dynamics	Newspaper Advertisement
1987	Ms. Royal (Hair Salon) – 3731 Stocker Street	Newspaper Advertisement
1991	Developmental Dynamics Program – 3761 Stocker Street	Newspaper Advertisement

Date	Property Owners/Tenants	Source
1994	Arex Pharmacy #4 – 3701 Stocker Street	Newspaper Advertisement
1994	Dr. Elizabeth J. Covington M.D., Inc.	Newspaper Advertisement
1995	Delta Head Start – 3741 Stocker Street	Newspaper Advertisement
1996	Parenting Institute – 3761 Stocker Street	Newspaper Advertisement
1996	Preschool – 3741 Stocker Street	Newspaper Advertisement
1999	West Central Mental Health Clinic – 3751 Stocker Street	Newspaper Advertisement
2000	Casa Loma College – 3761 Stocker Street	Newspaper Advertisement

Sources: Los Angeles Times Historical Archives, City Directories

Cordingly, Causey & Rhodes

As described above, the subject property was developed as the result of a partnership of Beverly Hills-based developer George A. Cordingly and the Los Angeles-based firm Causey & Rhodes, comprised of Gill B. Causey and Alexander Rhodes. Before their partnership was established in the mid-1940s, Cordingly who relocated from Denver to Los Angeles in 1923 had established his career in the development of Beverly Hills as an area with many medical-office buildings, including the Beverly Professional Building in Beverly Hills.[1]

During that same period, Causey & Rhodes developed multiple buildings in the Los Angeles area, including ranch style rambler homes, which reported as designed by "the office of Causey and Rhodes" (LA Times 1948). Although Causey & Rhodes were involved in housing development, they were primarily developers of medical and commercial buildings.

The partnership of Cordingly, Causey & Rhodes appears to have been short-lived, non-exclusive, and limited to the development of the subject property. During the development of the subject property that began 1950, George A. Cordingly & Associates, working solo, developed the first medical center in the San Fernando Valley, the San Fernando Valley Medical Center (now known as The Oaks Medical Campus) at 4835-4849 Van Nuys Boulevard in Sherman Oaks, Los Angeles. The two-building Sherman Oaks medical campus was completed ca. 1954-1955 and features buildings with similar two-story height, brick exteriors and beveled windows, and general Late Moderne styling as the four buildings at 3731-3761 Stocker Street, but with a C-shaped and square plans.

In the years following the development of the subject property, both firms continued to operate separately. By 1961, the year before his death at age 74, Cordingly's office remained based in Beverly Hills and he owned a reported 17 medical buildings throughout Los Angeles, in addition to several apartment buildings in Beverly Hills. After the completion of 3701 Stocker Street, Causey & Rhodes continued to develop medical centers across Los Angeles and in Orange County and in 1977 they began construction on their Newport Medical Building in Newport Beach which housed the most physicians of any West Coast facility at the time. In 1981, their plans were approved to construct another medical building in Glendale (Los Angeles Times 1977). The firm also developed the Sand Canyon Medical Office Building in Irvine, the Granville luxury apartments in Newport Beach

[1] The building, constructed in 1926, was recommended eligible as a City of Berkeley Landmark for its significance as an excellent example of Churrigueresque architecture designed by notable architect Herry E. Werner. It was not found significant for its association with Cordingly (City of Beverly Hills 2014).

(Los Angeles Times 1969), the Glendale Fashion Center, and high-rise apartments on Wilshire Boulevard (Los Angeles Times 2009). Causey & Rhodes developed sizable projects across various locations during a time of extreme development and population growth. Causey & Rhodes, now based in Newport Beach, continues to operate.

Dr. Ada Hatcher

Research of historic newspapers identified Dr. Ada Hatcher as tenant of 3741 Stocker Street from 1954 to 1955 (Redondo Reflux 1955). Hatcher, born in Big Spring, Texas in 1908, earned her medical degree from University of Texas Medical School in 1939. She moved to California after graduation and interned at the Los Angeles County General Hospital from 1939 until 1941. After completing her residency in 1942, she entered private practice, specializing in obstetrics and gynecology. She practiced in South Los Angeles, mostly in Inglewood from 1943 until 1963, before retiring. During that time, she specialized in cancer research and awareness, and often volunteered with the American Cancer Society. She died in 1988. (The Olympian 1988).

Assemblywoman Gwen Moore

African American Assemblywoman Gwen Moore served in the California State Assembly between 1979 and 1994. Born in Los Angeles in 1940, she represented the 49th district (renumbered 47 in 1990) spanning across portions of Los Angeles County and maintained an office at 3731 Stocker Street from 1978 to 1990.

She began her political career in 1975 and was elected to the Assembly in 1978. According to the Online Archive of California's Guide to the Gwen Moore Papers:

> During her time in the Assembly, Moore's legislative interests were varied; however, she focused her efforts on bills related to Parental and Family Leave, adoption, private club discrimination, public utilities and telecommunications, and weight distance and transportation. She gained national prominence in 1983 for authoring the Moore Universal Telephone Service Act, also known as the Moore Act. The act secured the availability of telephone service to all Californians and is regularly reevaluated and formatted to fit the current telecommunication trends and forecasts. Moore's national reputation was also augmented by her service as Chair of the Assembly Utilities and Commerce Committee. She has testified before Congress regarding telecommunications, utilities, transportation, and business issues. […]
>
> Moore finished her tenure with the California State Assembly in 1994. The same year, she ran for Secretary of State and lost. After leaving the State Capitol, Moore founded a legislative consulting company called CeM Communications Group out of Los Angeles, where she works as the chief consultant for clients regarding public utilities and telecommunications issues and helps develop and implement public affairs and legislative strategies and community outreach programs. Moore also founded the Community Education Organization, a non-profit that offers after school programs in Los Angeles. In 2007, Moore was appointed to the State Bar Board of Governors. (Online Archive of California)

Historical Resources Evaluation

The property at 3701-3761 Stocker Street is recommended ineligible for listing in the NRHP/CRHR or as a City of Los Angeles HCM, under all evaluative criteria.

SIGNIFICANCE CRITERION A/1/1

Designed and constructed in four phases between 1950 and 1959 under development by the firm Cordingly, Causey & Rhodes, the subject property was historically and functionally related and comprised the Crenshaw Medical Center, later renamed the Stocker Street Medical Center. During the 1950s, the Baldwin Hills-Crenshaw area of Los Angeles was developing rapidly as commercial and office uses were introduced along Crenshaw Boulevard and Stocker Street and residential growth also increased. Between the late 1930s and continuing through the 1960s, the neighborhood attracted a growing African American community, moving into areas that were previously restricted by legal and economic obstacles. Research did not, however, find that the Crenshaw Medical Center was individually significant within the pattern of the neighborhood's mid-twentieth century development, and was consistent with development trends of the area. As a medical-office facility, the building was among several similar medical-office campuses built around Los Angeles as the city's population spread beyond the city's core into peripheral areas during postwar decades. Although associated with this postwar development pattern, research did not identify the subject campus as having been influential to the trend. Additionally, research did not reveal that the subject property served as the location of any innovative or significant medical work that would enable it to stand out within medical, social, or scientific historic contexts. Therefore, 3701-3761 Stocker Street does not appear to be significant under Criterion A/1/1.

SIGNIFICANCE CRITERION B/2/2

3701-3761 Stocker Street does not appear to be significant under Criterion B/2/2 for having association to the lives of persons important to history. Of the numerous historical occupants of the subject buildings, Dr. Ada Hatcher (occupant during mid 1950s) and Assemblywoman Gwen Moore (occupant 1978-1990) appear to have notable career achievements in medicine and public policy, respectively. Research of historic newspapers found that Dr. Hatcher was a locally recognized obstetrician/gynecologist whose work in cancer detection and community medical services outreach was recognized by 1952 and primarily in Inglewood. Although Hatcher appears to have been a leader in her field, her known achievements in medicine occurred before her occupancy of the subject building and are not directly tied to her occupancy of a unit with the Crenshaw Medical Center from 1954 to 1955.

Research did not find that Assemblywoman Moore's office location within the subject complex is individually representative of her role in politics or in developing the Universal Service Telephone Act in 1984. Moore was an Assembly member between 1978 and 1994 and occupied a unit within the subject complex for most of those years. However, Moore's productive career as an Assembly member included work carried out beyond her base office and research did not reveal the specifics or extent of the work conducted at Moore's office, which would be necessary to determine its importance within her career relative to other office locations. Furthermore, her tenure in office has not reached 50 years, the age threshold for generally accepted for achieving significance and properties associated with living persons are usually not eligible for inclusion in the NRHP. Generally, a person's active participation in the endeavor associated with the property must be completed for the historic perspective to emerge. As such, 3701-3761 Stocker Street does not appear to be significant under Criterion B/2/2 for having association to the lives of persons important to history.

SIGNIFICANCE CRITERION C/3/3

3701-3761 Stocker Street does not appear to be significant under Criterion C/3/3. The five subject buildings comprise a medical-office campus designed and constructed in four phases between 1950 and 1959 under development by the firm Cordingly, Causey & Rhodes. Research did not identify an architect or design and construction professional(s) credited with design of the buildings beyond the original developer-owner group. Therefore, the buildings are unable to be linked to any design professionals who were considered masters in their field or who are likewise considered highly influential. Overall, the five buildings are representative examples of the Late Moderne style, which was commonly applied to office and medical buildings constructed between the 1930s and 1950s across the nation. In the case of the subject buildings, 3701 Stocker Street differs slightly in its façade articulation, with vertical piers and recessed spandrels emphasizing verticality at the exterior versus the horizontal massing expressed through bands of windows framed with bezels on the other four buildings. The other four buildings, in particular, are very similar in terms of massing, materials, and fenestration to another George A. Cordingly & Associates-developed project, the Sherman Oaks Medical Center built in 1954-1955 (extant). Although it is apparent that Gorge A. Cordingly & Associates opted to employ a design language across at least two of their projects that were built concurrently in the mid-1950s, the subject buildings do not appear to be individually distinctive examples of Late Moderne style architecture applied to a medical-office typology. Rather, these buildings were constructed toward the end of the style's period of popularity and do not appear to offer any exceptional design qualities in terms of their application or adaptation of architectural style or construction. The property is, therefore, ineligible for listing under Criterion C/3/3.

SIGNIFICANCE CRITERION D/4

The research conducted for this study provided no evidence that the subject property may yield important information about prehistory or prehistory. The subject property Is recommended ineligible for listing under Criterion D/4.

Sanchez Ranch Adobe

As described above, the area immediately adjacent to 3701-3761 Stocker Street includes the Sanchez Ranch Adobe. The Sanchez Ranch Adobe property, located to the southwest of the project site, includes a one to two-story building with an irregular gable roof. The building is comprised of two portions, connected via a covered walkway, along its rear, or east elevation. The primary, or west elevation, fronts Don Felipe Drive and is largely obscured from street view by a concrete block fence and vegetation. The building has a painted stucco exterior (Figure 17). The southern portion of the building has an E-shaped footprint and is distinguished by a two-story central portion that rises above the rest of the building (Figure 18). The northern portion of the building has wood panel details at its roofline. Its eastern side is fronted by a surface parking lot, while the western elevation includes courtyards between building portions. The building appears to be in good to fair condition and there is nothing to suggest it warrants reconsideration as a designated HCM.

Figure 17 View of Sanchez Ranch Adobe from Don Felipe Drive, View Northwest



Figure 18 Current View of Sanchez Ranch Adobe from Project Site, View Southwest



5.6.2 Archaeological Resources

The following section summarizes the results of all background research and fieldwork as they pertain to archaeological resources that may qualify as historical resources and/or unique archaeological resources.

No archaeological resources were identified during the field survey. Ground visibility was poor (less than ten percent) with approximately ten percent exposure. Approximately 90 percent of the project site has been paved and is partially overlain by the existing building. Additionally, the areas of exposed ground along the front and sides of the buildings are landscape lawns and planters have been disturbed (Figure 19). The soils within the landscaped area consist of compacted dark brown and gray loam. Vegetation consisted of manicured lawns and ornamental shrubs. The project site has been heavily disturbed from construction of the extant buildings, the associated grading, and installation of existing utilities. No archaeological materials associated with the adjacent adobe were identified within the landscaped and exposed areas within the project site.

Figure 19 View of Typical Plantings, View West



6 Impacts Analysis and Conclusions

The impact analysis included here is organized based on the cultural resources thresholds included in CEQA Guidelines Appendix G: Environmental Checklist Form:

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?
b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?
c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Threshold A broadly refers to historical resources. To more clearly differentiate between archaeological and built environment resources, we have chosen to limit analysis under Threshold A to built environment resources. Archaeological resources, including those that may be considered historical resources pursuant to Section 15064.5 and those that may be considered unique archaeological resources pursuant to Section 21083.2, are considered under Threshold B.

6.1 Historical Built Environment Resources

This study identified the presence of one historic-age property within the project site, 3701-3761 Stocker Street, which is recommend ineligible for listing in the NRHP, CRHR and as a Los Angeles HCM, and therefore, is not considered a historical resource for the purposes of CEQA.

The background research for this study identified one resource, Sanchez Ranch Adobe, in the vicinity of the proposed project site that was previously identified in SurveyLA and is a listed City of Los Angeles HCM. Sanchez Ranch Adobe is located at 3725 Don Felipe Drive, adjacent (to the northwest) of the proposed project site. Most potential impacts associated with construction of the proposed project are anticipated to be temporary in nature. Potential impacts could occur to surrounding resources through construction activity, which would intermittently generate vibration on and adjacent to the project site. According to the vibration analysis performed for this project, historic structures, including the Sanchez Ranch Adobe, could be exposed to vibration levels of more than 0.12 inches per second, the vibration level before there is a risk of damage to a historic structure (Terry A. Hayes Associates 2023). The project would have to adhere to adhere to Mitigation Measure N4, which requires a pre-construction survey of the building by a structural engineer establishing baseline conditions of the building and a follow-on letter describing damage, if any, to the historical building with recommendations for any repair as may be necessary. With implementation of this mitigation measure, the project's construction-period noise and vibration impacts would be less than significant.

Furthermore, though the original adobe building dates to ca. 1790-1795, it was considerably updated in the 1920s. The designation includes only the adobe structures and not the 1920s additions, which envelop and obscure the original structure in many areas, as evidenced by historical and contemporary photographs. As such, the building's later additions offer an additional buffer between the historic adobe and the proposed project.

While the proposed project will introduce several buildings and a sound abatement wall to the vicinity of Sanchez Ranch Adobe, the property that encompasses the historical resource is expansive

and overall, its setting, which includes development including nearby residential neighborhoods, commercial-office and medical-office properties, would not be significantly altered by the proposed project.

As a result of the information summarized above, Rincon recommends a CEQA finding of ***less than significant impact to historical resources.***

6.2 Historical and Unique Archaeological Resources

The Sanchez Ranch Adobe is adjacent to the project site and has been utilized since at least 1790. The project site has been developed since at least 1950 (NETR Online 2023) and no previously recorded archaeological resources or deposits have been identified within or adjacent to the project site. Furthermore, this study did not identify any new archaeological resources or deposits within eh project site. The lack of surface evidence of archaeological materials does not preclude their subsurface existence. However, the absence of substantial prehistoric or historic-period archaeological remains within the immediate vicinity, along with the existing level of disturbance in the project site and existing soil conditions, suggest there is a low potential for encountering intact subsurface archaeological deposits. Although the geoarchaeological sensitivity analysis for the project identified the sensitivity as moderate for archaeological resources, the project site has been heavily developed since at least 1950. Rincon presents the following recommended mitigation measure for unanticipated discoveries during construction. With adherence to this measure, Rincon recommends a finding of ***less-than-significant impact with mitigation for archaeological resources*** under CEQA.

6.2.1 Recommended Mitigation

Unanticipated Discovery of Cultural Resources

In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of the California Code of Regulations (CCR) Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the regional repository of the California Historical Resources Information System, per CCR Guidelines Section 15126.4(b)(3)(C).

6.3 Human Remains

No human remains are known to be present within the project site. However, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be of Native American origin, the Coroner will notify the NAHC, which will determine and notify an MLD. The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to existing regulations, Rincon recommends a finding of ***less-than-significant impact to human remains*** under CEQA.

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1953 "More Area Purchased for Medical Center." April 12, 1953.

1954 "To Complete Project." February 7, 1954.

1955 "To Rise in Glendale." June 5, 1955.

1956 "Nurse Knifed to Death in Office Here." March 9, 1956.

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Appendix A

CHRIS Results

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-000080	CA-LAN-000080	Other - LA-80 (LA-S4: LACM)	Other	Prehistoric	AP01; AP09; AP15	1951 (R.M. Ariss)	LA-00597, LA-03019, LA-03501, LA-03583, LA-03587, LA-09428, LA-10585, LA-12148, LA-12402, LA-12787, VN-01462
P-19-001336	CA-LAN-001336			Unknown			LA-03019, LA-03501, LA-12148, LA-12402
P-19-150259		OHP Property Number - 179184; Resource Name - Great Western Savings & Loan Bldg; Other - Clearwire CA7500 / CA-LOS6350	Building	Historic	HP06	2009 (K.A. Crawford, Michael Brandman Associates)	LA-10357, LA-11332, LA-12202
P-19-157360		OHP Property Number - 026569; Resource Name - 3956 Crenshaw Blvd	Building	Historic	HP02	(unknown)	
P-19-157361		OHP Property Number - 026570; Resource Name - 3964 Crenshaw Blvd	Building	Historic	HP02	(unknown)	
P-19-169868		OHP Property Number - 023846; Resource Name - Newberry Store	Building	Historic	HP06	1983 (City of Los Angeles, Bureau of Engineering)	LA-12402
P-19-169869		OHP Property Number - 023847; Resource Name - May Co; Other - Robinson May Co Store	Building	Historic	HP06	1983 (City of LA, Bureau of Engineering); 2003 (Judith Marvin, LSA Associates, Inc.)	LA-08955, LA-09428, LA-10585, LA-12402
P-19-169870		OHP Property Number - 023848; Resource Name - Broadway Dept Store; Other - Broadway	Building	Historic	HP06	1983 (City of LA, Bureau of Engineering)	LA-08955, LA-09428, LA-12402
P-19-169871		OHP Property Number - 023849; Resource Name - F W Woolworth Co	Building	Historic	HP06	1983 (City of Los Angeles, Bureau of Engineering)	LA-12148, LA-12402
P-19-188263		OHP Property Number - 170020; Resource Name - Maranatha Community Church	Building	Historic	HP16	2007 (D. Supernowicz, Historic Resource Associates)	LA-09428
P-19-188835		OHP Property Number - 179150; Resource Name - Crenshaw Plaza Medical Ctr	Building	Historic	HP07	2010	LA-10646, LA-12148, LA-12402

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-00597		1949	Ariss, R.M.	Field Report on Site Near Stocker Avenue and Crenshaw Blvd, Los Angeles California.		19-000080
LA-01508		1986	Kelly, Kenneth G.	Cultural Resource Investigation: Tract No. 21887, Baldwin Hills	Greenwood and Associates	
LA-02838		1993	Wlodarski, Robert J.	Results of a Phase 1 Archaeological Study for the Proposed East Central Interceptor Sewer [ecis] Project, East-west Alignment, Los Angeles County, California	Historical, Environmental, Archaeological, Research, Team	19-002121
LA-03019		1994	Wlodarski, Robert J.	Results of a Phase I Archaeological Study for the Proposed East Central Interceptor Sewer [ecis] Project, East-west Alignment, Los Angleles County, California	Historical, Environmental, Archaeological, Research, Team	19-000055, 19-000056, 19-000068, 19-000069, 19-000070, 19-000071, 19-000072, 19-000073, 19-000080, 19-000171, 19-000172, 19-001336
LA-03577		1996	Demcak, Carol R.	Report of Archaeological Survey for L.a. Cellular Site #675.3, 4401 Crenshaw Boulevard, Los Angeles, Los Angeles County	Archaeological Resource Management Corp.	
LA-03854		1997	Frierman, Jay D.	Phase 1 Archaeological Survey of a Corner Lost at 4305 Degnan Boulevard Los Angeles, California 90008		
LA-04555		1999	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 721-01, in the County of Los Angeles, California	LSA Associates, Inc.	
LA-05359	Caltrans -	2000	Kane, Diane	Negative Hpsr Form: to Enhance Pedestrian Amenities Within the Crenshaw Blvd Corridor.	Caltrans District 7	
LA-06423		2001	Christy, Juliet L.	Plase I Archaeological Study East Central Interceptor Sewer (ecis) Buckingham Road Sewer Project Los Angeles, California	Greenwood and Associates	
LA-08955		1983	King, Phil V.	Final Report for Year Three Historical and Cultural Resources Survey of Los Angeles: Sylmar, Watts, Crenshaw, and Vermont/slauson	Los Angeles Department of Public Works	19-169869, 19-169870
LA-09428		2007	Supernowicz, Dana E.	Cultural Resources Study of the Maranatha Community Church Project Sprint-Nextel Site No. CA-LA73XC413C 3800 W. Martin Luther King Blvd., Los Angeles, Los Angeles County, CA 90008	Historic Resource Associates	19-000080, 19-000171, 19-169869, 19-169870, 19-188263

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-10357		2009	Bonner, Wayne and Crawford, Kathleen	Cultural Resource Records Search, Site Visit Results, and Direct APE Historic Architectual Assessment for Clearwire Candidate CA-LOS6350/CA7500, 4401 Crenshaw Boulevard, Los Angeles, Los Angeles County, Calfornia	Michael Brandman Associates	19-150259
LA-10585		2004	Harper, Caprice D. and Judith Marvin	Cultural Resource Assessment, Cingular Wireless Facility No. SM 132-03, City and County of Los Angeles, California	LSA Associates, Inc.	19-000080, 19-169869
LA-10646		2010	Hatoff, Brian	Results of Architectural History Survey for Verizon Cellular Communications Tower Site	URS	19-188835
LA-11332		2011	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Facility LAC675-01, USID 12052 (Vernon/Crenshaw), 4401 Crenshaw Boulevard, Los Angeles, Los Angeles County, California	Environmental Assessment Specialists	19-150259
LA-11973		2011	Unknown	Crenshaw/LAX Transit Corridor Project Final Environmental Impact Report/Final Environmental Impact Statement	Metro	
LA-12148		2012	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA03132A (LA3132 Baldwin Hills Mall) 3756 Santa Rosalia Drive #326, Los Angeles, Los Angeles County, California	MBA	19-000080, 19-001336, 19-169871, 19-188835
LA-12402		2013	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate LA0030 (Crenshaw Medical Plaza) 3756 Santa Rosalia Drive, Los Angeles, Los Angeles County, California, CASPR No 3551015606	EAS	19-000080, 19-001336, 19-169867, 19-169868, 19-169869, 19-169870, 19-169871, 19-188835

Appendix B

NAHC Results

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
Russell Attebery
Karuk

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

May 27, 2022

Brianna Rotella
Rincon Consultants, Inc.

Via Email to: brotella@rinconconsultants.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Stocker Street Creative ISMND Project, Los Angeles County

Dear Ms. Rotella:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

    - Any report that may contain site forms, site significance, and suggested mitigation measures.

      All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was positive. Please contact the Gabrieleno/Tongva San Gabriel Band of Mission Indians on the attached list for more information.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Appendix C

DPR Forms

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

***Resource Name or #:** 3701-3761 Stocker Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County:** Los Angeles

and

***b. USGS 7.5' Quad:** Hollywood **Date:** 1995 **T** 2S ; **R** ; 14W **¼ of** **¼ of Sec** ; . **B.M.**

c. Address: Zip:

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: APNs: 5032-022-018 – 3701 Stocker Street; 5032-022-017 – 3731 Stocker Street; 5032-022-005 – 3741 Stocker Street; 5032-022-004 – 3751 Stocker Street; 5032-022-003 – 3761 Stocker Street

***P3a. Description:**

The subject property is located on the northwest side of Stocker Street, between Santa Rosalia Drive to the north and Don Felipe Drive to the south. The property is located within the Crenshaw neighborhood, which is within the West Adams-Baldwin Hills-Leimert CPA. The surrounding neighborhood is characterized by a mix of low-rise residential and commercial properties. Commercial properties are concentrated on major thoroughfares, such as on Stocker Street. Residential development is generally confined to side streets and is characterized by of a mix of single-family houses dating from the first half of the twentieth century and apartment buildings constructed after World War II. To the south is the View Park neighborhood, which is not part of the City of Los Angeles. (See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP6: 1-3 story commercial building, HP7: 3+ story commercial building

***P4. Resources Present:** ■Building ■Structure ☐Object ☐Site ■District ☐Element of District ☐Other (Isolates, etc.)



P5b. Description of Photo:
Northeast elevation of 3701 Stocker Street, View Southwest
May 2022

***P6. Date Constructed/Age and Sources:**
■Historic
☐Prehistoric ☐Both
1950-1959, Los Angeles County Assessor

***P7. Owner and Address:**
3751 3761 Stocker Traditional / 3731 41 Stocker Opportunity LLC
1849 Green Bay Road #280
Highland Park, IL, 60035

***P8. Recorded by:** (Name, affiliation, and address)
JulieAnn Murphy
Rincon Consultants
449 15th Street #303
Oakland, California 94612

***P9. Date Recorded:**

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ■Continuation Sheet ■Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

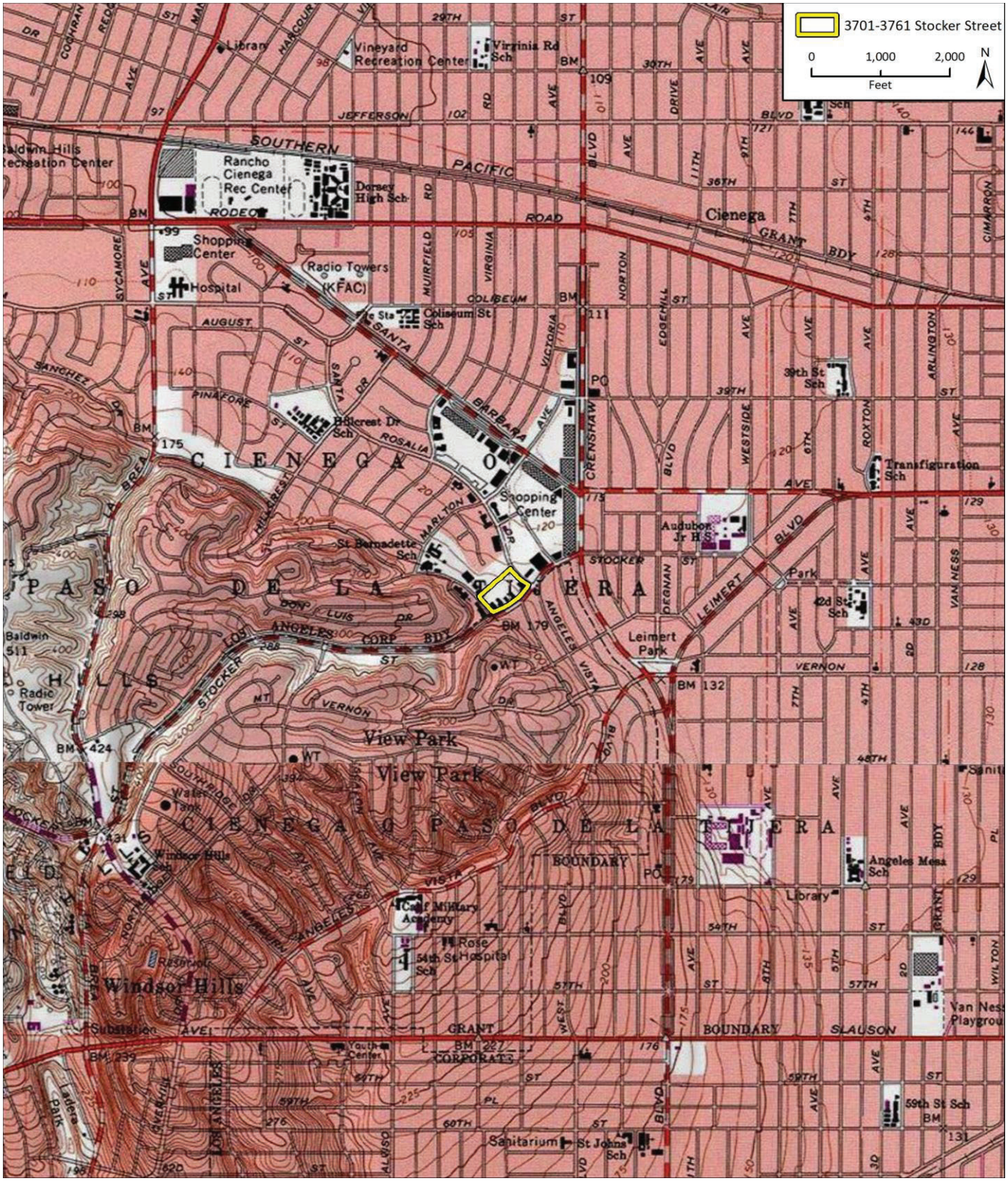
Primary #
HRI#
Trinomial

***Resource Name or #:** 3701-3761 Stocker Street

***Map Name:** Hollywood

***Scale:** 1:24,000

***Date of Map**: 1995



BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 3701-3761 Stocker Street

B1. Historic Name:
B2. Common Name:
B3. Original Use: Commercial/Office
B4. Present Use: Commercial/Office/Vacant

***B5. Architectural Style:** Mid-Century Modern

***B6. Construction History:** 3751 Stocker Street and 3761 Stocker Street were constructed in 1950. 3741 Stocker Street was constructed in 1953. 3731 Stocker Street was constructed in 1954. 3701 Stocker Street was constructed in 1959.

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:** N/A

B9a. Architect:
b. Builder: Cordingly, Causey & Rhodes (Developer)

***B10. Significance: Theme:** N/A
Area:
Period of Significance: N/A
Property Type: Commercial/Office
Applicable Criteria: N/A

Developmental History

In 1950, the Los Angeles Times reported on the planned development of the Crenshaw Medical Center on the north side of Stocker Boulevard [now Street], between Santa Rosalia and Dumont [now Don Felipe] avenues [now Drives]" (Los Angeles Times 1950). The newspaper named George A. Cordingly & Associates as the owners of the project, which proposed a medical-office complex composed of eight buildings set across six acres – two acres of which were to be dedicated to automobile parking. A project rendering published in the newspaper showed four buildings with similar two-story heights, bands of ribbon windows and L or inverse-L footprints occupying the western and central frontage along Stocker Street. To the east, four additional buildings – two with a two-story height and two towers of four- to six-stories, occupied the southeast corner of the property. Parking appears to have been surface lots set to the rear of the buildings. Each of the buildings featured a streamlined, International style aesthetic, with curved corners and bands of ribbon windows along each floor. The article did not identify an architect or other design professional credited with the design of the buildings or landscape. (See Continuation Sheet)

B11. Additional Resource Attributes:

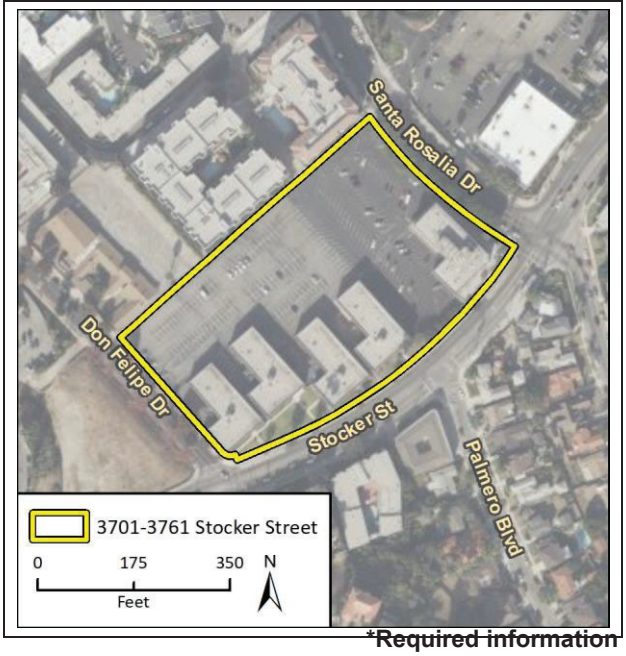
***B12. References:**

See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:** JulieAnn Murphy, Rincon Consultants

***Date of Evaluation:** December 2023



(This space reserved for official comments.)

*Required information

P3a. Description (Continued):

The subject property is composed of five parcels, each with one building, and includes the addresses 3701, 3731, 3741, 3751, and 3761 Stocker Street. The five buildings were constructed as medical-office buildings between 1950 and 1959 and historically functioned as the Stocker Street Medical Center according to newspapers. A large paved, surface parking lot is located on the west and north sides of the buildings and accessed from both Don Felipe Road and Santa Rosalia Drive, providing vehicular access to the rear of each building.

3701 Stocker Street

3701 Stocker Street, at the corner of Stocker Street and Santa Rosalia Drive, is a four-story building resting on a raised concrete foundation that slopes primarily towards the rear (north) side of the building, following the grade of the street. 3701 Stocker Street has an inverse L-shape plan and is capped by a flat, asphalt roof topped with a large penthouse structure housing the building's systems equipment. The building's exterior is primarily finished with red brick, which clads the corner pillars and vertical piers as well as the recessed spandrels at each story. Stucco covers storefronts along the first story at the front of the building, while the rear of the building largely retains brick cladding. A stucco covered, boxed canopy extends over the first story, dividing it from stories above on the south, east, and north façades. Additionally, the building features a concave curved wall covered with stucco on its east corner that extends from the first-floor canopy to the roof. On the curved extension near the roof is signage that reads "3701 Stocker Professional Bldg."

The first story features multiple ground floor aluminum-frame commercial storefronts with several entries, each with varying configurations. The first story includes two main entries – an office entry flanked with marble entry details on Stocker Street and a corner retail entry. The corner retail entry, at the corner of Stocker Street and Santa Rosalia Drive, has smooth stucco on either side and features large single-panel glass doors. Above the primary retail entrance is a "Stocker RX Pharmacy" sign. The second to fourth floors feature single-pane metal-frame windows, all the same size and evenly spaced across the building, and separated by evenly spaced pilasters.

The subject property features elements of Late Moderne style architecture including façade articulation with vertical piers dividing each window bay and recessed brick spandrels running between each story behind the plane of piers. The building is surrounded by planters on the east and north sides with ornamental trees such as palm trees and desert-type plants. The building is in good condition and appears to have been minimally altered.

Photograph 1 3701-3761 Stocker Street, View East



Photograph 2 3701 Stocker Street Rear Elevation, View Southeast



3731, 3741, 3751, and 3761 Stocker Street

The other four parcels that comprise the subject property include 3731, 3741, 3751, and 3761 Stocker Street. Each building occupies an entire parcel on Stocker Street from Santa Rosalia Drive to Don Felipe Drive. In similarity to 3701, each building has an inverse L-shape plan orientated from northwest to southeast. 3751 and 3741 were built concurrently and are set farther back from Stocker Street and have deeper lawns. The properties all sit on a raised concrete base, with a more pronounced base on 3761 and 3751 Stocker Street.

Like 3701 Stocker Street, the four buildings are similarly representative of aspects of the Late Moderne style; the four two-story buildings and all relatively identical to each other in terms of footprint, height, massing, two-story height and brick exteriors. Additionally, the buildings are each capped by an asphalt roof with a shallow parapet wall.

Fenestration consists primarily of aluminum frame fixed windows, aligned vertically at each story, forming horizontal bands along each façade. Compared to 3701 Stocker Street, the fenestration and façade articulation of these four buildings differs in that the exterior walls are planar, without variation in the depth of piers and spandrels; as such, the bands of windows share a brick surround or bezel common to Late Moderne style buildings. The primary façades of each building face southwest towards Stocker Street and feature aluminum-frame storefront entries with marble veneer surrounds. 3741 Stocker Street appears to be the only building that features an alternative entrance on the southwest elevation that is also adorned with a marble surround, similar to the front entrance, and is topped with an awning above the door. Secondary entrances for each building are located on the northwest side of the buildings and grant access to and from the parking lot.

Each building features a lawn, mature trees, and hedges along the primary facade. 3761 Stocker Street is the only building that features a brick planter connected to the front of the building as well as an additional set of steps to access the front door.

Photograph 3 3731-3761 Stocker Street, View South



Photograph 4 3761 Stocker Street Primary Elevation, View Northwest



Photograph 5 3751 Stocker Street, Primary Elevation, Lawn and Sign Monument



B10. Significance (Continued):

Although originally proposed as a six-acre project area containing eight buildings, the subject property was eventually developed across 5.1 acres with five total buildings between 1950 and 1959. During this period, George A. Cordingly & Associates arranged a development partnership with Los Angeles-based developers Causey & Rhodes to carry out the project. By 1950, both firms were known regionally for the development of medical centers (Los Angeles Times 1963).

The subject property was developed in four phases. 3761 Stocker Street and 3751 Stocker Street were the first buildings of the development, constructed in 1950 (Los Angeles County Assessor 2022). Both featured near-identical designs and were the foundation design for the subsequent buildings. In 1953, 3741 Stocker Street was constructed with a similar design to the original two buildings, followed by 3731 Stocker Street in 1954 and finally 3701 Stocker Street in 1959 (Los Angeles Times 2022). Each building functioned largely as a medical building, serving such uses as clinics for the surrounding neighborhoods.

The buildings have been occupied by various dentist, doctor and professional offices, including Dr. Ada Hatcher in the late 1950s who had an office in 3731 Stocker Street. Dr. Hatcher was a Los Angeles physician known for being a physician to several celebrities before focusing her practice in Inglewood, working largely on cancer awareness and education (Los Angeles Times 1951). Archival research also revealed that Assemblywoman Gwen Moore occupied 3731 Stocker Street during her time as Assemblywoman from 1978 to 1990. Both tenants are discussed in more detail below.

Archival research indicated multiple businesses and individuals occupied the buildings over time, typical of a multitenant commercial building, as outlined in Table 1. According to available historical permits, exterior alterations have been limited. At building interiors, alterations include minor modifications for changing tenant needs such as modifying partition walls within office spaces. The buildings have otherwise appeared to have remained largely unchanged since their original construction, and are substantially unoccupied with the exception of few remaining office tenants.

Table 1 Ownership/Occupancy History of 3701-3761 Stocker Street

Date	Property Owners/Tenants	Source
1950	Causey & Rhodes	Newspaper Article
1951	Spratt Optical Company – 3761 Stocker Street	Newspaper Advertisement
1951	Dr. G. Barron Bloom – 3751 Stocker Street	Newspaper Article
1953	Superior Optical Co. – 3741 Stocker Street	Newspaper Advertisement
1955	Dr. Ada Hatcher – 3741 Stocker Street	Newspaper Article
1955	Dr. Daniel Beltz – 3741 Stocker Street	Newspaper Article
1955	McNeil Associates, Inc. – 3741 Stocker Street	Newspaper Advertisement
1955	Dr. Robert G. Williamson – 3761 Stocker Street	Newspaper Article
1955	Dr. Daniel Beltz – 3741 Stocker Street	Newspaper Article
1955	Dr. David B. Lester – 3731 Stocker Street	Newspaper Article
1955	Dr. David B. Lester – 3731 Stocker Street	Newspaper Advertisement
1955	Dr. Glen H. Gummes – 3731 Stocker Street	Newspaper Article
1957	Mrs. Lenore Simon – 3761 Stocker Street	Newspaper Article
1957	Dr. Robert Yudelson – 3741 Stocker Street	Newspaper Article
1957	Dr. W. T. Zimmerman – 3731 Stocker Street	Newspaper Article
1960	Dr. Allen D. Wolfe – 3701 Stocker Street	Newspaper Article
1960	Dr. R. Flemming Jones – 3751 Stocker Street	Newspaper Article
1960	Saul Heiser – 3741 Stocker Street	City Directory
1960	Dr. Dorothy Franklin – 3761 Stocker Street	Newspaper Article
1960	Dr. Frederick M. Hilgert – 3761 Stocker Street	Newspaper Article
1962	Dr. Arthur William Otto Schultz – 3751 Stocker Street	Newspaper Article
1968	Crenshaw Bootery – 3701 Stocker Street	Newspaper Advertisement
1970	Dr. John Bright Hopkins – 3751 Stocker Street	Newspaper Article
1977	Computer Software Analysis – 3701 Stocker Street	Newspaper Advertisement
1977	Crenshaw Hearing Aid Service – 3701 Stocker Street	Newspaper Advertisement
1978	The Claverie Company (Loans) – 3761 Stocker Street	Newspaper Advertisement
1979	Arthur H. Joell (Writer) – 3761 Stocker Street	Newspaper Advertisement
1979	Greater Crenshaw Revitalization Agency – 3731 Stocker Street	Newspaper Advertisement
1980	Kate Seard (Bull 'N Claw Restaurant) – 3741 Stocker Street	Newspaper Advertisement

Date	Property Owners/Tenants	Source
1983	Accounting Firm – 3761 Stocker Street	Newspaper Advertisement
1984	Assemblywoman Gwen Moore – 3731 Stocker Street	Newspaper Article
1984	Bus Consultants & Credit Services – 3761 Stocker Street	Newspaper Advertisement
1986	Dr. B. Willaims – 3731 Stocker Street	Newspaper Advertisement
1987	Developmental Dynamics	Newspaper Advertisement
1987	Ms. Royal (Hair Salon) – 3731 Stocker Street	Newspaper Advertisement
1991	Developmental Dynamics Program – 3761 Stocker Street	Newspaper Advertisement
1994	Arex Pharmacy #4 – 3701 Stocker Street	Newspaper Advertisement
1994	Dr. Elizabeth J. Covington M.D., Inc.	Newspaper Advertisement
1995	Delta Head Start – 3741 Stocker Street	Newspaper Advertisement
1996	Parenting Institute – 3761 Stocker Street	Newspaper Advertisement
1996	Preschool – 3741 Stocker Street	Newspaper Advertisement
1999	West Central Mental Health Clinic – 3751 Stocker Street	Newspaper Advertisement
2000	Casa Loma College – 3761 Stocker Street	Newspaper Advertisement

Sources: Los Angeles Times Historical Archives, City Directories

Cordingly, Causey & Rhodes

As described above, the subject property was developed as the result of a partnership of Beverly Hills-based developer George A. Cordingly and the Los Angeles-based firm Causey & Rhodes, comprised of Gill B. Causey and Alexander Rhodes. Before their partnership was established in the mid-1940s, Cordingly who relocated from Denver to Los Angeles in 1923 had established his career in the development of Beverly Hills as an area with many medical-office buildings, including the Beverly Professional Building in Beverly Hills.[1]

During that same period, Causey & Rhodes developed multiple buildings in the Los Angeles area, including ranch style rambler homes, which reported as designed by "the office of Causey and Rhodes" (LA Times 1948). Although Causey & Rhodes were involved in housing development, they were primarily developers of medical and commercial buildings.

The partnership of Cordingly, Causey & Rhodes appears to have been short-lived, non-exclusive, and limited to the development of the subject property. During the development of the subject property that began 1950, George A. Cordingly & Associates, working solo, developed the first medical center in the San Fernando Valley, the San Fernando Valley Medical Center (now known as The Oaks Medical Campus) at 4835-4849 Van Nuys Boulevard in Sherman Oaks, Los Angeles. The two-building Sherman Oaks medical campus was completed ca. 1954-1955 and features buildings with similar two-story height, brick exteriors and beveled windows, and general Late Moderne styling as the four buildings at 3731-3761 Stocker Street, but with a C-shaped and square plans.

In the years following the development of the subject property, both firms continued to operate separately. By 1961, the year before his death at age 74, Cordingly's office remained based in Beverly Hills and he owned a reported 17

[1] The building, constructed in 1926, was recommended eligible as a City of Berkeley Landmark for its significance as an excellent example of Churrigueresque architecture designed by notable architect Herry E. Werner. It was not found significant for its association with Cordingly (City of Beverly Hills 2014).

medical buildings throughout Los Angeles, in addition to several apartment buildings in Beverly Hills. After the completion of 3701 Stocker Street, Causey & Rhodes continued to develop medical centers across Los Angeles and in Orange County and in 1977 they began construction on their Newport Medical Building in Newport Beach which housed the most physicians of any West Coast facility at the time. In 1981, their plans were approved to construct another medical building in Glendale (Los Angeles Times 1977). The firm also developed the Sand Canyon Medical Office Building in Irvine, the Granville luxury apartments in Newport Beach (Los Angeles Times 1969), the Glendale Fashion Center, and high-rise apartments on Wilshire Boulevard (Los Angeles Times 2009). Causey & Rhodes developed sizable projects across various locations during a time of extreme development and population growth. Causey & Rhodes, now based in Newport Beach, continues to operate.

Dr. Ada Hatcher
Research of historic newspapers identified Dr. Ada Hatcher as tenant of 3741 Stocker Street from 1954 to 1955 (Redondo Reflux 1955). Hatcher, born in Big Spring, Texas in 1908, earned her medical degree from University of Texas Medical School in 1939. She moved to California after graduation and interned at the Los Angeles County General Hospital from 1939 until 1941. After completing her residency in 1942, she entered private practice, specializing in obstetrics and gynecology. She practiced in South Los Angeles, mostly in Inglewood from 1943 until 1963, before retiring. During that time, she specialized in cancer research and awareness, and often volunteered with the American Cancer Society. She died in 1988. (The Olympian 1988).

Assemblywoman Gwen Moore
African American Assemblywoman Gwen Moore served in the California State Assembly between 1979 and 1994. Born in Los Angeles in 1940, she represented the 49th district (renumbered 47 in 1990) spanning across portions of Los Angeles County and maintained an office at 3731 Stocker Street from 1978 to 1990.

She began her political career in 1975 and was elected to the Assembly in 1978. According to the Online Archive of California's Guide to the Gwen Moore Papers:

> During her time in the Assembly, Moore's legislative interests were varied; however, she focused her efforts on bills related to Parental and Family Leave, adoption, private club discrimination, public utilities and telecommunications, and weight distance and transportation. She gained national prominence in 1983 for authoring the Moore Universal Telephone Service Act, also known as the Moore Act. The act secured the availability of telephone service to all Californians and is regularly reevaluated and formatted to fit the current telecommunication trends and forecasts. Moore's national reputation was also augmented by her service as Chair of the Assembly Utilities and Commerce Committee. She has testified before Congress regarding telecommunications, utilities, transportation, and business issues. […]
>
> Moore finished her tenure with the California State Assembly in 1994. The same year, she ran for Secretary of State and lost. After leaving the State Capitol, Moore founded a legislative consulting company called CeM Communications Group out of Los Angeles, where she works as the chief consultant for clients regarding public utilities and telecommunications issues and helps develop and implement public affairs and legislative strategies and community outreach programs. Moore also founded the Community Education Organization, a non-profit that offers after school programs in Los Angeles. In 2007, Moore was appointed to the State Bar Board of Governors. (Online Archive of California)

Historical Resources Evaluation
The property at 3701-3761 Stocker Street is recommended ineligible for listing in the NRHP/CRHR or as a City of Los Angeles HCM, under all evaluative criteria.

Significance Criterion A/1/1
Designed and constructed in four phases between 1950 and 1959 under development by the firm Cordingly, Causey & Rhodes, the subject property was historically and functionally related and comprised the Crenshaw Medical Center, later renamed the Stocker Street Medical Center. During the 1950s, the Baldwin Hills-Crenshaw area of Los

Angeles was developing rapidly as commercial and office uses were introduced along Crenshaw Boulevard and Stocker Street and residential growth also increased. Between the late 1930s and continuing through the 1960s, the neighborhood attracted a growing African American community, moving into areas that were previously restricted by legal and economic obstacles. Research did not, however, find that the Crenshaw Medical Center was individually significant within the pattern of the neighborhood's mid-twentieth century development, and was consistent with development trends of the area. As a medical-office facility, the building was among several similar medical-office campuses built around Los Angeles as the city's population spread beyond the city's core into peripheral areas during postwar decades. Although associated with this postwar development pattern, research did not identify the subject campus as having been influential to the trend. Additionally, research did not reveal that the subject property served as the location of any innovative or significant medical work that would enable it to stand out within medical, social, or scientific historic contexts. Therefore, 3701-3761 Stocker Street does not appear to be significant under Criterion A/1/1.

Significance Criterion B/2/2
3701-3761 Stocker Street does not appear to be significant under Criterion B/2/2 for having association to the lives of persons important to history. Of the numerous historical occupants of the subject buildings, Dr. Ada Hatcher (occupant during mid 1950s) and Assemblywoman Gwen Moore (occupant 1978-1990) appear to have notable career achievements in medicine and public policy, respectively. Research of historic newspapers found that Dr. Hatcher was a locally recognized obstetrician/gynecologist whose work in cancer detection and community medical services outreach was recognized by 1952 and primarily in Inglewood. Although Hatcher appears to have been a leader in her field, her known achievements in medicine occurred before her occupancy of the subject building and are not directly tied to her occupancy of a unit with the Crenshaw Medical Center from 1954 to 1955.

Research did not find that Assemblywoman Moore's office location within the subject complex is individually representative of her role in politics or in developing the Universal Service Telephone Act in 1984. Moore was an Assembly member between 1978 and 1994 and occupied a unit within the subject complex for most of those years. However, Moore's productive career as an Assembly member included work carried out beyond her base office and research did not reveal the specifics or extent of the work conducted at Moore's office, which would be necessary to determine its importance within her career relative to other office locations. Furthermore, her tenure in office has not reached 50 years, the age threshold for generally accepted for achieving significance and properties associated with living persons are usually not eligible for inclusion in the NRHP. Generally, a person's active participation in the endeavor associated with the property must be completed for the historic perspective to emerge. As such, 3701-3761 Stocker Street does not appear to be significant under Criterion B/2/2 for having association to the lives of persons important to history.

Significance Criterion C/3/3
3701-3761 Stocker Street does not appear to be significant under Criterion C/3/3. The five subject buildings comprise a medical-office campus designed and constructed in four phases between 1950 and 1959 under development by the firm Cordingly, Causey & Rhodes. Research did not identify an architect or design and construction professional(s) credited with design of the buildings beyond the original developer-owner group. Therefore, the buildings are unable to be linked to any design professionals who were considered masters in their field or who are likewise considered highly influential. Overall, the five buildings are representative examples of the Late Moderne style, which was commonly applied to office and medical buildings constructed between the 1930s and 1950s across the nation. In the case of the subject buildings, 3701 Stocker Street differs slightly in its façade articulation, with vertical piers and recessed spandrels emphasizing verticality at the exterior versus the horizontal massing expressed through bands of windows framed with bezels on the other four buildings. The other four buildings, in particular, are very similar in terms of massing, materials, and fenestration to another George A. Cordingly & Associates-developed project, the Sherman Oaks Medical Center built in 1954-1955 (extant). Although it is apparent that Gorge A. Cordingly & Associates opted to employ a design language across at least two of their projects that were built concurrently in the mid-1950s, the subject buildings do not appear to be individually distinctive examples of Late

Moderne style architecture applied to a medical-office typology. Rather, these buildings were constructed toward the end of the style's period of popularity and do not appear to offer any exceptional design qualities in terms of their application or adaptation of architectural style or construction. The property is, therefore, ineligible for listing under Criterion C/3/3.

Significance Criterion D/4
The research conducted for this study provided no evidence that the subject property may yield important information about prehistory or prehistory. The subject property Is recommended ineligible for listing under Criterion D/4.

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APPENDIX D

Paleontological Resources Assessment



Stocker Street Creative Project

Paleontological Resources Assessment

prepared for

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November 2023

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Executive Summary

Purpose and Scope

Rincon Consultants, Inc. (Rincon) was retained to conduct a Paleontological Resources Assessment (PRA) for the Stocker Street Creative Project (project) in Los Angeles, California. This PRA includes a literature review, paleontological sensitivity assessment, formal locality search from the Natural History Museum of Los Angeles County and reporting consistent with the professional standards of the Society of Vertebrate Paleontology (SVP; 2010) to determine whether the proposed action would result in significant impacts to paleontological resources under the California Environmental Quality Act (CEQA).

Results of Investigation

A single geologic unit, Quaternary alluvium, is mapped at the surface within the project site (Dibblee and Ehrenspeck 1991). Two other geologic units, Quaternary old alluvium, and the Inglewood Formation, are mapped at the surface within 500 feet of the project site, and thus, they may be encountered at shallow depths below the project site during project excavations. Quaternary alluvium and the Inglewood Formation have low paleontological sensitivity, and Quaternary old alluvium has high paleontological sensitivity.

A paleontological records search of the Natural History Museum of Los Angeles County recovered no known fossil localities within the project site (Bell 2022). However, it did recover several fossil localities within one mile of the project site at depths as shallow as 6 feet below the surface in areas also mapped as Quaternary alluvium.

Impacts and Recommendations

Significant impacts to paleontological resources include the destruction, damage, or loss of scientifically important paleontological resources or associated stratigraphic data. Ground-disturbing activities in undisturbed sediments with high paleontological sensitivity (i.e., Quaternary older alluvium) have the potential to significantly impact paleontological resources under CEQA. Ground-disturbing construction activities for the project are anticipated to consist of grading for building pads and excavating/trenching for new utilities and storm drains. The project's geotechnical investigation found that fill sediments underlie the project site to depths ranging from 1.5 to 4.5 feet (Geodyne Engineering, Inc. 2022). Paleontological resources may occur as shallow as 6 feet below the surface in areas mapped as Quaternary alluvium in the region around the project site (Bell 2022; Dibblee and Ehrenspeck 1991). Excavations exceeding 6 feet in depth could significantly impact paleontological resources.

Mitigation Measure PAL-1 is recommended to reduce potential impacts to paleontological resources to less than significant level and would effectively mitigate the project's impacts to these resources through the recovery, identification, and curation of previously unrecovered fossils.

1 Introduction

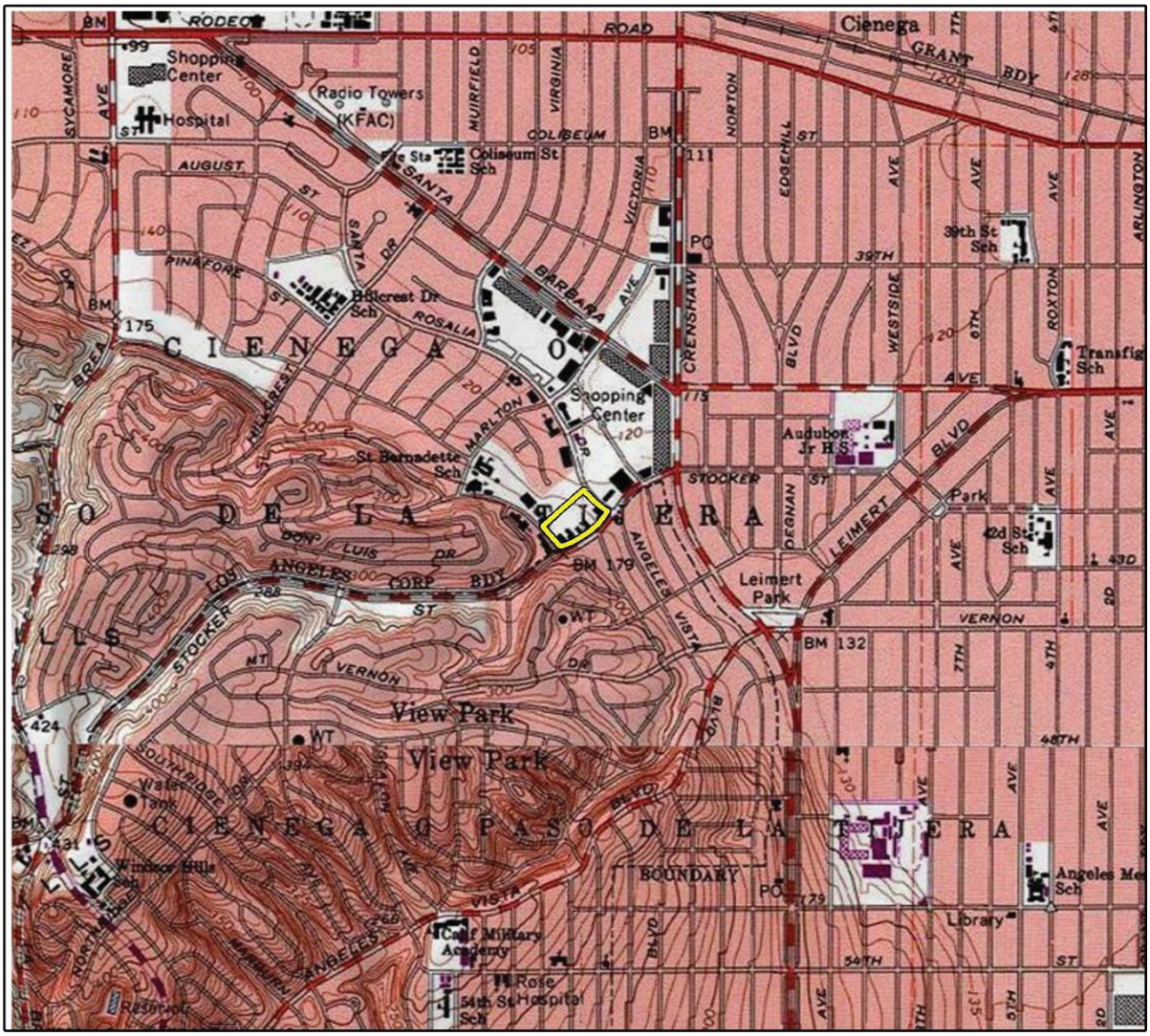
Rincon Consultants, Inc. (Rincon) conducted a desktop Paleontological Resources Assessment (PRA) for the Stocker Street Creative Project (project) in Los Angeles County, California, on behalf of Terry A. Hayes Associates, Inc. This assessment includes a literature review, paleontological sensitivity assessment, fossil locality search from the Natural History Museum of Los Angeles County (NHMLA) and reporting consistent with the professional standards of the Society of Vertebrate Paleontology (SVP; 2010). The City of Los Angeles is the lead agency for this project under the California Environmental Quality Act (CEQA).

Paleontological resources (i.e., fossils) are the remains or traces of prehistoric life. Fossils are typically preserved in layered sedimentary rocks, and the distribution of fossils across the landscape is controlled by the distribution and exposure of the fossiliferous sedimentary rock units at and near the surface. Construction-related impacts that typically affect or have the potential to affect paleontological resources include mass excavation operations, drilling/borehole excavations, trenching/tunneling, and grading. Ground-disturbing construction activities associated with the proposed project would mainly consist of grading, trenching, and excavation. This PRA provides a list of the formations mapped at the surface within the project site and formations that underlie those mapped at the surface that may be impacted by project construction activities.

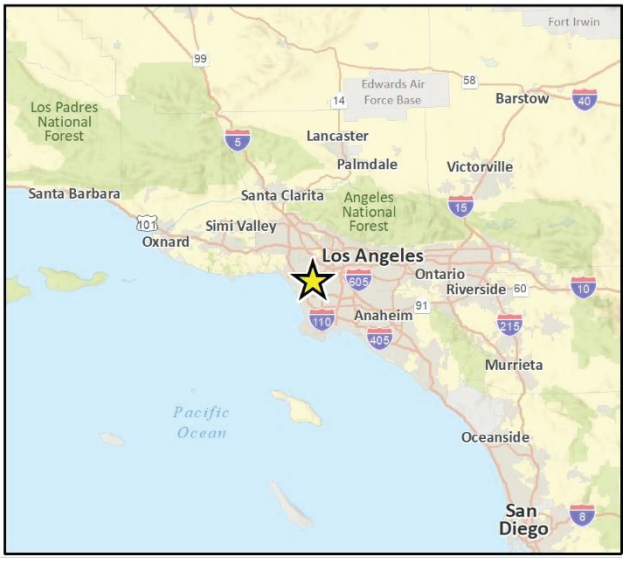
1.1 Project Location

The project site is located at 3701-3761 Stocker Street in the City of Los Angeles' Crenshaw neighborhood, within the West Adams-Baldwin Hills-Leimert Community Plan Area (CPA) (Figure 1). Specifically, the 5.1-acre project site encompasses portions of Section 10 of Township 02 South, Range 14 West on the *Hollywood*, *California* United States Geological Survey (USGS) 7.5-minute topographic quadrangle. The project site is composed of five parcels; each parcel contains a single building (Figure 2). The five buildings historically functioned as a five-building medical-office complex known as the Stocker Street Medical Center.

Figure 1 Regional Location



Basemap provided by National Geographic Society, Esri and their licensors © 2022. Hollywood Quadrangle. T02S R14W S10. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

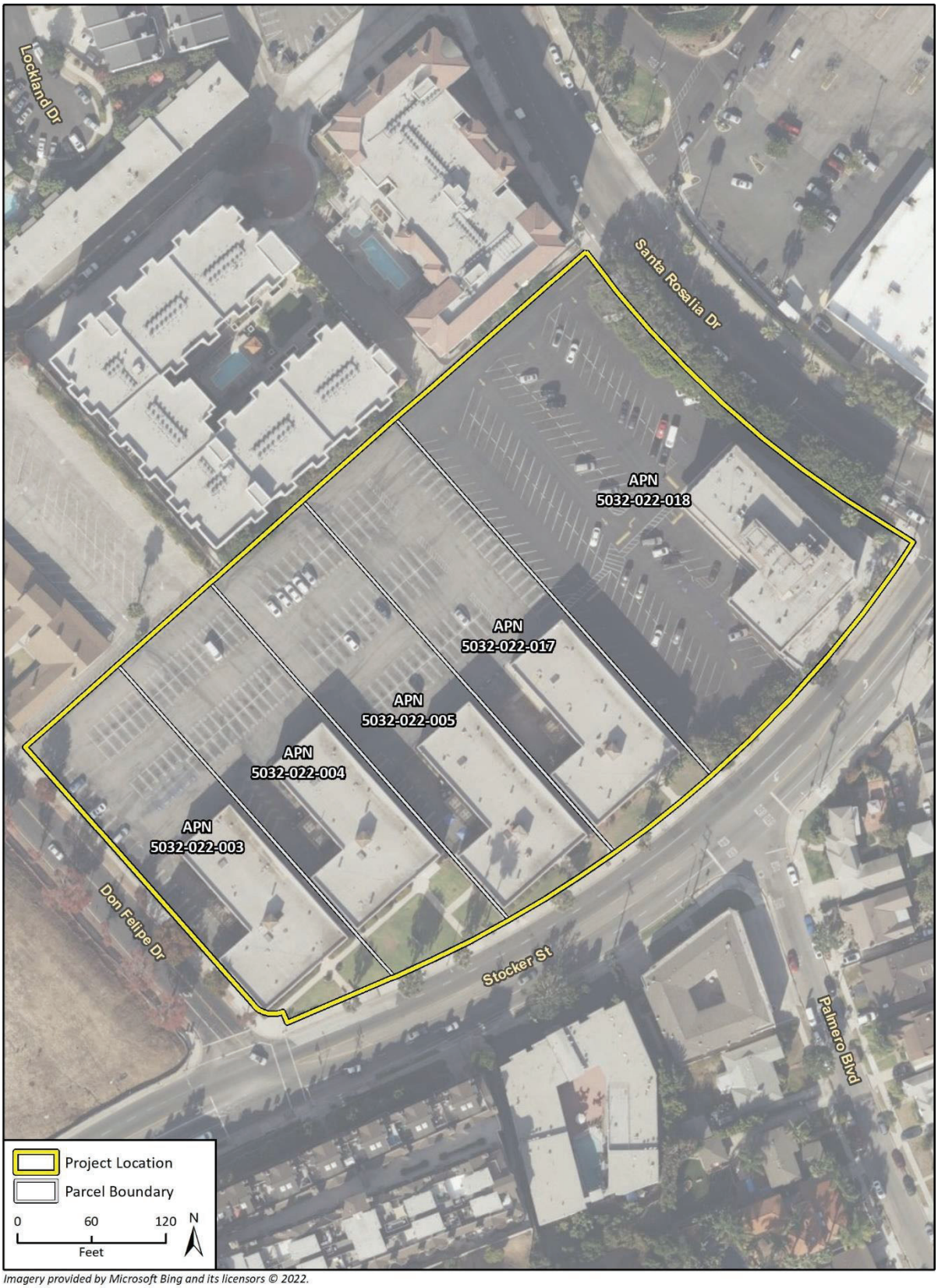


Project Location

0 1,000 2,000 Feet

N

Figure 2 Project Site Map



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1.2 Project Description

The following project description was provided to Rincon in November 2023.

The Project consists of the demolition of five substantially unoccupied office buildings and the construction of a campus for studio and sound stage production on an approximately five-acre site. The integrated campus would consist of six new buildings (Buildings A-F). Building A would be a three-story (45 feet), 36,000-square-foot office building that would include 500 square feet of retail space and a 9,500-square-foot food court on the first floor. Building B would be a six-story (93 feet), 144,000-square-foot building with 44,400 square feet of studio production support facilities on the first two floors and 90,060 square feet of office space above; the roof (partial 7th floor) would include an enclosed 9,000-square-foot restaurant with adjacent garden area that would provide outdoor seating for the restaurant and would be used for special events. Building C would be a one-story (15 feet), 300-square-foot security office that would include a restroom, breakroom and surveillance monitors and computer equipment. Building D would be a one-story (50 feet), 32,000-square-foot building with 30,000 square feet of studio sound stages and 2,000 square feet of back-of-house facilities. Building E would be a one-story (49 feet), 40,000-square-foot building with a basement and mezzanine with 19,200 square feet of studio sound stages, a 13,000-square-foot mill shop for set production, 3,100 square feet of offices for campus management, and 4,500 square feet of back-of-house facilities. Building F would be a five-story (45 feet), 122,200-square-foot open parking garage with 380 parking stalls, a 3,000-square-foot retail/community room at street level, and 2,700 square feet of back-of-house facilities. There would also be a 31,000-square-foot open space area between Buildings A, B and F designed for community gatherings and special events.

2 Regulations

2.1 State Regulations

California Environmental Quality Act

Paleontological resources are protected under CEQA, which states a project would "normally" have a significant effect on the environment if project effects exceed an identified threshold of significance (CEQA Guidelines Section 15064.7[a]). Appendix G of the CEQA Guidelines (the Environmental Checklist Form) provides suggested thresholds of significance for evaluating a project's environmental impacts, including impacts to paleontological resources. In Section VII(f), the question is posed thus: "Will the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?" To determine the uniqueness of a given paleontological resource, it must first be identified or recovered (i.e., salvaged). Therefore, CEQA mandates mitigation of adverse impacts, to the extent practicable, to paleontological resources.

CEQA does not define "a unique paleontological resource or site." However, the SVP (2010) has defined a "significant paleontological resource" in the context of environmental review as follows:

> Fossils and fossiliferous deposits, here defined as consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information.

Paleontological resources are typically to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years) (SVP 2010).

The loss of paleontological resources meeting the criteria outlined above (i.e., a significant paleontological resource) would be a significant impact under CEQA, and the CEQA lead agency is responsible for mitigating impacts to paleontological resources, where practicable, in compliance with CEQA and other applicable statutes.

California Public Resources Code

California Public Resources Code Section 5097.5 states:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

Here "public lands" means those owned by, or under the jurisdiction of, the State or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, public agencies are required to comply with Public Resources Code Section 5097.5 for their own activities, including construction and maintenance, and for permit actions (e.g., encroachment permits) undertaken by others.

2.2 Regional and Local Regulations

City of Los Angeles General Plan

Section 3 of the Conservation Element, adopted in September 2001, includes policies for the protection of paleontological resources. As stated therein, it is the City's objective that paleontological resources be protected for historical, cultural research, and/or educational purposes. Section 3 identifies site protection as important, stating:

> "Pursuant to CEQA, if a land development project is within a potentially significant paleontological area, the developer is required to contact a bonafide paleontologist to arrange for assessment of the potential impact and mitigation of potential disruption of or damage to the site".

Section 3 sets as a policy to continue the identification and protection of significant paleontological sites and/or resources known to exist or that are identified during land development, demolition, or property modification activities (City of Los Angeles 2001).

West Adams-Baldwin Hills-Leimert Community Plan

The project site is within the West Adams-Baldwin Hills-Leimert Community Plan area within the City of Los Angeles. The West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District (Ordinance No. 184794) contains a single policy, CR9, relevant to paleontological resources. It states:

> Projects shall ensure that during excavation and grading, if paleontological resources are uncovered, all work in that area shall cease and be diverted so as to allow for a determination of the value of the resource. Construction activities in that area may commence once the uncovered resources are collected by a paleontologist and properly processed. Any paleontological remains and/or reports and surveys shall be submitted to the Los Angeles County Natural History Museum.

3 Paleontological Resources Assessment Guidelines

Paleontological resources are limited, nonrenewable resources of scientific, cultural, and educational value and are afforded protection under state and local laws and regulations. This PRA satisfies Public Resources Code Section 5097.5 requirements, follows guidelines and significance criteria specified by the SVP (2010).

3.1 Paleontological Sensitivity

Paleontological sensitivity refers to the potential for a geologic unit to produce scientifically significant fossils. Direct impacts to paleontological resources occur when earthwork activities, such as grading or trenching, cut into the geologic deposits within which fossils are buried and physically destroy the fossils. Because fossils are the remains of prehistoric animal and plant life, they are considered to be nonrenewable. These activities may constitute significant impacts under CEQA or adverse effects under federal environmental protection laws and may require mitigation. Sensitivity is determined by rock type, history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. Paleontological sensitivity is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey.

The discovery of a vertebrate fossil locality is of greater significance than that of an invertebrate fossil locality, especially if it contains a microvertebrate assemblage. The recognition of new vertebrate fossil locations could provide important information on the geographical range of the taxa, their radiometric age, evolutionary characteristics, depositional environment, and other important scientific research questions. Vertebrate fossils are almost always significant because they occur more rarely than invertebrates or plants. Thus, geological units having the potential to contain vertebrate fossils are considered the most sensitive.

3.2 Resource Assessment Criteria

In its Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, the SVP outlines guidelines for categorizing paleontological sensitivity of geologic units within a project site. The SVP describes sedimentary rock units as having a high, low, undetermined, or no potential for containing significant nonrenewable paleontological resources. This criterion is based on rock units within which vertebrates or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. Significant paleontological resources are fossils or assemblages of fossils, which are unique, unusual, rare, uncommon, diagnostically, stratigraphically, taxonomically, or regionally (SVP 2010). The paleontological sensitivity of the project site has been evaluated according to the following SVP (2010) categories:

- **High Potential (Sensitivity).** Rock units from which significant vertebrate or significant invertebrate fossils or significant suites of plant fossils have been recovered are considered to have a high potential for containing significant non-renewable fossiliferous resources. These units include but are not limited to, sedimentary formations and some volcanic formations which contain significant nonrenewable paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the

preservation of fossils. Sensitivity comprises both (a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, or botanical and (b) the importance of recovered evidence for new and significant taxonomic, phylogenetic, ecologic, or stratigraphic data. Areas which contain potentially datable organic remains older than recent, including deposits associated with nests or middens, and areas that may contain new vertebrate deposits, traces, or trackways are also classified as significant. Full-time monitoring is typically recommended during any project-related ground disturbance in geologic units with high sensitivity.

- **Low Potential (Sensitivity).** Sedimentary rock units that are potentially fossiliferous but have not yielded fossils in the past or contain common and/or widespread invertebrate fossils of well documented and understood taphonomic (processes affecting an organism following death, burial, and removal from the ground), phylogenetic species (evolutionary relationships among organisms), and habitat ecology. Reports in the paleontological literature or field surveys by a qualified vertebrate paleontologist may allow determination that some areas or units have low potentials for yielding significant fossils prior to the start of construction. Generally, these units will be poorly represented by specimens in institutional collections and will not require protection or salvage operations.
- **Undetermined Potential (Sensitivity).** Specific areas underlain by sedimentary rock units for which little information is available are considered to have undetermined fossiliferous potentials. Field surveys by a qualified vertebrate paleontologist to specifically determine the potentials of the rock units are required before programs of impact mitigation for such areas may be developed.
- **No Potential.** Rock units of metamorphic or igneous origin are commonly classified as having no potential for containing significant paleontological resources

4 Methods

Rincon reviewed published geologic maps to identify the geologic units present at and below the surface within the project site (Dibblee and Ehrenspeck 1991). Rincon reviewed the online paleontological collections database of the University of California Museum of Paleontology (UCMP; 2022) and Paleobiology Database (PBDB; 2022) and consulted primary literature to identify known fossil localities in Los Angeles County and surrounding regions from similar geologic units to those identified within the project site. Rincon requested a records search of the Natural History Museum of Los Angeles County on May 24, 2022, to identify any fossil localities known from within the project site or nearby fossil localities known from the same geologic units as found in the project site. The project site contains no bedrock exposures, so a field survey was not warranted.

Paleontological sensitivity ratings of the geological formations were assigned based on the findings of the records search and literature review and based on the potential impacts to nonrenewable paleontological resources from project construction following SVP (2010) guidelines.

5 Description of Resources

5.1 Geologic Setting

The project site is situated in the Peninsular Ranges, one of the eleven geomorphic provinces of California (California Geological Survey 2002), defined as a region of unique topography and geology that is distinguished from other regions based on its landforms and geologic history. In general, the Peninsular Ranges consist of northwest-southeast trending mountain ranges and faults (Norris and Webb 1976). These mountains are generally comprised of Mesozoic to Cenozoic plutonic and extrusive igneous and Cretaceous marine sedimentary rocks. Specifically, the project site is within the Los Angeles Basin, which lies at the northern edge of the Peninsular Ranges. The Los Angeles Basin is a sedimentary basin which contains many-kilometer-thick layers of Cenozoic marine and terrestrial sedimentary rocks and has undergone much deformation due to tectonic folding and faulting. Locally, the project site is situated just northeast of the Baldwin Hills.

5.2 Geology of the Project Site

The surface geology of region around the project site was mapped at a scale of 1:24,000 by Dibblee and Ehrenspeck (1991), who identified a single geologic unit underlying the project site, Quaternary alluvium (Figure 3). However, two other geologic units, Quaternary older alluvium and the Inglewood Formation, are mapped at the surface 100 and 300 feet from the project site, respectively, and, therefore, may be encountered at fairly shallow depths below the surface. Therefore, the lithological characteristics and paleontological sensitivity of all three geologic units are described.

Quaternary alluvium

Quaternary alluvium underlies the entire project site (Figure 3). Quaternary alluvium consists of gravel, sand, and clay deposited in valley areas and minor stream channels (Dibblee and Ehrenspeck 1991). Quaternary alluvium is Holocene in age meaning it is likely too young (i.e., less than 5,000 years old) to preserve scientifically significant paleontological resources (SVP 2010). Therefore, Quaternary alluvium has low paleontological sensitivity.

Quaternary older alluvium

Quaternary older alluvium is not mapped within the project site but is exposed at the surface less than 100 feet from the site's southernmost corner of the project site, meaning that it may be encountered at relatively shallow depths in the subsurface in the project site (Figure 3). Some authors (e.g., Campbell et al. 2016) refer to these deposits as the San Pedro Sand. Quaternary older alluvium consists of gray to light brown, slightly consolidated, gravel, sand, silt, and clay (Dibblee and Ehrenspeck 1991). Quaternary older alluvium is Pleistocene in age, and Pleistocene-aged alluvial sediments, including the San Pedro Sand, have produced scientifically significant fossils throughout Los Angeles County, including taxa such as saber-toothed cats (*Smilodon*), mammoths (*Mammuthus*), mastodons (*Mammut*), ground sloths (*Paramylodon*, *Megalonyx*), horse (*Equus*), rodents, birds, and reptiles (Jefferson 2010; Paleobiology Database 2022; University of California Museum of Paleontology 2022). Therefore, Quaternary older alluvium has high paleontological sensitivity.

Inglewood Formation

The Inglewood Formation is not mapped within the project site but is exposed at the surface less than 300 feet from the site's western edge meaning that it may be encountered at relatively shallow depths in the subsurface in the project site (Figure 3). The Inglewood Formation consists of light gray, friable, fine-grained sandstone interbedded with gray, soft siltstone that is Pleistocene in age (Dibblee and Ehrenspeck 1991; Campbell et al. 2016). No fossils are reported from the Inglewood Formation (PBDB 2022; UCMP 2022) although its age and lithology suggest that it would be conducive to fossil preservation. Therefore, the Inglewood Formation has low paleontological sensitivity.

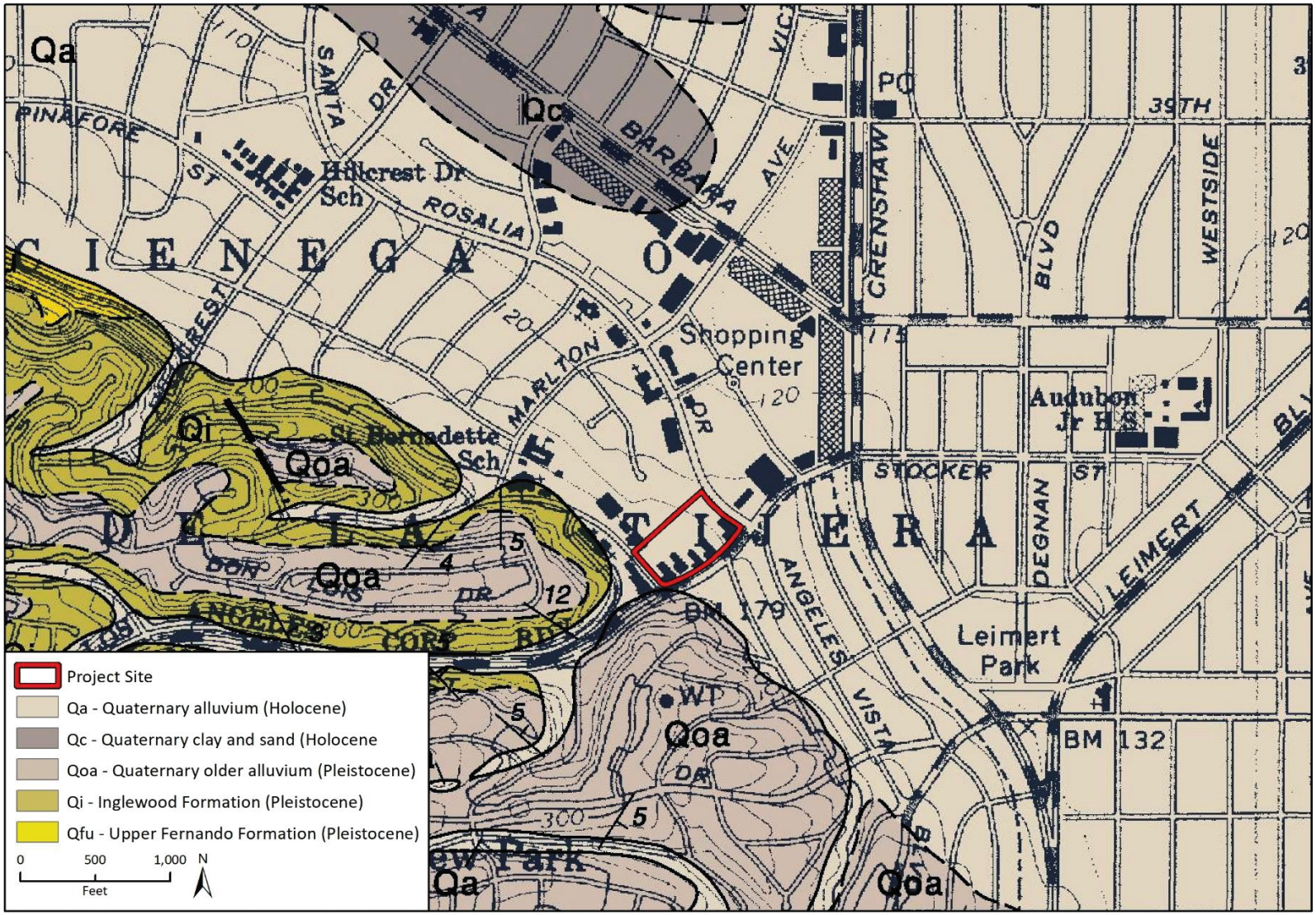
Subsurface Geology

The project site is already developed for commercial use with several buildings in the southeastern half and a parking lot in the northeastern half. The geotechnical report conducted for the project encountered artificial fill throughout the project site that reached between 1.5 and 4.5 feet below the surface (Geodyne Engineering, Inc. 2022). Below this fill layer, alluvial sediments occurred to the maximum explored depth of 51.5 feet, which consisted of olive-gray to brown, silty sand to gravelly sand with occasional pockets of gravel. This sediment description is in general agreement with these sediments corresponding to Quaternary alluvium or Quaternary older alluvium (or San Pedro Sand; Campbell et al. 2016), but do not correspond to sediments typical of the Inglewood Formation. Therefore, it is assumed that ground disturbance for this project may impact Quaternary alluvium and Quaternary older alluvium/San Pedro Sand, and it is unlikely that sediments of the Inglewood Formation will be impacted.

5.3 Paleontology of the Project Site

A formal fossil locality search of the NHMLA discovered no fossil localities within the project site (Bell 2022). However, the search identified several fossil localities from areas mapped as Holocene-aged sediments less than a mile from the project site, yielding horse (*Equus*), elephant (*Mammuthus*), bison (*Bison*), camel (*Camelops*), rodent, fish, and invertebrate fossils, from sites as little as 6 feet below the surface. These localities are located in areas mapped as Holocene-aged alluvium, similar to the project site (Figure 3), but their fossil content demonstrates that highly sensitive, Pleistocene-aged sediments can occur in the region as little as 6 feet below the surface.

Figure 3 Regional Geologic Map



Imagery provided by Dibblee and Ehrenspeck "Geologic Map of the Hollywood and South 1/2 Burbank Quadrangles," 1991.

6 Evaluation, Impacts, and Recommendations

6.1 Paleontological Sensitivity Evaluation

The project site is directly underlain by a single geologic unit with low paleontological sensitivity, Quaternary alluvium, as shown in Figure 3. Two other geologic units are mapped at the surface within 500 feet of the project site, meaning that they likely underlie the project site at fairly shallow depths in the subsurface: Quaternary older alluvium, which has high paleontological sensitivity, and Inglewood Formation, which has low paleontological sensitivity.

6.2 Impacts

Significant impacts to paleontological resources include the destruction, damage, or loss of scientifically important paleontological resources or associated stratigraphic data. Ground-disturbing activities (i.e., grading, excavating, trenching) in undisturbed sediments with high paleontological sensitivity (i.e., Quaternary older alluvium) have the potential to significantly impact paleontological resources under CEQA.

Ground-disturbing construction activities for the project are anticipated to consist of grading for building pads and excavating/trenching for new utilities and storm drains. Some buildings will be built almost entirely above the current grade, but others will require excavations/grading below the current grade. The project's geotechnical investigation found that fill sediments underlie the project site to depths ranging from 1.5 to 4.5 feet (Geodyne Engineering, Inc. 2022). Nearby NHMLA fossil localities suggest that paleontological resources may occur as shallow as 6 feet below the surface in areas mapped as Quaternary alluvium (Bell 2022; Dibblee and Ehrenspeck 1991). If excavations were to reach 6 feet or more below the surface, then this project could significantly impact paleontological resources.

6.3 Recommendations

This mitigation measure would apply to all ground-disturbing activities within the project site. Implementation of Mitigation Measure PAL-1 would reduce potential impacts to paleontological resources to less than significant level and would effectively mitigate the project's impacts to these resources through the recovery, identification, and curation of previously unrecovered fossils.

PAL-1 Paleontological Resources Monitoring and Mitigation

- **Qualified Professional Paleontologist.** Prior to excavation, the project applicant shall retain a Qualified Professional Paleontologist, as defined by the SVP (2010). The Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources.
- **Paleontological Worker Environmental Awareness Program.** Prior to the start of construction, the Qualified Professional Paleontologist or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should

fossils be discovered by construction personnel to comply with Policy CR9 of the West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District.

- **Paleontological Monitoring.** Initial part-time monitoring (i.e., spot-checking) shall be conducted for all ground-disturbing activities that reach 6 feet or more below the surface to check for the presence of geologic units of high sensitivity (i.e., Quaternary older alluvium). If such sediments are observed at depth, then full-time monitoring shall be conducted. Paleontological monitoring shall be conducted by a paleontological monitor with experience with collection and salvage of paleontological resources and who meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The Qualified Professional Paleontologist may recommend that monitoring be reduced in frequency or ceased entirely based on geologic observations. Such decisions shall be subject to review and approval by the City of Los Angeles. In the event of a fossil discovery by the paleontological monitor or construction personnel, all construction activity within 50 feet of the find shall cease, and the Qualified Professional Paleontologist shall evaluate the find. If the fossil(s) is (are) not scientifically significant, then construction activity may resume. If it is determined that the fossil(s) is (are) scientifically significant, the following shall be completed:
- **Fossil Salvage.** The paleontological monitor shall salvage (i.e., excavate and recover) the fossil to protect it from damage/destruction. Typically, fossils can be safely salvaged quickly by a single paleontological monitor with minimal disruption to construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically sensitive deposits. After the fossil(s) is (are) salvaged, construction activity may resume.
- **Fossil Preparation and Curation**. Fossils shall be identified to the lowest (i.e., most-specific) possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Professional Paleontologist.
- **Final Paleontological Mitigation Report.** Upon completion of ground-disturbing activities (or laboratory preparation and curation of fossils, if necessary), the Qualified Professional Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts. The report shall include a summary of the field and laboratory methods employed; an overview of project geology; and, if fossils were discovered, an analysis of the fossils, including physical description, taxonomic identification, and scientific significance. The report shall be submitted to the City of Los Angeles and, if fossil curation occurred, the designated scientific institution.

7 References

Bell, A. 2022. Collections search of the Natural History Museum of Los Angeles County for the Stocker Street Project, dated May 29, 2022.

California Geological Survey. 2002. California Geomorphic Provinces. *California Geological Survey Note 36,* https://www.coastal.ca.gov/coastalvoices/resources/California_Geomorphic_Provinces.pdf (accessed June 2022).

Dibblee, T.W. and H.E. Ehrenspeck. 1991. Geologic map of the Hollywood and south 1/2 Burbank quadrangles, Los Angeles County, California. [map.] Dibblee Geological Foundation, Dibblee Geologic Map DF-30, scale 1:24,000.

Jefferson, G.T. 2010. A catalogue of late Quaternary vertebrates from California. *Natural History Museum of Los Angeles County Technical Report*, Volume 7, pp. 5-172.

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Paleobiology Database (PBDB). 2022. The Paleobiology Database. http://paleobiodb.org/ (accessed June 2022).

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University of California Museum of Paleontology (UCMP). 2022. UCMP online database specimen search portal, http://ucmpdb.berkeley.edu/ (accessed June 2022).

8 List of Preparers

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Principal Review

- Shannon Carmack, Principal

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APPENDIX E

Geotechnical Report
(Including LABDS Approval Letter)

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EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

May 29, 2025

LOG # 135408
SOILS/GEOLOGY FILE - 2

Stewart Manhattan, Inc.
2233 Honolulu Ave., Suite 313
Montrose, CA 91020

TRACT:	RANCHO CIENEGA O'PASO DE LA TIJERA (D C C 2253 C F 900 PAT 1-259)
LOT(S):	LT 41 (Arb 78)
LOCATION:	3701-3761 W STOCKER ST

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Soils Report	22516	05/23/2025	Geotechnologies, Inc.
Oversized Doc.	"	"	

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provides recommendations for the proposed creative campus consisting one- to six-story at-grade buildings.

The earth materials at the subsurface exploration locations consist of up to 7.5 feet of uncertified fill underlain by sandy to clayey silts, silty sands, pebbly sands, cobbly sands, gravelly sands and sands.

The consultants recommend to support the proposed structure(s) on conventional foundations bearing on native undisturbed soils or minimum three feet of compacted fill.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2023 City of LA Building Code. P/BC numbers refer to the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

2. All recommendations of the report that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

3. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.

4. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).

5. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.

6. If import soils are used, no footings shall be poured until the soils engineer has submitted a compaction report containing in-place shear test data and settlement data to the Grading Division of the Department; and, obtained approval (7008.2).

7. Compacted fill shall extend beyond the footings a minimum distance equal to the depth of the fill below the bottom of footings or a minimum of three feet whichever is greater (7011.3).

8. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).

9. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).

10. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).

11. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)

12. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).

13. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit (3307.3.2).

14. Prior to the issuance of the permits, the soils engineer and the structural designer shall evaluate all applicable surcharge loads for the design of the retaining walls and shoring.

15. Unsurcharged temporary excavation may be cut vertical up to 5 feet. Excavations over 5 feet to a maximum height of 20 feet shall be trimmed back at a uniform gradient not exceeding 1:1, from top to bottom of excavation, as recommended.

16. Shoring shall be designed for the lateral earth pressures specified in the section titled "Shoring Design" starting on page 31 of the referenced report; all surcharge loads shall be included into the design.

17. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.

18. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

19. All foundations shall derive entire support from native undisturbed soils or compacted fill, as recommended and shall be approved by the geologist and soils engineer by inspection.

20. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing.

21. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2017-116 "Foundation Design for Expansive Soils" (1803.5.3).

22. Slabs placed on approved compacted fill shall be at least 5 inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.

23. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane.

24. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.

25. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Wall Design" starting on page 24 of the referenced report. All surcharge loads shall be included into the design.

26. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).

27. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).

28. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).

29. The use of acceptable prefabricated drainage composites (also known as geosynthetic subdrain systems), as an alternative to traditionally accepted methods of draining retained earth, shall be determined during structural plan check.

30. The structure shall be connected to the public sewer system per P/BC 2020-027.

31. The infiltration facility design and construction shall comply with the minimum requirements specified in the Information Bulletin P/BC 2020-118.

32. The construction of the infiltration system shall be provided under the inspection and approval of the soils engineer.

33. An overflow outlet shall be provided to conduct water to the street in the event that the infiltration system capacity is exceeded. (P/BC 2020-118)

34. Approval for the proposed infiltration system from the Bureau of Sanitation, Department of Public Works shall be secured.

35. A minimum distance of 10 feet (in any direction) shall be provided from adjacent proposed/existing footings to the proposed infiltration system. A minimum distance of 10 feet horizontally shall be provided from private property lines to the proposed infiltration system.

36. The dry well area between the blank casing and the surround soils shall be sealed to a minimum depth of 10 feet below the bottom of any adjacent foundation with bentonite slurry (or equivalent) to prevent unintended leakage or horizontal infiltration. [

37. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).

38. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).

39. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

40. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; [shoring; ABC slot cuts; underpinning; pile installation;] protection fences; and, dust and traffic control will be scheduled (108.9.1).

41. Installation of shoring, underpinning, slot cutting and/or pile excavations shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).

42. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whichever is more restrictive. [Research Report #23835]

43. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

44. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

YING LIU
Geotechnical Engineer II

Log No. 135408
213-482-0480

cc: Applicant
Geotechnologies, Inc., Project Consultant
LA District Office

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
Grading Division

District	Log No. 135408

APPLICATION FOR REVIEW OF TECHNICAL REPORTS

INSTRUCTIONS

A. Address all communications to the Grading Division, LADBS, 221 N. Figueroa St., 12th Fl., Los Angeles, CA 90012 Telephone No. (213)482-0480.
B. Submit two copies (three for subdivisions) of reports, one "pdf" copy of the report on a CD-Rom or flash drive, and one copy of application with items "1" through "10" completed.
C. Check should be made to the City of Los Angeles.

1. LEGAL DESCRIPTION
Tract: RANCHO CIENEGA O'PASO DE LA TIJERA
Block: _____ Lots: LT 41

3. OWNER: 3751-3761 STOCKER TRADITIONAL LLC
Address: 1849 GREEN BAY RD. SUITE 280
City: HIGHLAND PARK, IL Zip: 60035
Phone (Daytime): _____

2. PROJECT ADDRESS: 3701-3761 STOCKER STREET, LOS ANGELES

4. APPLICANT: EFRAIN SANCHEZ, JGM INC.
Address: 6033 WEST CENTURY BLVD. SUITE 601
City: LOS ANGELES, CA Zip: 90045
Phone (Daytime): 310-946-9856
E-mail address: esanchez@jgminc.com

5. Report(s) Prepared by: Geotechnologies, Inc.

6. Report Date(s): May 23, 2024

7. Status of project: ☑ Proposed ☐ Under Construction ☐ Storm Damage

8. Previous site reports? ☐ YES if yes, give date(s) of report(s) and name of company who prepared report(s)

9. Previous Department actions? ☐ YES if yes, provide dates and attach a copy to expedite processing.
Dates:

10. Applicant Signature: [signature] Position: PROJ. ARCHITECT

(DEPARTMENT USE ONLY)

REVIEW REQUESTED	FEES	REVIEW REQUESTED		FEES
☑ Soils Engineering	363 —	No. of Lots	1	21.40
☐ Geology		No. of Acres	1	
☐ Combined Soils Engr. & Geol.		☐ Division of Land		
☐ Supplemental		Other		
☐ Combined Supplemental		☑ Expedite		192.80
☐ Import-Export Route		☐ Response to Correction		
Cubic Yards:		☐ Expedite ONLY		
		Sub-total		577.20
		Surcharge		136.26
		TOTAL FEE		713.46

Fee Due: 713.46
Fee Verified By: NL Date: 5/8/24
(Cashier Use Only)

Receipt # 2090389

ACTION BY:

THE REPORT IS: ☐ NOT APPROVED
☐ APPROVED WITH CONDITIONS ☐ BELOW ☐ ATTACHED

For Geology _____ Date _____

For Soils _____ Date _____

Geotechnologies, Inc.
Consulting Geotechnical Engineers
439 Western Avenue
Glendale, California 91201-2837
818.240.9600 • Fax 818.240.9675

May 23, 2024
File Number 22516

Stewart Manhattan, Inc.
2233 Honolulu Avenue, Suite 313
Montrose, California 91020

Attention: Simeon Stewart II

Subject: Geotechnical Engineering Investigation
Proposed Creative Studio Development
3701 – 3761 Stocker Street, Los Angeles, California

Ladies and Gentlemen:

This letter transmits the Geotechnical Engineering Investigation for the project site prepared by Geotechnologies, Inc. This report provides geotechnical recommendations for the development of the site, including earthwork, seismic design, retaining walls, excavations and foundation design. Engineering for the proposed project should not begin until approval of the geotechnical investigation is granted by the local building official. Significant changes in the geotechnical recommendations may result due to the building department review process.

The validity of the recommendations presented herein is dependent upon review of the geotechnical aspects of the project during construction by this firm. The subsurface conditions described herein have been projected from limited subsurface exploration and laboratory testing. The exploration and testing presented in this report should in no way be construed to reflect any variations which may occur between the exploration locations, or which may result from changes in subsurface conditions.

Should you have any questions please contact this office.

Respectfully submitted,
GEOTECHNOLOGIES, INC.

REGISTERED PROFESSIONAL ENGINEER
ANDRES LOZANO
No. 92585
Exp. 9-30-25
CIVIL
STATE OF CALIFORNIA

ANDRES E. LOZANO
R.C.E. 92585

AEL:kk

Distribution: (3) Addressee

Email to: [simeon@stewartmanhattan.com]

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GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED CREATIVE STUDIO DEVELOPMENT
3701 – 3761 STOCKER STREET
LOS ANGELES, CALIFORNIA

INTRODUCTION

This report presents the results of the geotechnical engineering investigation performed on the subject property. The purpose of this investigation was to identify the distribution and engineering properties of the earth materials underlying the site, and to provide geotechnical recommendations for the design of the proposed development.

This investigation included excavation of six borings, collection of representative samples, laboratory testing, engineering analysis, review of published geologic data, review of available geotechnical engineering information and the preparation of this report. The exploratory excavation locations are shown on the enclosed Survey Plan and Plot Plan. The results of the exploration and the laboratory testing are presented in the Appendix of this report.

PROPOSED DEVELOPMENT

Information concerning the proposed development was furnished by the client. The proposed development consists of a creative campus development consisting of six new structures. As shown in the enclosed Plot Plan, the proposed structures are described as Building A through F. Building A is proposed to be a 35,000 square foot (sf) three-story at-grade office building, with a finish floor elevation of 160.0 feet above Mean Sea Level (MSL). Building B is proposed to be a 142,200 sf six-story at-grade studio production support and offices building, with a finish floor elevation of 160.0 feet above MSL. Building C is proposed to be a 300 sf one-story at-grade security office, with a finish floor elevation of 179.5 feet above MSL. Building D is proposed to be a 32,000 sf one-story at-grade sound stage and back-of-house facility, with a finish floor

elevation of 185.0 feet above MSL. Building E is proposed to be a 40,000 sf one-story sound stages, mill shop, and office building over one subterranean level daylighting at the lower site elevation. The southwest half of Building E will have a finish floor elevation of 185.0 feet above MSL and the northeast half will have a finish floor elevation of 160.0 feet above MSL. Building F is proposed to be a 122,200 sf five-story at-grade parking structure with community room and back-of-house facility, with a finish floor elevation of 160.0 feet above MSL and a section at the northeast end of the building having a finish floor elevation of 150.5 feet above MSL. The proposed structures and finish floor elevations are illustrated on the attached Cross Sections presented in the Appendix of this report.

As part of the proposed development, the project site will consist of a lower level at the northeast half of the site, with an elevation of 160.0 feet above MSL, and an upper level at the southwest half of the site, with an elevation of 185.0 feet above MSL. Retaining walls are anticipated to achieve the proposed site finish grades. Grading will consist of removal and recompaction of existing unsuitable soils in the area of the at-grade structures, and excavations on the order of 15 feet in depth for the proposed retaining walls and foundation elements.

Any changes in the design of the project or location of any structure, as outlined in this report, should be reviewed by this office. The recommendations contained in this report should not be considered valid until reviewed and modified or reaffirmed, in writing, subsequent to such review.

SITE CONDITIONS

The property is located at 3701 – 3761 Stocker Street in the City of Los Angeles, California. The site consists of a 5-acre lot bounded by a five-story medical building, two-story commercial building, and asphalt parking lot to the northwest, by Don Felipe Drive to the southwest, by Santa Rosalia Drive to the northeast, and by Stocker Street to the southeast. The site is shown relative to nearby topographic features in the enclosed Vicinity Map.

Based upon the topographic survey prepared by Joseph C. Truxaw and Associates, Inc. dated December 9, 2023, the site grade descends gradually from the north to the west, with approximate lowest to highest elevations, ranging from 150.0 to 187.0 feet Above Mean Sea Level (AMSL). This corresponds to an approximate elevation difference of 37 feet across the site for an overall gradient of 16.4 to 1 (horizontal to vertical). The enclosed Survey Plan provides site elevations.

Drainage across the site is by sheetflow along the existing topographic contours towards the adjacent city street. Vegetation on the site consists of trees, shrubbery, and grasses within isolated planters and green spaces. The neighboring developments consist predominantly of commercial, medical and residential structures. The site is currently developed with five multi-story office buildings, four of these structures are constructed over basement levels extending 10 feet below existing grade and asphalt paved parking lots shown on the enclosed Survey Plan. The existing buildings will be demolished as part of the proposed project.

GEOTECHNICAL EXPLORATION

FIELD EXPLORATION

The site was explored on April 1 and 2, 2024, by excavating six exploratory borings. The exploratory borings varied in depth from 20 to 50 feet. The exploration was prosecuted with the aid of a truck-mounted drilling machine using 8-inch diameter hollowstem augers. The boring locations are shown on the Survey Plan and Plot Plan, and the geologic materials encountered are logged on Plates A-1 through A-6.

The location of exploratory excavations was determined by information furnished by the client. Elevations of the exploratory excavations were determined by hand level or interpolation from data provided. The location and elevation of the exploratory excavations should be considered accurate only to the degree implied by the method used.

Geologic Materials

On site geologic materials include fill and alluvium. The distribution of the geologic materials is shown on the Local Geologic Map.

Fill

Fill materials underlying the subject site predominantly consist of sandy silts and silty sands, which are dark brown, yellowish brown, and gray in color, moist, stiff, medium dense to dense, and fine grained. Fill materials were encountered in every boring at depths of 3 to 7.5 feet below the existing site grade.

Alluvium

The fill is in turn underlain by alluvial deposits. The Alluvium consists of sandy to clayey silts, silty sands, pebbly sands, cobbly sands, gravelly sands and sands, which are yellowish brown to dark brown and grayish brown in color, moist, stiff, medium dense to very dense, and fine to coarse grained with variable amounts of gravel. More detailed descriptions of the earth materials encountered may be obtained from individual logs of the subsurface excavations.

Groundwater

Groundwater was not encountered during exploration to a maximum depth of 50 feet below the ground surface. Review of the Seismic Hazard Zone Report (SHZR) for the Hollywood 7 ½-Minute Quadrangle, (CDMG, 1998, Revised 2006), indicates that the historically highest groundwater level at the site is on the order of 15 feet below ground surface.

Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the site. High groundwater levels can result in changed conditions.

Caving

Caving could not be directly observed during drilling of the deep borings because the boreholes were cased during drilling, and caving is not possible. Based on the experience of this firm, large diameter excavations, excavations that encounter granular, cohesionless soils and excavations below the groundwater table will most likely experience caving.

Research

Available geotechnical reports for the site were reviewed during the preparation of this investigation. Specifically reviewed is the following report prepared by Geodyne Engineering, Inc. (Geodyne).

- Geotechnical Investigation, Proposed Development of Stocker Street Creative, 3701, 3731, 3741, 3751 & 3761 Stocker Street, City of Los Angeles, CA 90008, Project #GD21G185, dated February 17, 2022.

The report was prepared to provide recommendations for a similar proposed development to this current investigation. As part of the geotechnical investigation by Geodyne, seven exploratory borings were excavated to depths ranging from 31.5 to 51.5 feet below the site grade. Fill material was encountered to depths of 1.5 to 4.5 feet below the site grade. The fill is underlain by natural alluvial deposits. Groundwater was not encountered to a maximum explored depth of 51.5 feet below site grade.

The referenced report was never submitted to the City of Los Angeles Division of Building and Safety. Therefore, no recommendations were used and only the exploratory borings were utilized to determine depth of fill. The exploratory boring locations are shown on the enclosed Survey Plan and Plot Plan and the boring logs are included in the Appendix of this report for reference.

SEISMIC EVALUATION

REGIONAL GEOLOGIC SETTING

The subject property is located in the Los Angeles Basin, which in turn, is located in the northern portion of the Peninsular Ranges Geomorphic Province. The Peninsular Ranges are characterized by northwest-trending blocks of mountain ridges and sediment-floored valleys. The dominant geologic structural features are northwest trending fault zones that either die out to the northwest or terminate at east-trending reverse faults that form the southern margin of the Transverse Ranges.

The Los Angeles Basin is located at the northern end of the Peninsular Ranges Geomorphic Province. The basin is bounded by the east and southeast by the Santa Ana Mountains and San Joaquin Hills, to the northwest by the Santa Monica Mountains. Over 22 million years ago the Los Angeles basin was a deep marine basin formed by tectonic forces between the North American and Pacific plates. Since that time, over 5 miles of marine and non-marine sedimentary rock as well as intrusive and extrusive igneous rocks have filled the basin. During the last 2 million years, defined by the Pleistocene and Holocene epochs, the Los Angeles basin and surrounding mountain ranges have been uplifted to form the present day landscape. Erosion of the surrounding mountains has resulted in deposition of unconsolidated sediments in low-lying areas by rivers such as the Los Angeles River. Areas that have experienced subtle uplift have been eroded with gullies.

REGIONAL FAULTING

Based on criteria established by the California Division of Mines and Geology (CDMG) now called California Geologic Survey (CGS), Faults may be categorized as Holocene-active, Pre-

Holocene faults, and Age-undetermined faults. Holocene-active faults are those which show evidence of surface displacement within the last 11,700 years. Pre-Holocene faults are those that have not moved in the past 11,700 years. Age-undetermined faults are faults where the recency of fault movement has not been determined.

Buried thrust faults are faults without a surface expression but are a significant source of seismic activity. They are typically broadly defined based on the analysis of seismic wave recordings of hundreds of small and large earthquakes in the southern California area. Due to the buried nature of these thrust faults, their existence is usually not known until they produce an earthquake. The risk for surface rupture potential of these buried thrust faults is inferred to be low (Leighton, 1990). However, the seismic risk of these buried structures in terms of recurrence and maximum potential magnitude is not well established. Therefore, the potential for surface rupture on these surface-verging splays at magnitudes higher than 6.0 cannot be precluded.

SEISMIC HAZARDS AND DESIGN CONSIDERATIONS

The primary geologic hazard at the site is moderate to strong ground motion (acceleration) caused by an earthquake on any of the local or regional faults. The potential for other earthquake-induced hazards was also evaluated including surface rupture, liquefaction, dynamic settlement, inundation and landsliding.

Surface Rupture

In 1972, the Alquist-Priolo Special Studies Zones Act (now known as the Alquist-Priolo Earthquake Fault Zoning Act) was passed into law. As revised in 2018, The Act defines "Holocene-active" Faults utilizing the same aging criteria as that used by California Geological Survey (CGS). However, established state policy has been to zone only those faults which have direct evidence of movement within the last 11,700 years. It is this recency of fault movement that

the CGS considers as a characteristic for faults that have a relatively high potential for ground rupture in the future.

CGS policy is to delineate a boundary from 200 to 500 feet wide on each side of the Holocene-Active fault trace based on the location precision, the complexity, or the regional significance of the fault. If a site lies within an Earthquake Fault Zone, a geologic fault rupture investigation must be performed that demonstrates that the proposed building site is not threatened by surface displacement from the fault before development permits may be issued.

Ground rupture is defined as surface displacement which occurs along the surface trace of the causative fault during an earthquake. Based on research of available literature and results of site reconnaissance, no known Holocene-active or Pre-Holocene faults underlie the subject site. In addition, the subject site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on these considerations, the potential for surface ground rupture at the subject site is considered low.

Liquefaction

Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

The Seismic Hazards Maps of the State of California (CDMG, 1999), does not classify the site as part of the potentially “Liquefiable” area. This determination is based on groundwater depth records, soil type and distance to a fault capable of producing a substantial earthquake.

Due to the geologic history of the alluvium, the dense consistency, and the depth to the current groundwater level, it is the opinion of this firm that the potential for liquefaction occurring at the site is considered to be remote.

Dynamic Dry Settlement

Seismically-induced settlement or compaction of dry or moist, cohesionless soils can be an effect related to earthquake ground motion. Such settlements are typically most damaging when the settlements are differential in nature across the length of structures.

Some seismically-induced settlement of the proposed structures should be expected as a result of strong ground-shaking, however, due to the uniform nature of the underlying geologic materials, excessive differential settlements are not expected to occur.

Tsunamis, Seiches and Flooding

Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine earthquake, landslide, or volcanic eruption. Review of the County of Los Angeles Flood and Inundation Hazards Map, Leighton (1990), indicates the site does not lie within the mapped tsunami inundation boundaries.

Seiches are oscillations generated in enclosed bodies of water which can be caused by ground shaking associated with an earthquake. No major water-retaining structures are located immediately up gradient from the project site. Therefore, the risk of flooding from a seismically-induced seiche is considered to be remote.

Review of the County of Los Angeles Flood and Inundation Hazards Map, Leighton (1990), indicates the site does not lie within mapped inundation boundaries due to a seiche or a breached upgradient reservoir.

Landsliding

The topography onsite as well as in the immediate vicinity of the site descends to the northeast with minor elevation changes. Review of the County of Los Angeles Landslide Inventory Map (Leighton, 1990) indicates that the site is not located within an area highly susceptible to landslides. Additionally, the Earthquake Zones of Required Investigation Map of the Hollywood Quadrangle shows that the site is not located within an Earthquake-Induced Landslide Zone (CGS, 2014). Based on these considerations, the potential of landslides negatively affecting the proposed development is considered to be low.

CONCLUSIONS AND RECOMMENDATIONS

Based upon the exploration, laboratory testing, and research, it is the finding of Geotechnologies, Inc. that construction of the proposed development is considered feasible from a geotechnical engineering standpoint provided the advice and recommendations presented herein are followed and implemented during construction.

Fill materials were encountered during exploration to a depth of 3 to 7.5 feet below the existing grade. The fill is underlain by dense alluvial soils comprising predominantly of a sandy strata with varying amounts of silts, clays, gavels and cobbles intermixed. Groundwater was not encountered during exploration to a maximum excavated depth of 50 feet below the existing grade.

At the time of exploration, the four existing structures to the southwest of the site are serviced by basements extending to 10 feet below grade. Once these structures have been demolished, it is recommended that a backhoe should be utilized to verify depths of fill.

The proposed construction consists of six new structures, comprised of Buildings A through F. Building A is proposed to be a 35,000 square foot (sf) three-story at-grade office building, with a finish floor elevation of 160.0 feet above Mean Sea Level (MSL). Building B is proposed to be a

142,200 sf six-story at-grade studio production support and offices building, with a finish floor elevation of 160.0 feet above MSL. Building C is proposed to be a 300 sf one-story at-grade security office, with a finish floor elevation of 179.5 feet above MSL. Building D is proposed to be a 32,000 sf one-story at-grade sound stage and back-of-house facility, with a finish floor elevation of 185.0 feet above MSL. Building E is proposed to be a 40,000 sf one-story sound stages, mill shop, and office building over one subterranean level daylighting at the lower site elevation. The southwest half of Building E will have a finish floor elevation of 185.0 feet above MSL and the northeast half will have a finish floor elevation of 160.0 feet above MSL. Building F is proposed to be a 122,200 sf five-story at-grade parking structure with community room and back-of-house facility, with a finish floor elevation of 160.0 feet above MSL and a section at the northeast end of the building having a finish floor elevation of 150.5 feet above MSL. Based on the different finish floor elevations and the locations of the proposed structures, recommendations will be provided for both structures that will require a uniform fill pad for support, and for structures that will bear in exposed native alluvial soils.

As part of the proposed development, the project site will consist of a lower level at the northeast half of the site, with an elevation of 160.0 feet above MSL, and an upper level at the southwest half of the site, with an elevation of 185.0 feet above MSL. Retaining walls are anticipated to achieve the proposed site finish grades.

The existing fill materials are not suitable for support of the proposed foundations, floor slabs or additional fill. For the structures built at or near existing grades, it is recommended that all existing fill materials should be completely removed within the building area and recompacted to create a uniform compacted fill pad within the footprint of the proposed structures. The proposed fill pad shall extend a minimum of 3 feet below the bottom of the proposed foundations. Additionally, the fill pad shall be over-excavated horizontally beyond the edge of the new foundations a minimum of 3 feet or for the distance equivalent to the thickness of the newly compacted fill placed below the foundations, whichever is greater. Conventional foundations bearing in the newly placed controlled fill are recommended for foundation support of the proposed at-grade structures.

Based on Cross Sections A-A' and B-B', Building B and the lower level of Building E are anticipated to expose native alluvial soils at the subgrade level. These structures may be supported by conventional foundations bearing in the native alluvial soils expected at the subgrade.

Excavation for the proposed site grading for creation of the upper and lower levels of the site, may require the installation of temporary shoring to provide a stable working area due to the proposed depth, nature of the onsite soils, and the proximity of adjacent structures and property lines. Shoring recommendations are provided in the "Temporary Excavations" section of this report.

Foundations for small outlying structures, such as property line walls, planters, trash enclosures, and canopies, which will not be tied-in to the proposed structures, may be supported on conventional foundations bearing in native geologic materials or newly compacted fill.

Percolations testing was performed as part of this geotechnical investigation. The field test results indicate that the site would be suitable for stormwater infiltration. Recommendations for potential stormwater infiltration systems for the proposed development are discussed later in the report.

The validity of the conclusions and design recommendations presented herein is dependent upon review of the geotechnical aspects of the proposed construction by this firm. The subsurface conditions described herein have been projected from borings on the site as indicated and should in no way be construed to reflect any variations which may occur between these borings or which may result from changes in subsurface conditions. Any changes in the design or location of any structure, as outlined in this report, should be reviewed by this office. The recommendations contained herein should not be considered valid until reviewed and modified or reaffirmed subsequent to such review.

SEISMIC DESIGN CONSIDERATIONS

California Building Code Seismic Parameters

Based on information derived from the subsurface investigation, the subject site is classified as Site Class D, which corresponds to a "Stiff Soil" Profile, according to Table 20.3-1 of ASCE 7-16. This information and the site coordinates were input into the OSHPD seismic utility program (https://www.seismicmaps.org/) in order to calculate ground motion parameters for the site.

CALIFORNIA BUILDING CODE SEISMIC PARAMETERS	
California Building Code	2022
ASCE Design Standard	7-16
Risk Category	II
Site Class	D
Mapped Spectral Acceleration at Short Periods (S_S)	1.946g
Site Coefficient (F_a)	1.0
Maximum Considered Earthquake Spectral Response for Short Periods (S_{MS})	1.946g
Five-Percent Damped Design Spectral Response Acceleration at Short Periods (S_{DS})	1.297g
Mapped Spectral Acceleration at One-Second Period (S_1)	0.686g
Site Coefficient (F_v)	1.7*
Maximum Considered Earthquake Spectral Response for One-Second Period (S_{M1})	1.166g*
Five-Percent Damped Design Spectral Response Acceleration for One-Second Period (S_{D1})	0.777g*

** These values are determined based on the tabulated values shown on ASCE 7-16, Table 11.4-2 for the Long-Period Site Coefficient, F_v. It should be noted that the exception to performing a site-specific hazard analysis for structures on Site Class D for values of S_1 greater than or equal to 0.2 presented by ASCE 7-16 may be followed, provided the conditions outlined in the ASCE 7-16 Section 11.4.8 (including Supplement 3 of the ASCE 7 Standards) are implemented in the structural design and analyses. This exception recommends that, where a site-specific ground motion hazard analysis is not required, the S_{M1} determined by eq. (11.4-2) is increased by 50% for all applications of S_{M1} in this standard. The resulting value of the parameter S_{D1} determined by Eq. (11.4-4) shall be used for all applications of S_{D1} in this standard. This would require that the S_{M1} and S_{D1} values provided in the above table are increased by 50%.*

EXPANSIVE SOILS

The onsite geologic materials are in the very low to moderate expansion range. The Expansion Index was found to be 7, 10, 43, and 50 for bulk samples remolded to 90 percent of the laboratory maximum density. Recommended reinforcing is noted in the "Foundation Design" and "Slabs On Grade" sections of this report.

WATER-SOLUBLE SULFATES

The Portland cement portion of concrete is subject to attack when exposed to water-soluble sulfates. Usually the two most common sources of exposure are from soil and marine environments.

The sources of natural sulfate minerals in soils include the sulfates of calcium, magnesium, sodium, and potassium. When these minerals interact and dissolve in subsurface water, a sulfate concentration is created, which will react with exposed concrete. Over time sulfate attack will destroy improperly proportioned concrete well before the end of its intended service life.

The water-soluble sulfate content of the onsite geologic materials was tested by California Test 417. The water-soluble sulfate content was determined to be less than 0.2% percentage by weight for the soils tested. Based on the most recent revision to American Concrete Institute (ACI) Standard 318, the sulfate exposure is considered to be moderate for geologic materials between 0.1% and 0.2% and Type II cement, a maximum water/cement ratio of 0.50, and minimum strength of 4,000 psi concrete may be utilized for concrete foundations in contact with the site soils.

The design of the concrete mix is not within the area of expertise of the geotechnical engineer. It is recommended that a competent engineer familiar with concrete mix design should develop the recommendations for this project based on the tested moderate sulfate exposure indicated above.

METHANE ZONES

Based on review of the NavigateLA Website, developed by the City of Los Angeles, Bureau of Engineering, Department of Public Works, the site is not located within a City of Los Angeles Methane Zone or Methane Buffer Zone.

GRADING GUIDELINES

The following guidelines may be utilized for the site grading which will be required as part of the proposed development.

Site Preparation

- A thorough search should be made for possible underground utilities and/or structures. Any existing or abandoned utilities or structures located within the footprint of the proposed grading should be removed or relocated as appropriate.

- All vegetation, existing fill, and soft or disturbed geologic materials should be removed from the areas to receive controlled fill. All existing fill materials and any disturbed geologic materials resulting from grading operations shall be completely removed and properly recompacted prior to foundation excavation.

- Any vegetation or associated root system located within the footprint of the proposed structures should be removed during grading.

- Subsequent to the indicated removals, the exposed grade shall be scarified to a depth of six inches, moistened to optimum moisture content, and recompacted in excess of the minimum required comparative density.

- The excavated areas shall be observed by the geotechnical engineer prior to placing compacted fill.

Recommended Overexcavation

The proposed at grade building areas shall be excavated such that all fill materials are completely removed and recompacted. The excavations shall extend to a minimum depth of 3 feet below the bottom of all proposed foundations. Additionally, the excavation shall extend at least 3 feet beyond the edge of foundations or for a distance equal to the depth of newly compacted fill placed below the foundations, whichever is greater. It is very important that the positions of the proposed at grade structures are accurately located so that the limits of the graded area are accurate and the grading operation proceeds efficiently.

Compaction

The City of Los Angeles Department of Building and Safety requires a minimum comparative compaction of 95 percent of the laboratory maximum density where the soils to be utilized in the fill have less than 15 percent finer than 0.005 millimeters. Fill materials having more than 15 percent finer than 0.005 millimeters may be compacted to a minimum 90 percent of the maximum density. The majority of the onsite soils will require 95 percent comparative compaction. Comparative compaction is defined, for purposes of these guidelines, as the ratio of the in-place density to the maximum density as determined by applicable ASTM testing.

All fill should be mechanically compacted in layers not more than 8 inches thick. Fill materials shall be moisture conditioned to within 3 percent of the optimum moisture content and sufficiently blended prior to placement as controlled fill. All fill shall be compacted to at least 90 percent (or 95 percent for cohesionless soils having less than 15 percent finer than 0.005 millimeters) of the maximum laboratory density for the materials used. The maximum density shall be determined by the laboratory operated by Geotechnologies, Inc. in general accordance with the most recent revision of ASTM D 1557.

Field observation and testing shall be performed by a representative of the geotechnical engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional compactive effort shall be made with adjustment of the moisture content, as necessary, until a minimum of 90 percent (or 95 percent for cohesionless soils having less than 15 percent finer than 0.005 millimeters) compaction is obtained.

Acceptable Materials

The excavated onsite materials are considered satisfactory for reuse in the controlled fills as long as any debris and/or organic matter is removed. Materials larger than 6 inches in maximum dimension shall not be used in the fill. Any imported materials shall be observed and tested by the representative of the geotechnical engineer prior to use in fill areas. Imported materials should contain sufficient fines so as to be relatively impermeable and result in a stable subgrade when compacted. Any required import materials should consist of geologic materials with an expansion index of less than 50. The water-soluble sulfate content of the import materials should be less than 0.1% percentage by weight.

Imported materials should be free from chemical or organic substances which could affect the proposed development. A competent professional should be retained in order to test imported materials and address environmental issues and organic substances which might affect the proposed development.

Utility Trench Backfill

Utility trenches should be backfilled with controlled fill. The utility should be bedded with clean sands at least one foot over the crown. The remainder of the backfill may be onsite soil compacted to 90 percent (or 95 percent for cohesionless soils having less than 15 percent finer than 0.005

millimeters) of the laboratory maximum density. Utility trench backfill should be tested by representatives of this firm in general accordance with the most recent revision of ASTM D 1557.

Wet Soils

At the time of exploration, the soils which will be exposed during grading were locally above optimum moisture content. It is anticipated that the excavated materials may require drying and aeration prior to recompaction.

Pumping (yielding or vertical deflection) of the high-moisture content soils at the bottom of the excavation may occur during operation of heavy equipment. Where pumping is encountered, angular minimum ¾-inch gravel and/or crushed concrete should be placed and worked into the subgrade. The exact thickness of the gravel would be a trial and error procedure, and would be determined in the field. It would likely be on the order of 1 to 2 feet thick.

The gravel will help to densify the subgrade as well as function as a stabilization material upon which heavy equipment may operate. It is not recommended that rubber tire construction equipment attempt to operate directly on the pumping subgrade soils prior to placing the gravel. Direct operation of rubber tire equipment on the soft subgrade soils will likely result in excessive disturbance to the soils, which in turn will result in a delay to the construction schedule since those disturbed soils would then have to be removed and properly recompacted. Extreme care should be utilized to place gravel as the subgrade becomes exposed.

The simplest method to reduce the moisture content of the on-site soils would involve spreading out the soils in order to dry them naturally while the weather is warm and sunny. As an alternative, dry soils could be imported and used for one of two purposes. The existing saturated soils could be replaced by the dry soils, or the dry soils could be blended with the onsite soils in order to reduce the overall moisture content.

Shrinkage

Shrinkage results when a volume of soil removed at one density is compacted to a higher density. A shrinkage factor between 5 and 15 percent should be anticipated when excavating and recompacting the existing fill and underlying native geologic materials on the site to an average comparative compaction of 92 percent.

Weather Related Grading Considerations

When rain is forecast all fill that has been spread and awaits compaction shall be properly compacted prior to stopping work for the day or prior to stopping due to inclement weather. These fills, once compacted, shall have the surface sloped to drain to an area where water can be removed.

Temporary drainage devices should be installed to collect and transfer excess water to the street in non-erosive drainage devices. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over any descending slope.

Work may start again, after a period of rainfall, once the site has been reviewed by a representative of this office. Any soils saturated by the rain shall be removed and aerated so that the moisture content will fall within three percent of the optimum moisture content.

Surface materials previously compacted before the rain shall be scarified, brought to the proper moisture content and recompacted prior to placing additional fill, if considered necessary by a representative of this firm.

Abandoned Seepage Pits

No abandoned seepage pits were encountered during exploration and none are known to exist on the site. However, should such a structure be encountered during grading, options to permanently abandon seepage pits include complete removal and backfill of the excavation with compacted fill, or drilling out the loose materials and backfilling to within a few feet of grade with slurry, followed by a compacted fill cap.

If the subsurface structures are to be removed by grading, the entire structure should be demolished. The resulting void may be refilled with compacted soil. Concrete and brick generated during the seepage pit removal may be reused in the fill as long as all fragments are less than 6 inches in longest dimension and the debris comprises less than 15 percent of the fill by volume. All grading should comply with the recommendations of this report.

Where the seepage pit structure is to be left in place, the seepage pits should cleaned of all soil and debris. This may be accomplished by drilling. The pits should be filled with minimum 1-½ sack concrete slurry to within 5 feet of the bottom of the proposed foundations. In order to provide a more uniform foundation condition, the remainder of the void should be filled with controlled fill.

Geotechnical Observations and Testing During Grading

Geotechnical observations and testing during grading are considered to be a continuation of the geotechnical investigation. It is critical that the geotechnical aspects of the project be reviewed by representatives of Geotechnologies, Inc. during the construction process. Compliance with the design concepts, specifications or recommendations during construction requires review by this firm during the course of construction. Any fill which is placed should be observed, tested, and verified if used for engineered purposes. Please advise this office at least twenty-four hours prior to any required site visit.

Proper compaction is necessary to reduce settlement of overlying improvements. Some settlement of compacted fill should be anticipated. Any utilities supported therein should be designed to accept differential settlement. Differential settlement should also be considered at the points of entry to the structure.

FOUNDATION DESIGN

Based on the site grading to create an upper and lower levels of the project site, it is anticipated that for the structures built at or near existing grades, it is recommended that all existing fill materials should be completely removed within the building area and recompacted to create a uniform compacted fill pad within the footprint of the proposed structures.

Alternatively, for Building B and the lower level of Building E, it is anticipated that native alluvial soils will be exposed at the subgrade. These structures may be supported by conventional foundations bearing in the native alluvial soils expected at the subgrade.

Recommendations for both types of proposed structures are provided herein.

Conventional Foundation

New continuous foundations bearing in a uniform compacted fill pad or native alluvial soils may be designed for a bearing capacity of 2,500 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

Column foundations bearing in a uniform compacted fill pad or native alluvial soils may be designed for a bearing capacity of 3,000 pounds per square foot, and should be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

The bearing capacity increase for each additional foot of width is 100 pounds per square foot. The bearing capacity increase for each additional foot of depth is 450 pounds per square foot. The maximum recommended bearing capacity is 6,000 pounds per square foot.

The bearing capacities indicated above are for the total of dead and frequently applied live loads, and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces.

Deepened Footings

Where the recommended compacted fill pad overexcavation cannot be prosecuted such as adjacent to existing buildings or property lines, and for the upper level of Building E, foundations will require deepening to bear in competent native alluvial soils. The deepened portion of the footings may be filled with concrete of the same mix as that specified for the footing. The initial pour would not require reinforcing as it is simply passing the load through to the recommended bearing material. Once the initial pour has hardened, the footing may be reinforced and poured on top of the first pour. Some method of creating a positive bond between the two pours should be employed. Foundation excavations should be cleaned of all loose soils prior to placing steel and concrete. Any required foundation backfill should be mechanically compacted, flooding is not permitted.

Conventional Foundations Adjacent to Buildings or Property Lines

Conventional foundations bearing in controlled fill which are to be constructed adjacent to property lines and/or existing structures should be deepened to bear below a 1:1 plane of foundation action projected up from the toe of the newly placed controlled fill. Foundations which are to be constructed immediately adjacent to property lines and/or existing structures should be deepened to bear solely in native soils.

Where new foundations are proposed adjacent to a deep adjacent foundation, the new foundations should be deepened to match the depth of the adjacent foundation. Where foundation excavations will leave an adjacent foundation unsupported the foundation excavation should be shored as described in the "Temporary Excavations" sections of this report.

Miscellaneous Foundations

Foundations for small miscellaneous outlying structures, such as property line fence walls, planters, exterior canopies, and trash enclosures, which will not be tied-in to the proposed structures, may be supported on conventional foundations bearing in properly compacted fill and/or the native alluvial soils. Wall footings may be designed for a bearing capacity of 2,000 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material. No bearing capacity increases are recommended.

Since the recommended bearing capacity is a net value, the weight of concrete in the foundations may be taken as 50 pounds per cubic foot and the weight of the soil backfill may be neglected when determining the downward load on the foundations.

Foundation Reinforcement

All continuous foundations should be reinforced with a minimum of four #4 steel bars. Two should be placed near the top of the foundation, and two should be placed near the bottom.

Lateral Design

Resistance to lateral loading may be provided by friction acting at the base of foundations and by passive earth pressure. An allowable coefficient of friction of 0.3 may be used with the dead load forces.

Passive geologic pressure for the sides of foundations poured against undisturbed or recompacted soil may be computed as an equivalent fluid having a density of 200 pounds per cubic foot with a maximum earth pressure of 2,000 pounds per square foot. The passive and friction components may be combined for lateral resistance without reduction. A one-third increase in the passive value may be used for short duration loading such as wind or seismic forces.

Foundation Settlement

Settlement of the foundation system is expected to occur on initial application of loading. The maximum settlement is expected to be 1 inch and occur below the heaviest loaded columns. Differential settlement is not expected to exceed ½ inch.

Foundation Observations

It is critical that all foundation excavations are observed by a representative of this firm to verify penetration into the recommended bearing materials. The observation should be performed prior to the placement of reinforcement. Foundations should be deepened to extend into satisfactory geologic materials, if necessary. Foundation excavations should be cleaned of all loose soils prior to placing steel and concrete. Any required foundation backfill should be mechanically compacted, flooding is not permitted.

RETAINING WALL DESIGN

Retaining walls up to 15 feet in height are anticipated for construction of the proposed structures and grading. As a precautionary measure, retaining wall calculations are provided for walls up to 18 feet in height. Retaining walls may be designed as indicated below, depending on whether the walls will be restrained or cantilevered. Retaining wall foundations may be designed in accordance with the provisions of the “Foundation Design” section of this report.

Additional pressure should be added for a surcharge condition due to vehicular traffic or adjacent structures. For traffic surcharge, the upper ten feet of the retaining wall adjacent to streets, driveways or parking areas should be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pounds per square foot surcharge behind the walls due to normal street traffic. If the traffic is kept back at least ten feet from the retaining walls, the traffic surcharge may be neglected.

Restrained Retaining Walls

Restrained retaining walls up to 18 feet in height and supporting a level back slope may be designed to resist a triangular pressure distribution of at-rest earth pressure. It is recommended the walls be designed to resist the greater of the at-rest pressure, or the active pressure plus the seismic pressure, as discussed in the "Dynamic (Seismic) Earth Pressure" section below.

RESTRAINED BASEMENT WALLS		
	AT-REST EARTH PRESSURE	**ACTIVE EARTH PRESSURE *(To be Combined with Dynamic Seismic Earth Pressure)**
Height of Wall (Feet)	Triangular Distribution of Pressure (Pounds per Cubic Foot)	Triangular Distribution of Pressure (Pounds per Cubic Foot)
Up to 10	71	30*
11 to 18	71	42*

The lateral earth pressures recommended above for retaining walls assumes that a permanent drainage system will be installed so that external water pressure will not be developed against the walls. Also, where necessary, the retaining walls should be designed to accommodate any surcharge pressures that may be imposed by adjacent traffic and existing structures.

Dynamic (Seismic) Earth Pressure

Retaining walls exceeding 6 feet in height shall be designed to resist the additional earth pressure caused by seismic ground shaking. A triangular pressure distribution should be utilized for the additional seismic loads, with an equivalent fluid pressure of 25.9 pounds per cubic foot. When using the load combination equations from the building code, the seismic earth pressure should be combined with the lateral active earth pressure for analyses of restrained basement walls under seismic loading condition. The dynamic earth pressure may be omitted where the retaining wall is 6 feet in height or less.

Cantilever Retaining Walls

Retaining walls supporting a level backslope may be designed utilizing a triangular distribution of pressure. Cantilever retaining walls may be designed utilizing the following table:

HEIGHT OF WALL (feet)	EQUIVALENT FLUID PRESSURE (pounds per cubic foot)
Up to 10	30
11 to 18	42

These lateral earth pressures assume that a permanent drainage system will be installed so that external water pressure will not be developed against the walls. Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures.

Surcharge from Adjacent Structures

As indicated herein, additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures for retaining walls and shoring design.

The following surcharge equation provided in the LADBS Information Bulletin Document No. P/BC 2020-83, may be utilized to determine the surcharge loads on basement walls and shoring system for existing structures located within the 1:1 (h:v) surcharge influence zone of the excavation and basement.

Resultant lateral force: $R = (0.3*P*h^2)/(x^2+h^2)$

Location of lateral resultant: $d = x*[(x^2/h^2+1)*\tan^{-1}(h/x)-(x/h)]$

where:

R	=	resultant lateral force measured in pounds per foot of wall width.
P	=	resultant surcharge loads of continuous or isolated footings measured in pounds per foot of length parallel to the wall.
x	=	distance of resultant load from back face of wall measured in feet.
h	=	depth below point of application of surcharge loading to top of wall footing measured in feet.
d	=	depth of lateral resultant below point of application of surcharge loading measure in feet.
$\tan^{-1}(h/x)$	=	the angle in radians whose tangent is equal to h/x.

The structural engineer and shoring engineer may use this equation to determine the surcharge loads based on the loading of the adjacent structures located within the surcharge influence zone.

Waterproofing

Moisture affecting retaining walls is one of the most common post construction complaints. Poorly applied or omitted waterproofing can lead to effloresence or standing water inside the building. Efflorescence is a process in which a powdery substance is produced on the surface of the concrete by the evaporation of water. The white powder usually consists of soluble salts such as gypsum, calcite, or common salt. Efflorescence is common to retaining walls and does not affect their strength or integrity.

Waterproofing is recommended for retaining walls. Waterproofing design and inspection of its installation is not the responsibility of the geotechnical engineer. A qualified waterproofing consultant should be retained in order to recommend a product or method which would provide protection to below grade walls.

Retaining Wall Drainage

All retaining walls shall be provided with a subdrain system in order to minimize the potential for future hydrostatic pressure buildup behind the proposed retaining walls. Subdrains may consist of 4-inch diameter perforated pipes, places with perforated facing down. The pipe shall be encased in at least one foot of gravel around the pipe. The gravel shall be wrapped in filter fabric. The gravel may consist of three-quarter inch to one-inch crushed rock.

As an alternative to the standard perforated subdrain pipe and gravel drainage system, the use of gravel pockets and weepholes is an acceptable drainage method. Weepholes shall be a minimum of 2 inches in diameter, placed at 8 feet on center along the base of the wall. Gravel pockets shall be a minimum of 1 cubic foot in dimension, and may consist of three-quarter inch to one inch crushed rock, wrapped in filter fabric. A collector pipe is placed within the grave which directs collected waters to a sump or standard pipe and grave system constructed under the slab. This method should be approved by the retaining wall designer prior to implementation.

Certain types of subdrain pipe are not acceptable to the various municipal agencies, it is recommended that prior to purchasing subdrainage pipe, the type and brand is cleared with the proper municipal agencies. Subdrainage pipes should outlet to an acceptable location.

The lateral earth pressures recommended above for retaining walls assume that a permanent drainage system will be installed so that external water pressure will not be developed against the walls. If a drainage system is not provided, the walls should be designed to resist an external hydrostatic pressure due to water in addition to the lateral earth pressure. In any event, it is recommended that retaining walls be waterproofed.

Sump Pump Design

The purpose of the recommended retaining wall backdrainage system is to relieve hydrostatic pressure. Groundwater was not encountered during exploration to a depth of 50 feet below existing grade. Therefore, the only water which could affect the proposed retaining walls would be irrigation waters and precipitation. Additionally, the proposed site grading is such that all drainage is directed to the street and the structure has been designed with adequate non-erosive drainage devices.

Based on these considerations the retaining wall backdrainage system is not expected to experience an appreciable flow of water, and in particular, no groundwater will affect it. However, for the purposes of design, a flow of 5 gallons per minute may be assumed.

Retaining Wall Backfill

Any required backfill should be mechanically compacted in layers not more than 8 inches thick, to at least 90 percent (or 95 percent for cohesionless soils having less than 15 percent finer than 0.005 millimeters) of the maximum density in general accordance with the most recent revision of ASTM D 1557 method of compaction. Flooding should not be permitted. Compaction within 5 feet, measured horizontally, behind a retaining structure should be achieved by use of light weight, hand operated compaction equipment.

Proper compaction of the backfill will be necessary to reduce settlement of overlying walks and paving. Some settlement of required backfill should be anticipated, and any utilities supported therein should be designed to accept differential settlement, particularly at the points of entry to the structure.

TEMPORARY EXCAVATIONS

Excavations on the order of 5 to 20 feet in vertical height will be required for recommended removal and recompaction of the existing fill for placement of the uniform compacted fil pad, and for the retaining walls, including foundation elements for the site grading. The excavations are expected to expose fill and dense native soils, which are suitable for vertical excavations up to 5 feet where not surcharged by adjacent traffic or structures. Vertical excavations exceeding 5 feet, or excavations which will be surcharged by adjacent traffic or structures should be shored.

Where sufficient space is available, temporary unsurcharged embankments could be cut at a uniform 1:1 (h:v) slope gradient to a maximum depth of 20 feet. A uniform sloped excavation is sloped from bottom to top and does not have a vertical component.

Where sloped embankments are utilized, the tops of the slopes should be barricaded to prevent vehicles and storage loads near the top of slope within a horizontal distance equal to the depth of the excavation. If the temporary construction embankments are to be maintained during the rainy season, berms are strongly recommended along the tops of the slopes to prevent runoff water from entering the excavation and eroding the slope faces. Water should not be allowed to pond on top of the excavation nor to flow towards it.

Excavation Observations

It is critical that the soils exposed in the cut slopes are observed by a representative of Geotechnologies, Inc. during excavation so that modifications of the slopes can be made if

variations in the geologic material conditions occur. Many building officials require that temporary excavations should be made during the continuous observations of the geotechnical engineer. All excavations should be stabilized within 30 days of initial excavation.

SHORING DESIGN

The following information on the design and installation of the shoring is as complete as possible at this time. It is suggested that Geotechnologies, Inc. review the final shoring plans and specifications prior to bidding or negotiating with a shoring contractor.

One method of shoring would consist of steel soldier piles, placed in drilled holes and backfilled with concrete. The soldier piles may be designed as cantilevers or laterally braced utilizing drilled tied-back anchors or raker braces.

Soldier Piles – Drilled and Poured

Drilled cast-in-place soldier piles should be placed no closer than 2 diameters on center. The minimum diameter of the piles is 18 inches. Structural concrete should be used for the soldier piles below the excavation; lean-mix concrete may be employed above that level. As an alternative, lean-mix concrete may be used throughout the pile where the reinforcing consists of a wideflange section. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the wideflange section to the geologic materials. For design purposes, an allowable passive value for the geologic materials below the bottom plane of excavation, may be assumed to be 500 pounds per square foot per foot. To develop the full lateral value, provisions should be implemented to assure firm contact between the soldier piles and the undisturbed geologic materials.

The frictional resistance between the soldier piles and retained geologic material may be used to resist the vertical component of the anchor load. The coefficient of friction may be taken as 0.3 based on uniform contact between the steel beam and lean-mix concrete and retained earth. The portion of soldiers piled below the plane of excavation may also be employed to resist the downward loads. The downward capacity may be determined using a frictional resistance of 500 pounds per square foot. The minimum depth of embedment for shoring piles is 5 feet below the bottom of the footing excavation or 7 feet below the bottom of excavated plane whichever is deeper.

Casing may be required should caving be experienced in the granular (saturated) geologic materials. If casing is used, extreme care should be employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the distance between the surface of the concrete and the bottom of the casing be less than 5 feet. Additionally, it should be noted that gravels and cobbles were encountered in the underlying soils during exploration. Drilling will be difficult due to the obstructions caused by the gravel and large diameter cobbles, the contractor should be prepared to drill alternate or even every other pile.

Lagging

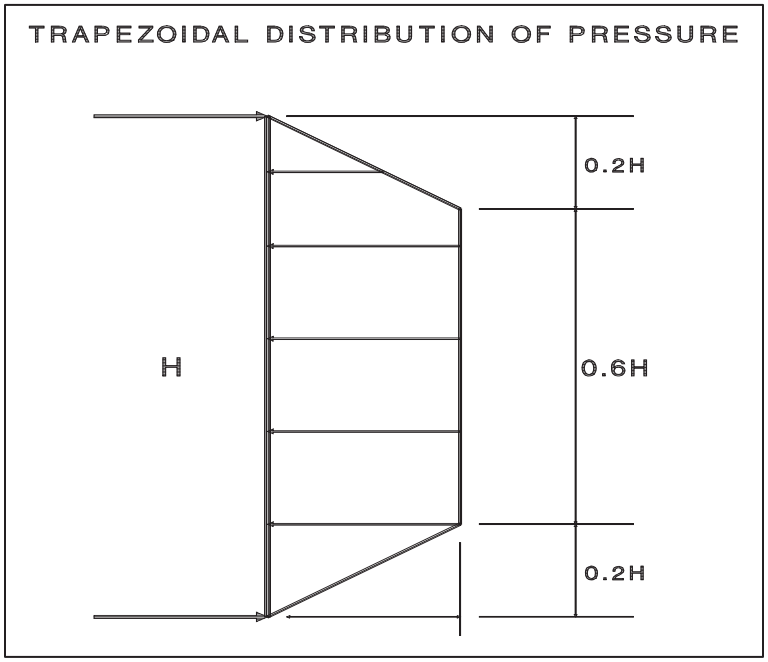
Soldier piles and anchors should be designed for the full anticipated pressures. Due to arching in the geologic materials, the pressure on the lagging will be less. It is recommended that the lagging should be designed for the full design pressure but may be limited to a maximum of 400 pounds per square foot. It is recommended that a representative of this firm observe the installation of lagging to ensure uniform support of the excavated embankment.

Lateral Pressures

Cantilevered shoring supporting a level backslope may be designed utilizing a triangular distribution of pressure as indicated in the following table:

HEIGHT OF SHORING "H" (feet)	EQUIVALENT FLUID PRESSURE (pounds per cubic foot)
Up to 10	28
11 to 20	35

A trapezoidal distribution of lateral earth pressure would be appropriate where shoring is to be restrained at the top by bracing or tie backs, with the trapezoidal distribution as shown in the diagram below.



Restrained shoring supporting a level backslope may be designed utilizing a trapezoidal distribution of pressure as indicated in the following table:

HEIGHT OF SHORING "H" (feet)	DESIGN SHORING FOR (Where H is the height of the wall)
Up to 10	18H
11 to 20	22H

Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination. Additional active pressure should be applied where the shoring will be surcharged by adjacent traffic or structures.

Tied-Back Anchors

Tied-back anchors may be used to resist lateral loads. Friction anchors are recommended. For design purposes, it may be assumed that the active wedge adjacent to the shoring is defined by a plane drawn 35 degrees with the vertical through the bottom plane of the excavation. Friction anchors should extend a minimum of 20 feet beyond the potentially active wedge. Anchors should be placed at least 6 feet on center to be considered isolated.

Drilled friction anchors may be designed for a skin friction of 400 pounds per square foot. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads. Where belled anchors are utilized, the capacity of belled anchors may be designed by applying the skin friction over the surface area of the bonded anchor shaft. The diameter of the bell may be utilized as the diameter of the bonded anchor shaft when determining the surface area. This implies that in order for the belled anchor to fail, the entire parallel soil column must also fail.

Depending on the techniques utilized, and the experience of the contractor performing the installation, it is anticipated that a skin friction of 2,000 pounds per square foot could be utilized for post-grouted anchors. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads.

Anchor Installation

Tied-back anchors may be installed between 20 and 45 degrees below the horizontal. Caving of the anchor shafts, particularly within sand deposits, should be anticipated and the following provisions should be implemented in order to minimize such caving. The anchor shafts should be

filled with concrete by pumping from the tip out, and the concrete should extend from the tip of the anchor to the active wedge. In order to minimize the chances of caving, it is recommended that the portion of the anchor shaft within the active wedge be backfilled with sand before testing the anchor. This portion of the shaft should be filled tightly and flush with the face of the excavation. The sand backfill should be placed by pumping; the sand may contain a small amount of cement to facilitate pumping.

Tieback Anchor Testing

At least 10 percent of the anchors should be selected for "Quick", 200 percent tests. It is recommended that at least 3 of these anchors be selected for 24-hour, 200 percent tests. It is recommended that the 24-hour tests be performed prior to installation of additional tiebacks. The purpose of the 200 percent tests is to verify the friction value assumed in design. The anchors should be tested to develop twice the assumed friction value. Where satisfactory tests are not achieved on these initial anchors, the anchor diameter and/or length should be increased until satisfactory test results are obtained.

The total deflection during the 24-hour 200 percent test should not exceed 12 inches. During the 24-hour tests, the anchor deflection should not exceed 0.75 inches measured after the 200 percent load has been applied.

For the "quick" 200 percent tests, the 200 percent test load should be maintained for 30 minutes. The total deflection of the anchor during the 200 percent quick tests should not exceed 12 inches; the deflection after the 200 percent load has been applied should not exceed 0.25 inches during the 30-minute period.

All of the remaining anchors should be tested to at least 150 percent of design load. The total deflection during the 150 percent test should not exceed 12 inches. The rate of creep under the 150 percent test load should not exceed 0.1 inch over a 15-minute period in order for the anchor to be approved for the design loading.

After a satisfactory test, each anchor should be locked-off at the design load. This should be verified by rechecking the load in the anchor. The load should be within 10 percent of the design load. Where satisfactory tests are not attained, the anchor diameter and/or length should be increased or additional anchors installed until satisfactory test results are obtained. Where post-grouted anchors are utilized, additional post-grouting may be required. The installation and testing of the anchors should be observed by the geotechnical engineer.

Deflection

It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized that some deflection will occur. The City of Los Angeles Department of Building and Safety requires limiting shoring deflection to ½-inch at the top of the shored embankment where a structure is within a 1:1 plane projected up from the base of the excavation. A maximum deflection of 1-inch has been allowed provided there are no structures within a 1:1 plane drawn upward from the base of the excavation. If greater deflection occurs during construction, additional bracing may be necessary to minimize settlement of adjacent buildings and utilities in adjacent street and alleys. If desired to reduce the deflection, a greater active pressure could be used in the shoring design.

Raker Brace Foundations

An allowable bearing pressure of 4,000 pounds per square foot may be used for the design a raker foundations bearing in native alluvial soils. This bearing pressure is based on a raker foundation a minimum of 4 feet in width and length as well as 4 feet in depth. The base of the raker foundations

should be horizontal. Care should be employed in the positioning of raker foundations so that they do not interfere with the foundations for the proposed structure.

Monitoring

Because of the depth of the excavation, some means of monitoring the performance of the shoring system is suggested. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all soldier piles and the lateral movement along the entire lengths of selected soldier piles. Also, some means of periodically checking the load on selected anchors will be necessary, where applicable.

Shoring Observations

It is critical that the installation of shoring is observed by a representative of Geotechnologies, Inc. Many building officials require that shoring installation should be performed during continuous observation of a representative of the geotechnical engineer. The observations ensure that the recommendations of the geotechnical report are implemented and so that modifications of the recommendations can be made if variations in the geologic material or groundwater conditions warrant. The observations will allow for a report to be prepared on the installation of shoring for the use of the local building official, where necessary.

SLABS ON GRADE

Concrete Slabs-on Grade

Concrete floor slabs should be a minimum of 5 inches in thickness, and should be reinforced with a minimum of #4 steel bars on 16-inch centers each way. Slabs-on-grade should be cast over undisturbed natural geologic materials or properly controlled fill materials. Any geologic materials loosened or over-excavated should be wasted from the site or properly compacted to 90 percent

(or 95 percent for cohesionless soils having less than 15 percent finer than 0.005 millimeters) of the maximum dry density.

Outdoor concrete flatwork should be a minimum of 4 inches in thickness, and should be reinforced with a minimum of #3 steel bar on 24-inch centers each way. Outdoor concrete flatwork should be cast over undisturbed natural geologic materials or properly controlled fill materials. Any geologic materials loosened or over-excavated should be wasted from the site or properly compacted to 90 percent (or 95 percent for cohesionless soils having less than 15 percent finer than 0.005 millimeters) of the maximum dry density.

Design of Slabs That Receive Moisture-Sensitive Floor Coverings

Geotechnologies, Inc. does not practice in the field of moisture vapor transmission evaluation and mitigation. Therefore, where necessary, it is recommended that a qualified consultant should be engaged to evaluate the general and specific moisture vapor transmission paths and any impact on the proposed construction. The qualified consultant should provide recommendations for mitigation of potential adverse impacts of moisture vapor on various components of the structure.

Where any dampness would be objectionable, it is recommended that floor slabs should be waterproofed. A qualified waterproofing consultant should be engaged in order to recommend a product and/or method which would provide protection from unwanted moisture.

All concrete slabs-on-grade should be supported on vapor retarder. The design of the slab and the installation of the vapor retarder should comply with the most recent revisions of ASTM E 1643 and ASTM E 1745. The vapor retarder should comply with ASTM E 1745 Class A requirements.

Where a vapor retarder is used, a low-slump concrete should be used to minimize possible curling of the slabs. The barrier can be covered with a layer of trimmable, compactible, granular fill, where it is thought to be beneficial. See ACI 302.2R-32, Chapter 7 for information on the placement of vapor retarders and the use of a fill layer.

Concrete Crack Control

The recommendations presented in this report are intended to reduce the potential for cracking of concrete slabs-on-grade due to settlement. However even where these recommendations have been implemented, foundations, stucco walls and concrete slabs-on-grade may display some cracking due to minor soil movement and/or concrete shrinkage. The occurrence of concrete cracking may be reduced and/or controlled by limiting the slump of the concrete used, proper concrete placement and curing, and by placement of crack control joints at reasonable intervals, in particular, where re-entrant slab corners occur.

For standard control of concrete cracking, a maximum crack control joint spacing of 12 feet should not be exceeded. Lesser spacings would provide greater crack control. Joints at curves and angle points are recommended. The crack control joints should be installed as soon as practical following concrete placement. Crack control joints should extend a minimum depth of one-fourth the slab thickness. Construction joints should be designed by a structural engineer.

Complete removal of the existing fill soils beneath outdoor flatwork such as walkways or patio areas, is not required, however, due to the rigid nature of concrete, some cracking, a shorter design life and increased maintenance costs should be anticipated. In order to provide uniform support beneath the flatwork it is recommended that a minimum of 12 inches of the exposed subgrade beneath the flatwork be scarified and recompacted to 90 percent (or 95 percent for cohesionless soils having less than 15 percent finer than 0.005 millimeters) relative compaction.

PAVEMENTS

Prior to placing paving, the existing grade should be scarified to a depth of 12 inches, moistened as required to obtain optimum moisture content, and recompacted to 90 percent (or 95 percent for cohesionless soils having less than 15 percent finer than 0.005 millimeters) of the maximum density as determined by the most recent revision of ASTM D 1557. The client should be aware that removal of all existing fill in the area of new paving is not required, however, pavement constructed in this manner will most likely have a shorter design life and increased maintenance costs. The following pavement sections are recommended:

Service	Asphalt Pavement Thickness (inches)	Base Course (inches)
Passenger Cars	3	4
Moderate Truck	4	6
Heavy Truck	5	9

Concrete paving may be utilized for the project. For concrete paving, the following sections are recommended:

Service	Concrete Pavement Thickness (inches)	Base Course (inches)
Passenger Cars	6	4
Moderate Truck	6	4
Heavy Truck	7½	4

Aggregate base should be compacted to a minimum of 95 percent of the most recent revision of ASTM D 1557 laboratory maximum dry density. Base materials should conform to Sections 200-2.2 or 200-2.4 of the "Standard Specifications for Public Works Construction", (Green Book), latest edition.

For standard crack control maximum expansion joint spacing of 12 feet should not be exceeded. Lesser spacings would provide greater crack control. Joints at curves and angle points are recommended. Concrete paving should be reinforced with a minimum of #3 steel bars on 24-inch centers each way.

The performance of pavement is highly dependent upon providing positive surface drainage away from the edges. Ponding of water on or adjacent to pavement can result in saturation of the subgrade materials and subsequent pavement distress. If planter islands are planned, the perimeter curb should extend a minimum of 12 inches below the bottom of the aggregate base.

SITE DRAINAGE

Proper surface drainage is critical to the future performance of the project. Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the designed engineering properties. Proper site drainage should be maintained at all times.

All site drainage, with the exception of any required to disposed of onsite by stormwater regulations, should be collected and transferred to the street in non-erosive drainage devices. The proposed structure should be provided with roof drainage. Discharge from downspouts, roof drains and scuppers should not be permitted on unprotected soils within five feet of the building perimeter. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over any descending slope. Planters which are located within a distance equal to the depth of a retaining wall should be sealed to prevent moisture adversely affecting the wall. Planters which are located within five feet of a foundation should be sealed to prevent moisture affecting the earth materials supporting the foundation.

STORMWATER DISPOSAL

Introduction

Recently regulatory agencies have been requiring the disposal of a certain amount of stormwater generated on a site by infiltration into the site soils. Increasing the moisture content of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the designed engineering properties. This means that any overlying structure, including buildings, pavements and concrete flatwork, could sustain damage due to saturation of the subgrade soils. Structures serviced by subterranean levels could be adversely impacted by stormwater disposal by increasing the design fluid pressures on retaining walls and causing leaks in the walls. Proper site drainage is critical to the performance of any structure in the built environment.

Percolation Testing

In order to establish a percolation rate for the site soils, Borings B1 and B4 were utilized for percolation test. The Borings B1 and B4 were drilled to depths of 50 and 20 feet below the existing site grade, respectively. The borings were drilled with the aid of a truck-mounted drilling machine, equipped with 8-inch diameter hollowstem augers. Fill materials were encountered in all six borings, to depths ranging from 3 to 7.5 feet below the existing site grade. The fill is in turn underlain by native alluvial soils, consisting predominantly of silty to gravely sands and sands below a depth of 10 feet from ground surface. The geologic materials encountered during excavation are presented on the enclosed Plates A-1 and A-4.

At the completion of drilling, a 2-inch diameter casing was placed within the center of the boreholes for the purpose of conducting percolation testing. The casing consisted of solid PVC pipes from the ground surface to a depth of 30 feet within Boring B1 and 10 feet within Boring B4, and perforated PVC pipes between depths of 30 and 50 feet within Boring B1 and 10 and 20 feet within Boring B4. A sand pack consisting of #3 Monterey Sand was poured into the annular

space around the perforated portion of the casing. A 1-foot thick hydrated bentonite seal was placed over the sand.

After the casing was installed, the boreholes were filled with water for the purpose of pre-soaking for a minimum of 2 hours. After presoaking, the borehole was refilled with water, and the rate of drop in the water level was measured. The percolation test readings were recorded a minimum of 8 times or until a stabilized rate of drop was obtained, whichever occurred first. The percolation testing was performed within the native alluvial soils.

Based on results of the percolation testing, a percolation rate of 300 inches per hour for Boring B1 and 139 inches per hour for Boring B4 may be utilized for design of the proposed deep infiltration dry well systems. Using a safety factor of 3 (as required by the City of Los Angeles), infiltration rates of 100 and 46 inches per hour may be utilized for design of the infiltration system. An applicable infiltration rate of 46 inches per hour may be utilized up to depth of 30 feet and 100 inches per hour may be utilized below a depth of 30 feet.

The Proposed System

The locations for potential stormwater disposal have not been specifically addressed on this site. It is the opinion of this firm that a “dry well” system is possible on this site, however this office should review the plan once it achieves more definition.

The proposed stormwater infiltration system shall only percolate in the underlying native soils, and will be designed to infiltrate at a minimum depth of 15 feet below the lowest level of the adjacent structure. In addition, the proposed infiltration system shall be located a minimum horizontal setback distance of 15 feet from property lines and/or public right of ways. Stormwater infiltration is not allowed within 10 feet (vertically) from the groundwater level. Groundwater was not encountered during exploration conducted to a depth of 50 feet below existing site grade.

Therefore, it is recommended that the bottom of the proposed infiltration system should not exceed 40 feet below existing site grade.

The proposed infiltration systems should be provided with overflow protection. Once the device is full of water, additional water flowing to the device should be diverted to another acceptable disposal area, or disposed offsite in an acceptable manner.

The natural alluvial soil encountered below a depth of 15 feet beneath the existing site grades consists primarily of granular soils, and should allow stormwater to percolate in a generally vertical manner. Therefore, there is no potential for creating a perched water condition. The onsite granular soils are very low to low in expansion potential, and are not susceptible to significant hydroconsolidation. In addition, due to the dense nature of the underlying soils, stormwater infiltration should not cause any damage or settlement to any building.

Due to the dense consistency of the underlying natural alluvial soils, liquefaction potential for the site was remote. It is the opinion of this firm that any proposed infiltration of stormwater will not materially impact the liquefaction potential of the site.

Excavation of the proposed stormwater infiltration system may require casing should caving be experience in the granular geologic materials. If casings is used, extreme care should be employed so that the hole is not pulled apart as the casing is withdrawn. Additionally, it should be noted that gravels and cobbles were encountered in the underlying soils during exploration. Drilling will be difficult due to the obstructions caused by the gravel and large diameter cobbles.

It is recommended that the design team, including the structural engineer, waterproofing consultant, plumbing engineer, environmental engineer and landscape architect be consulted in regard to the design and construction of filtration systems.

Recommendations

The design and construction of stormwater infiltration facilities is not the responsibility of the geotechnical engineer. However, based on the experience of this firm, it is recommended that several aspects of the use of such facilities should be considered by the design and construction team:

- All infiltration devices should be provided with overflow protection. Once the device is full of water, additional water flowing to the device should be diverted to another acceptable disposal area, or disposed offsite in an acceptable manner.

- All connections associated with stormwater infiltration devices should be sealed and water-tight. Water leaking into the subgrade soils can lead to loss of strength, piping, erosion, settlement and/or expansion of the affected earth materials.

- Excavations proposed for the installation of stormwater facilities should comply with the "Temporary Excavations" sections of this (the referenced) reports well as CalOSHA Regulations where applicable.

DESIGN REVIEW

Engineering of the proposed project should not begin until approval of the geotechnical report by the Building Official is obtained in writing. Significant changes in the geotechnical recommendations may result during the building department review process.

It is recommended that the geotechnical aspects of the project be reviewed by this firm during the design process. This review provides assistance to the design team by providing specific recommendations for particular cases, as well as review of the proposed construction to evaluate whether the intent of the recommendations presented herein are satisfied.

CONSTRUCTION MONITORING

Geotechnical observations and testing during construction are considered to be a continuation of the geotechnical investigation. It is critical that this firm review the geotechnical aspects of the project during the construction process. Compliance with the design concepts, specifications or recommendations during construction requires review by this firm during the course of construction. All foundations should be observed by a representative of this firm prior to placing concrete or steel. Any fill which is placed should be observed, tested, and verified if used for engineered purposes. Please advise Geotechnologies, Inc. at least twenty-four hours prior to any required site visit.

If conditions encountered during construction appear to differ from those disclosed herein, notify Geotechnologies, Inc. immediately so the need for modifications may be considered in a timely manner.

It is the responsibility of the contractor to ensure that all excavations and trenches are properly sloped or shored. All temporary excavations should be cut and maintained in accordance with applicable OSHA rules and regulations.

EXCAVATION CHARACTERISTICS

The exploration performed for this investigation is limited to the geotechnical excavations described. Direct exploration of the entire site would not be economically feasible. The owner, design team and contractor must understand that differing excavation and drilling conditions may be encountered based on boulders, gravel, oversize materials, groundwater and many other conditions. Fill materials, especially when they were placed without benefit of modern grading codes, regularly contain materials which could impede efficient grading and drilling. Southern California sedimentary bedrock is known to contain variable layers which reflect differences in

depositional environment. Such layers may include abundant gravel, cobbles and boulders. Similarly bedrock can contain concretions. Concretions are typically lenticular and follow the bedding. They are formed by mineral deposits. Concretions can be very hard. Excavation and drilling in these areas may require full size equipment and coring capability. The contractor should be familiar with the site and the geologic materials in the vicinity.

CLOSURE AND LIMITATIONS

The purpose of this report is to aid in the design and completion of the described project. Implementation of the advice presented in this report is intended to reduce certain risks associated with construction projects. The professional opinions and geotechnical advice contained in this report are sought because of special skill in engineering and geology and were prepared in accordance with generally accepted geotechnical engineering practice. Geotechnologies, Inc. has a duty to exercise the ordinary skill and competence of members of the engineering profession. Those who hire Geotechnologies, Inc. are not justified in expecting infallibility, but can expect reasonable professional care and competence.

The recommendations of this report pertain only to the site investigated and are based upon the assumption that the geologic conditions do not deviate from those disclosed in the investigation. If any variations are encountered during construction, or if the proposed construction will differ from that anticipated herein, Geotechnologies, Inc. should be notified so that supplemental recommendations can be prepared.

This report is issued with the understanding that it is the responsibility of the owner, or the owner's representatives, to ensure that the information and recommendations contained herein are brought to the attention of the project architect and engineer and are incorporated into the plans. The owner is also responsible to see that the contractor and subcontractors carry out the geotechnical recommendations during construction.

The findings of this report are valid as of the date of this report. However, changes in the conditions of a property can occur with the passage of time, whether they are due to natural processes or the works of man on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside control of this firm. Therefore, this report is subject to review and should not be relied upon after a period of three years.

Geotechnical observations and testing during construction is considered to be a continuation of the geotechnical investigation. It is, therefore, most prudent to employ the consultant performing the initial investigative work to provide observation and testing services during construction. This practice enables the project to flow smoothly from the planning stages through to completion.

Should another geotechnical firm be selected to provide the testing and observation services during construction, that firm should prepare a letter indicating their assumption of the responsibilities of geotechnical engineer of record. A copy of the letter should be provided to the regulatory agency for review. The letter should acknowledge the concurrence of the new geotechnical engineer with the recommendations presented in this report.

EXCLUSIONS

Geotechnologies, Inc. does not practice in the fields of methane gas, radon gas, environmental engineering, waterproofing, dewatering organic substances or the presence of corrosive soils or wetlands which could affect the proposed development including mold and toxic mold. Nothing in this report is intended to address these issues and/or their potential effect on the proposed development. A competent professional consultant should be retained in order to address environmental issues, waterproofing, organic substances and wetlands which might affect the proposed development.

GEOTECHNICAL TESTING

Classification and Sampling

The soil is continuously logged by a representative of this firm and classified by visual examination in accordance with the Unified Soil Classification system. The field classification is verified in the laboratory, also in accordance with the Unified Soil Classification System. Laboratory classification may include visual examination, Atterberg Limit Tests and grain size distribution. The final classification is shown on the excavation logs.

Samples of the geologic materials encountered in the exploratory excavations were collected and transported to the laboratory. Undisturbed samples of soil are obtained at frequent intervals. Unless noted on the excavation logs as an SPT sample, samples acquired while utilizing a hollow-stem auger drill rig are obtained by driving a thin-walled, California Modified Sampler with successive 30-inch drops of a 140-pound hammer. The soil is retained in brass rings of 2.50 inches outside diameter and 1.00 inch in height. The central portion of the samples are stored in close fitting, waterproof containers for transportation to the laboratory. Samples noted on the excavation logs as SPT samples are obtained in general accordance with the most recent revision of ASTM D 1586. Samples are retained for 30 days after the date of the geotechnical report.

Moisture and Density Relationships

The field moisture content and dry unit weight are determined for each of the undisturbed soil samples, and the moisture content is determined for SPT samples in general accordance with the most recent revision of ASTM D 4959 or ASTM D 4643. This information is useful in providing a gross picture of the soil consistency between exploration locations and any local variations. The dry unit weight is determined in pounds per cubic foot and shown on the “Excavation Logs”, A-Plates. The field moisture content is determined as a percentage of the dry unit weight.

Direct Shear Testing

Shear tests are performed in general accordance with the most recent revision of ASTM D 3080 with a strain controlled, direct shear machine manufactured by Soil Test, Inc. or a Direct Shear Apparatus manufactured by GeoMatic, Inc. The rate of deformation is approximately 0.025 inches per minute. Each sample is sheared under varying confining pressures in order to determine the Mohr-Coulomb shear strength parameters of the cohesion intercept and the angle of internal friction. Samples are generally tested in an artificially saturated condition. Depending upon the sample location and future site conditions, samples may be tested at field moisture content. The results are plotted on the "Shear Test Diagram," B-Plates.

The most recent revision of ASTM 3080 limits the particle size to 10 percent of the diameter of the direct shear test specimen. The sheared sample is inspected by the laboratory technician running the test. The inspection is performed by splitting the sample along the sheared plane and observing the soils exposed on both sides. Where oversize particles are observed in the shear plane, the results are discarded and the test run again with a fresh sample.

Consolidation Testing

Settlement predictions of the soil's behavior under load are made on the basis of the consolidation tests in general accordance with the most recent revision of ASTM D 2435. The consolidation apparatus is designed to receive a single one-inch high ring. Loads are applied in several increments in a geometric progression, and the resulting deformations are recorded at selected time intervals. Porous stones are placed in contact with the top and bottom of each specimen to permit addition and release of pore fluid. Samples are generally tested at increased moisture content to determine the effects of water on the bearing soil. The normal pressure at which the water is added is noted on the drawing. Results are plotted on the "Consolidation Test," C-Plates.

Expansion Index Testing

The expansion tests performed on the remolded samples are in accordance with the Expansion Index testing procedures, as described in the most recent revision of ASTM D 4829. The soil sample is compacted into a metal ring at a saturation degree of 50 percent. The ring sample is then placed in a consolidometer, under a vertical confining pressure of 1 lbf/square inch and inundated with distilled water. The deformation of the specimen is recorded for a period of 24 hour or until the rate of deformation becomes less than 0.0002 inches/hour, whichever occurs first. The expansion index, EI, is determined by dividing the difference between final and initial height of the ring sample by the initial height, and multiplied by 1,000.

Laboratory Compaction Characteristics

The maximum dry unit weight and optimum moisture content of a soil are determined in general accordance with the most recent revision of ASTM D 1557. A soil at a selected moisture content is placed in five layers into a mold of given dimensions, with each layer compacted by 25 blows of a 10 pound hammer dropped from a distance of 18 inches subjecting the soil to a total compactive effort of about 56,000 pounds per cubic foot. The resulting dry unit weight is determined. The procedure is repeated for a sufficient number of moisture contents to establish a relationship between the dry unit weight and the water content of the soil. The data when plotted represent a curvilinear relationship known as the compaction curve. The values of optimum moisture content and modified maximum dry unit weight are determined from the compaction curve.

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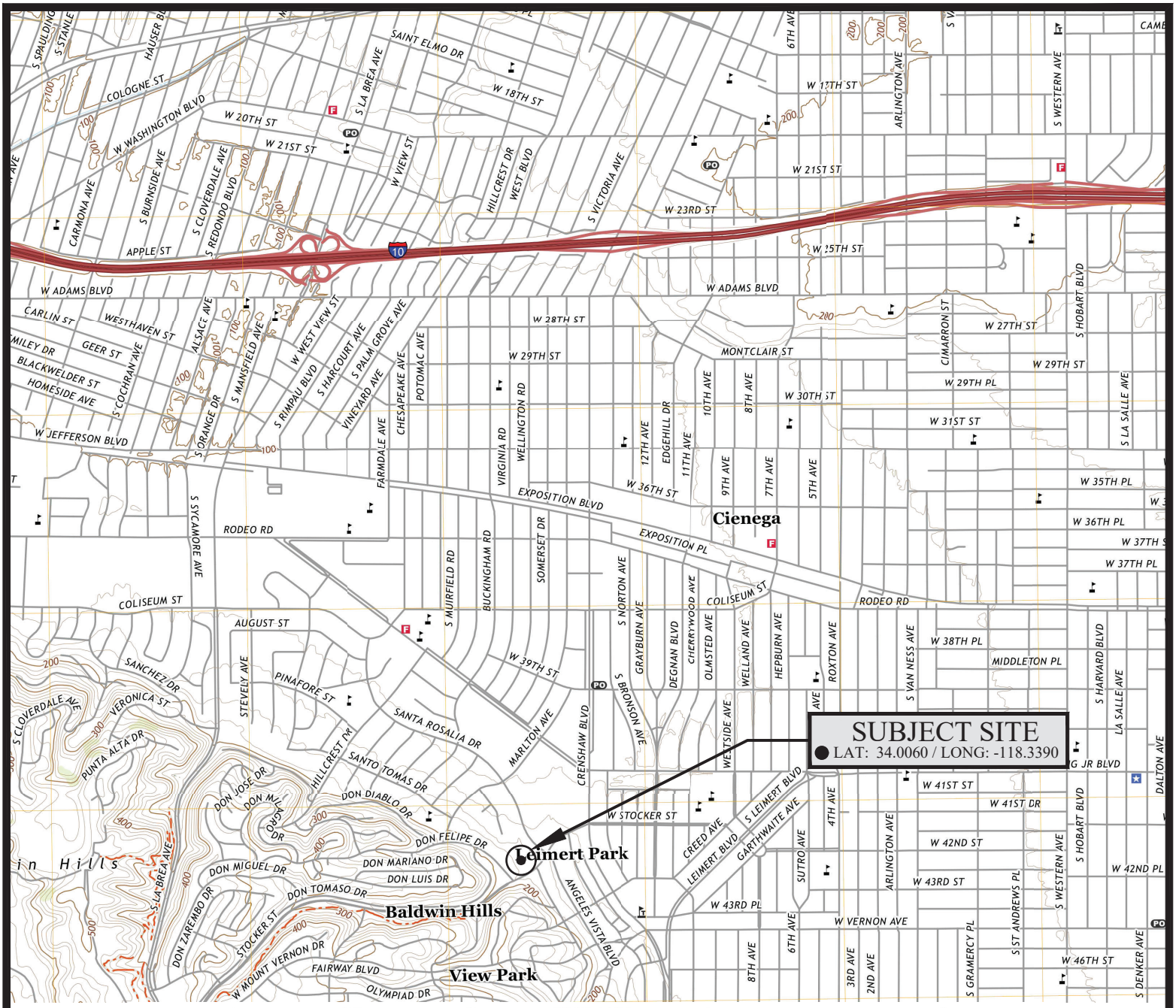


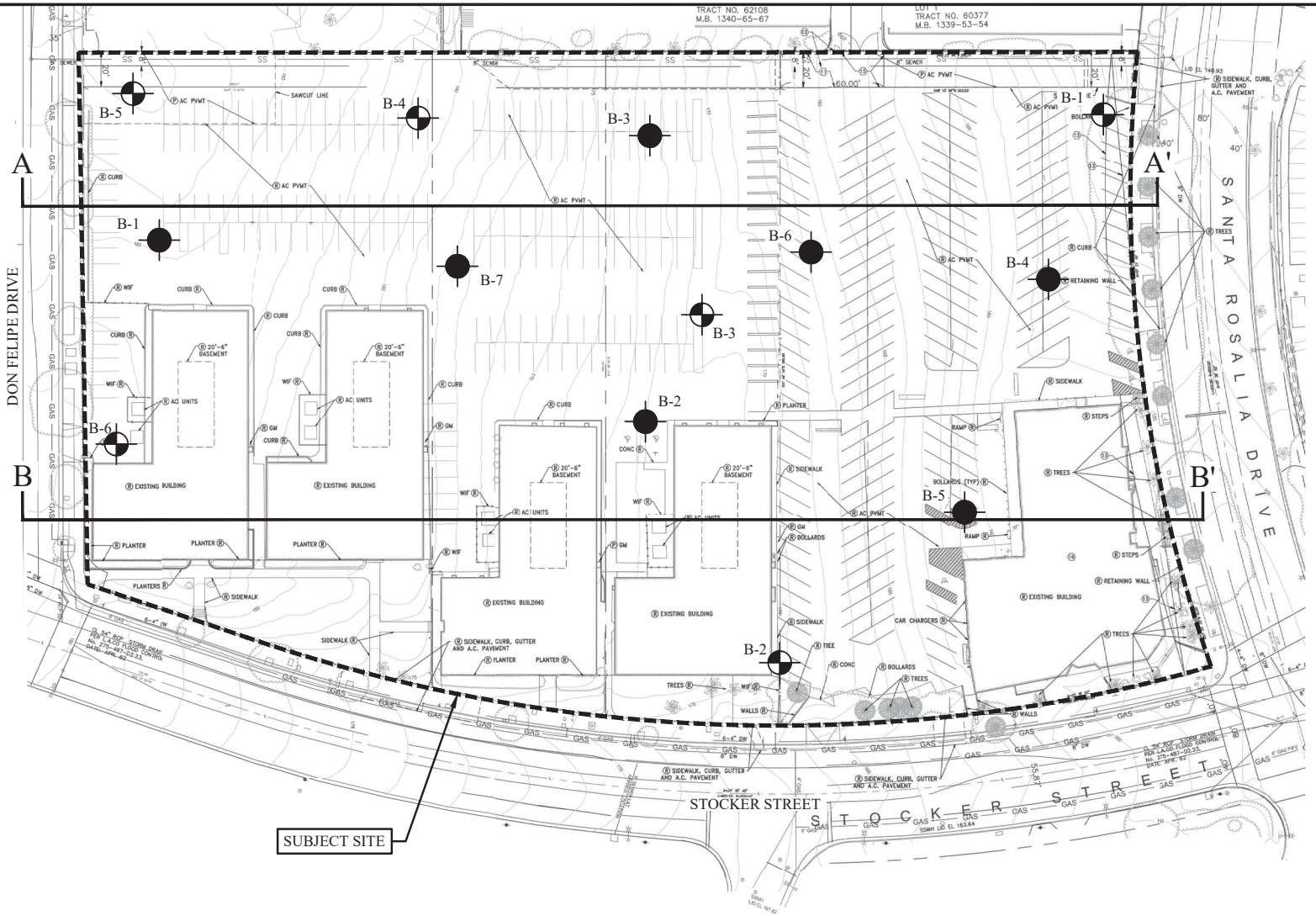
REFERENCE: U.S.G.S. TOPOGRAPHIC MAPS, 7.5 - MINUTE SERIES, HOLLYWOOD, CA QUADRANGLE 2022

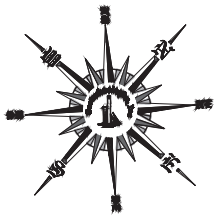
VICINITY MAP

Geotechnologies, Inc.
Consulting Geotechnical Engineers

STEWART MANHATTAN, INC.

FILE NO: 22516





SCALE IN FEET

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LEGEND

B-6 — LOCATION AND NUMBER OF BORING (THIS INVESTIGATION)

B-7 — LOCATION AND NUMBER OF BORING (PREVIOUS INVESTIGATION BY GEODYNE ENGINEERING INC. DATED FEBRUARY 17, 2022)

REFERENCE: CONCEPTUAL GRADING PLAN BY JOSEPH C. TRUXAW AND ASSOCIATES INC. DATED 12/08/2023

SURVEY PLAN

Geotechnologies, Inc.
Consulting Geotechnical Engineers

STEWART MANHATTAN, INC.

Drawn by: JD | File No.: 22516

Date: May 2024

Plot Date: May. 16, 2024
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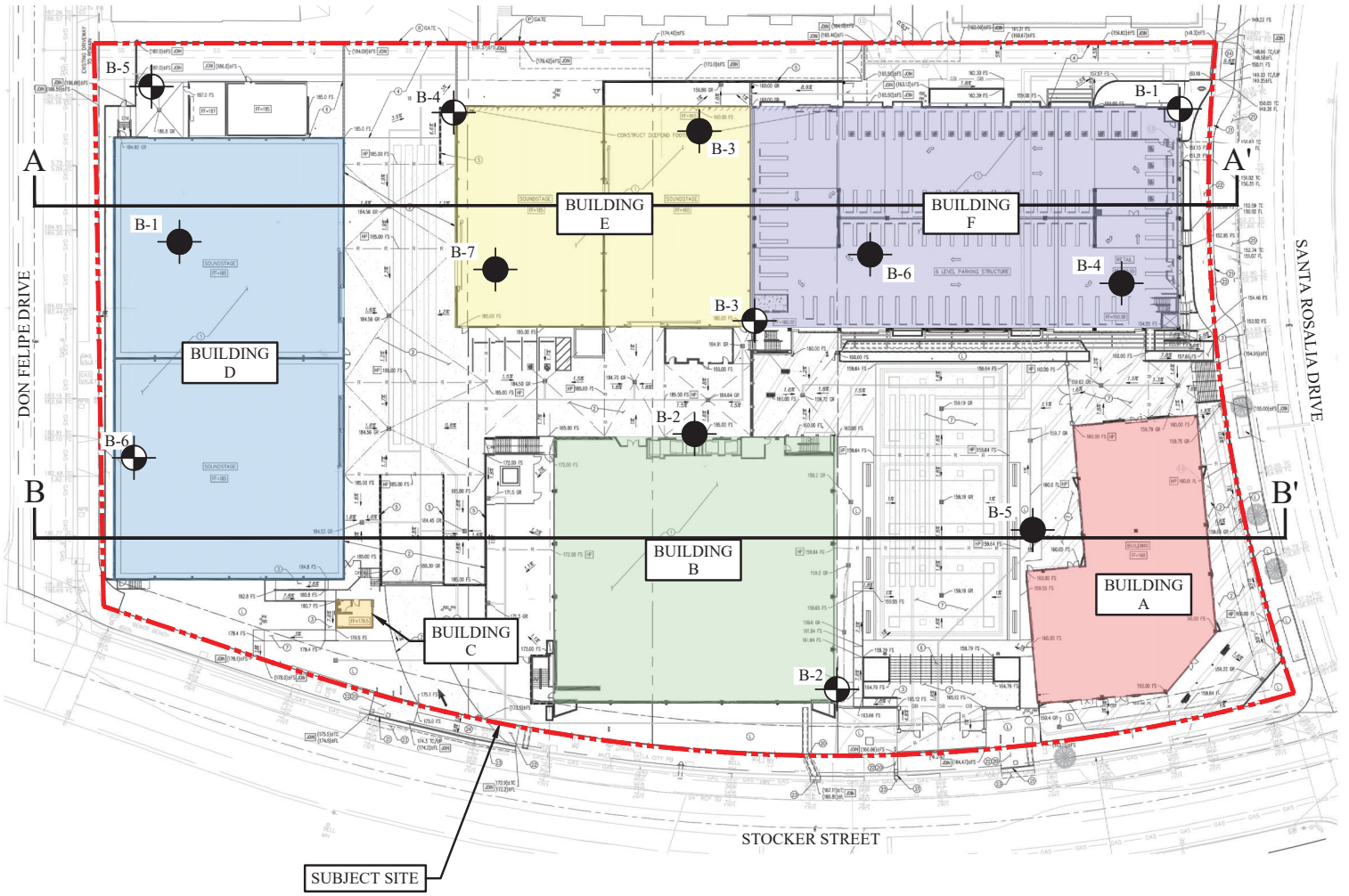

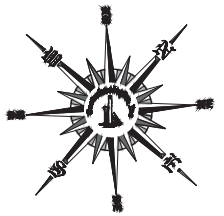

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PLOT PLAN

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STEWART MANHATTAN, INC.

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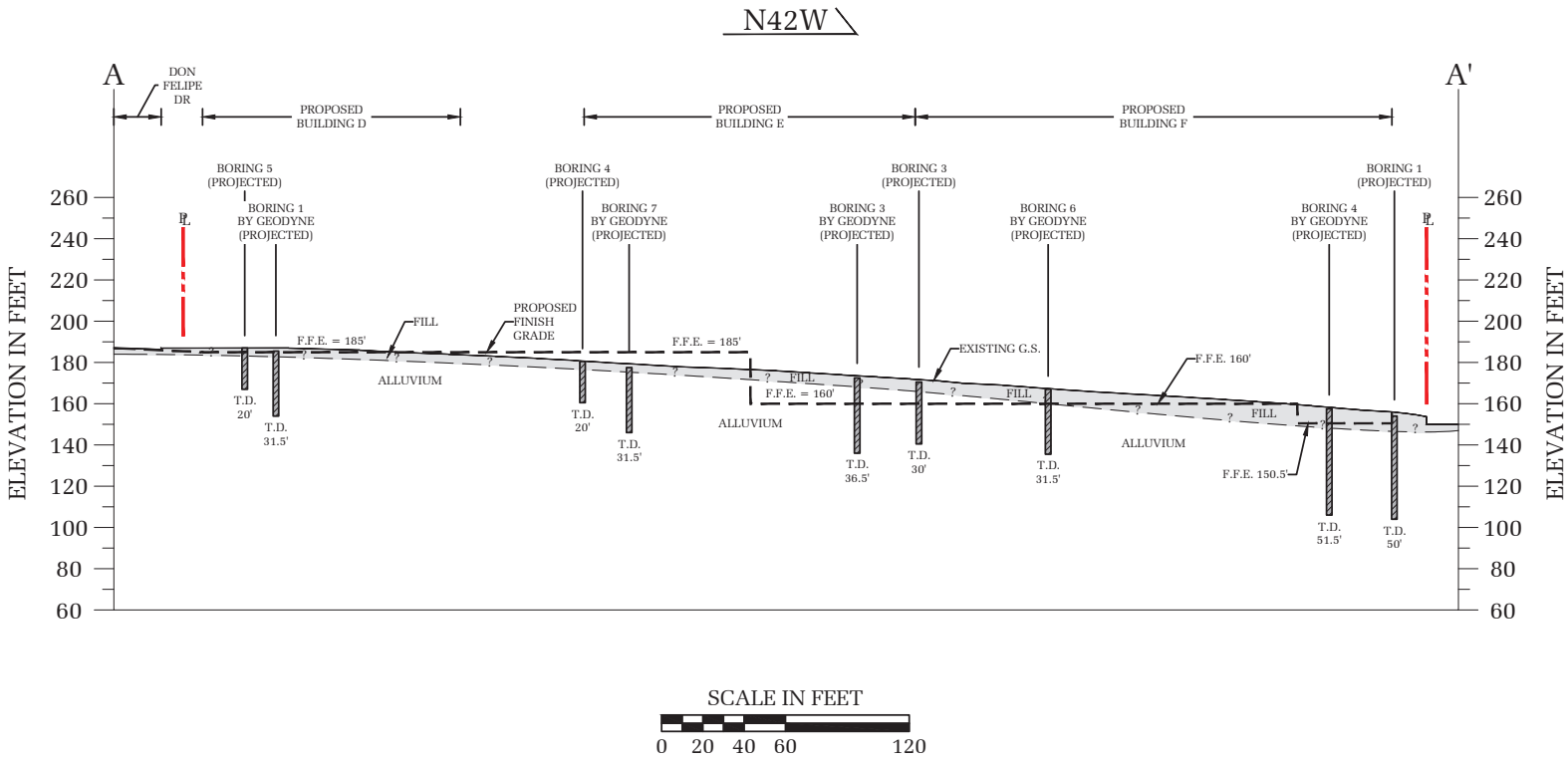

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REFERENCE: CONCEPTUAL GRADING PLAN (SHEETS C-2 & C-3) BY JOSEPH C. TRUXAW AND ASSOCIATES INC. DATED 12/08/2023

CROSS SECTION A-A'

Geotechnologies, Inc.
Consulting Geotechnical Engineers

STEWART MANHATTAN, INC.

Drawn by: JD | File No.: 22516

Date: May 2024

Plot Date: May. 16, 2024

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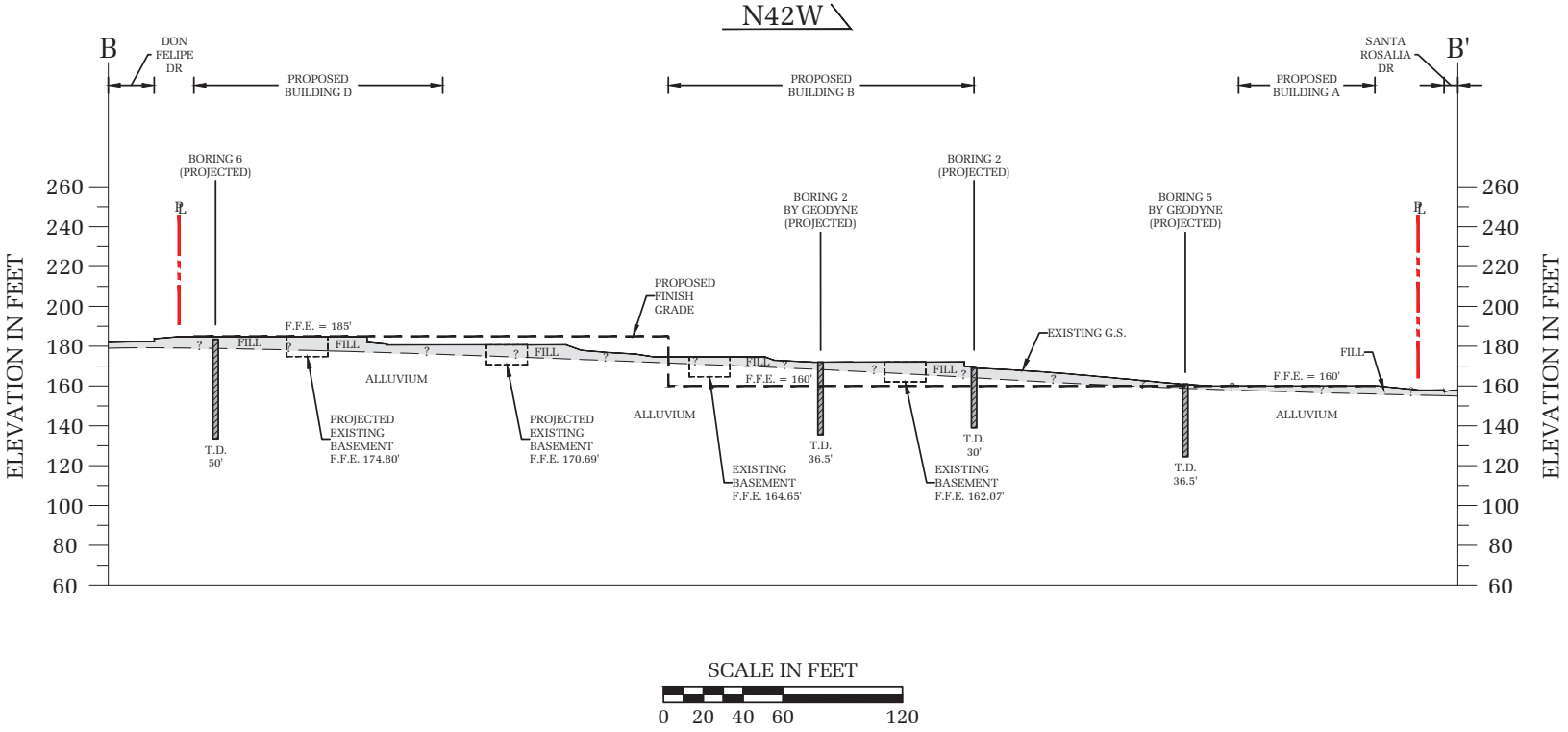

REFERENCE: CONCEPTUAL GRADING PLAN (SHEETS C-2 & C-3) BY JOSEPH C. TRUXAW AND ASSOCIATES INC. DATED 12/08/2023

CROSS SECTION B-B'

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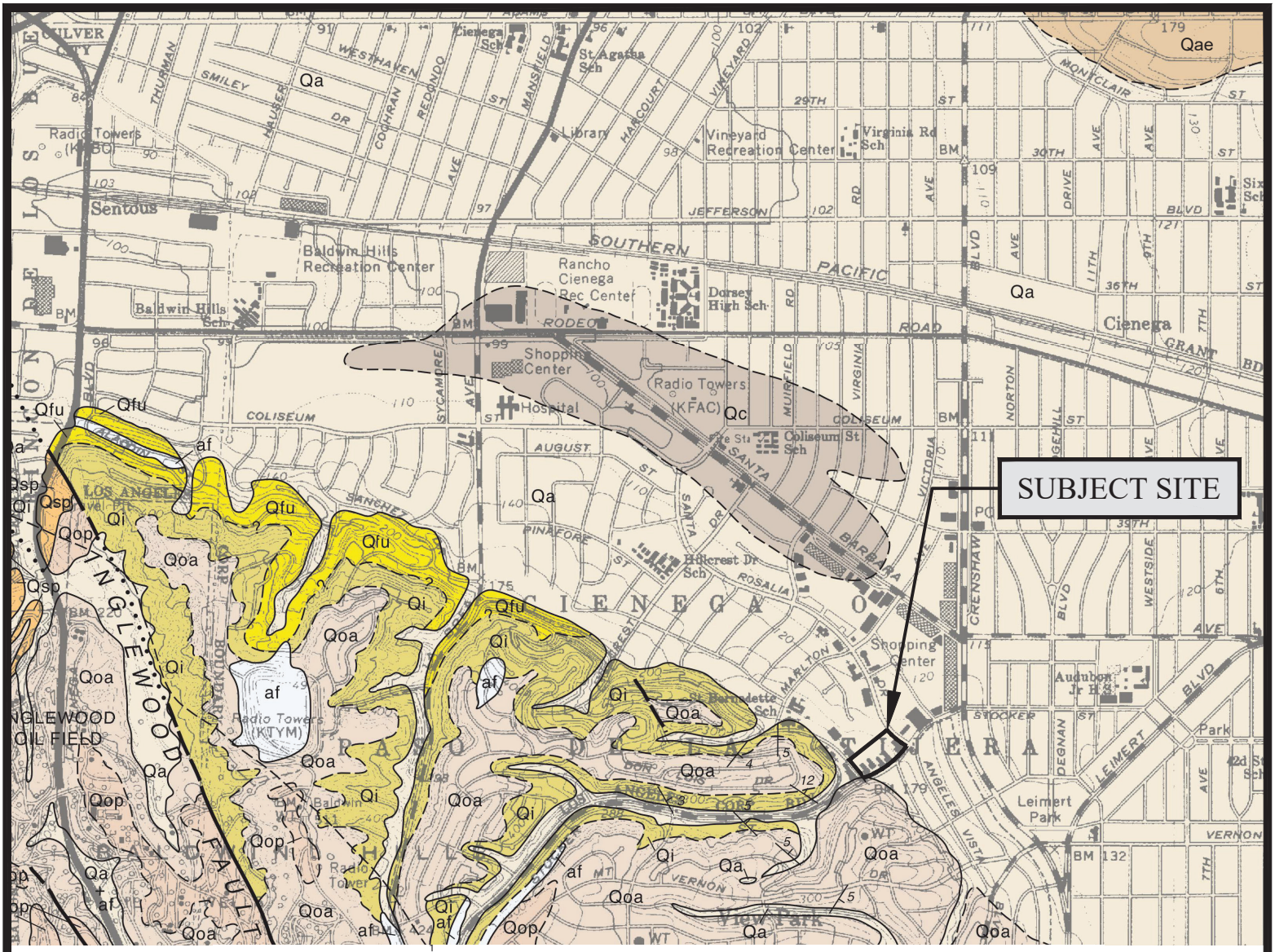
Drawn by: JD | File No.: 22516

Date: May 2024



LEGEND

af: Surficial Sediments - Artificial fill
Qc: Clay and sand of pre-development marshlands
Qa: Alluvium: clay, sand and gravel; includes gravel and sand of minor stream channels
Qae: Older Surficial Sediments - Similar to Qa, but slightly elevated and dissected; includes alluvial fan sediments
Qoa: Older alluvium, fray to light brown pebble-gravel, sand, silt and slay of detritus derived from Santa Monica Mountains; similar to Qae, but slightly consolidated; in Baldwin Hills designated as Baldwin Hills sandy gravel, where it is much dissected and eroded
Qsp: Shallow Marine Sediments - San Pedro Sand: light gray to light brown sand, fine to coarse grained, pebbly; locally contains shell fragments
Qi: Inglewood Formation: light gray, friable; fine grained sandstone and interbedded soft gray siltstone
Qfu: Upper Fernando (?) Formation: soft gray massive silty claystone, base not exposed

Folds - arrow on axial trace of fold indicates direction of plunge

Fault - dashed where indefinite or inferred, dotted where concealed, queried where existence is doubtful

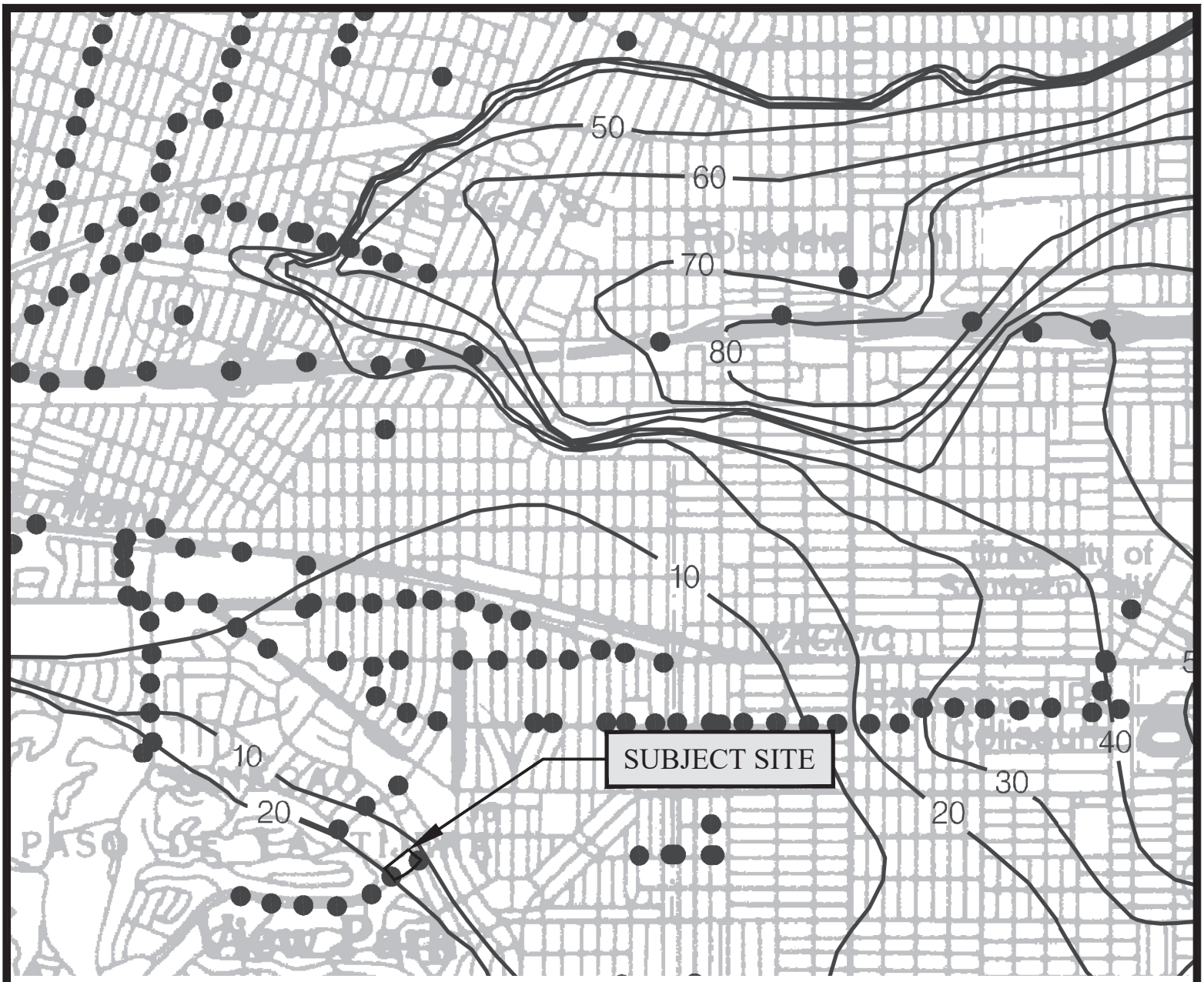
REFERENCE: T.W. DIBBLEE (EDITED 2010) GEOLOGIC MAP OF THE HOLLYWOOD & SOUTH HALF BURBANK QUADRANGLES (#DF-30)

GEOLOGIC MAP (DIBBLEE)

Geotechnologies, Inc.
Consulting Geotechnical Engineers

STEWART MANHATTAN, INC.

FILE NO: 22516



ONE MILE

SCALE

N

LEGEND

- Borehole Site
- 30 — Depth to ground water in feet

REFERENCE: SEISMIC HAZARD ZONE REPORT, 026 HOLLYWOOD, 7.5 - MINUTE QUADRANGLE, LOS ANGELES COUNTY, CALIFORNIA 1998, (REV 2006)

HISTORICALLY HIGHEST GROUNDWATER LEVELS MAP

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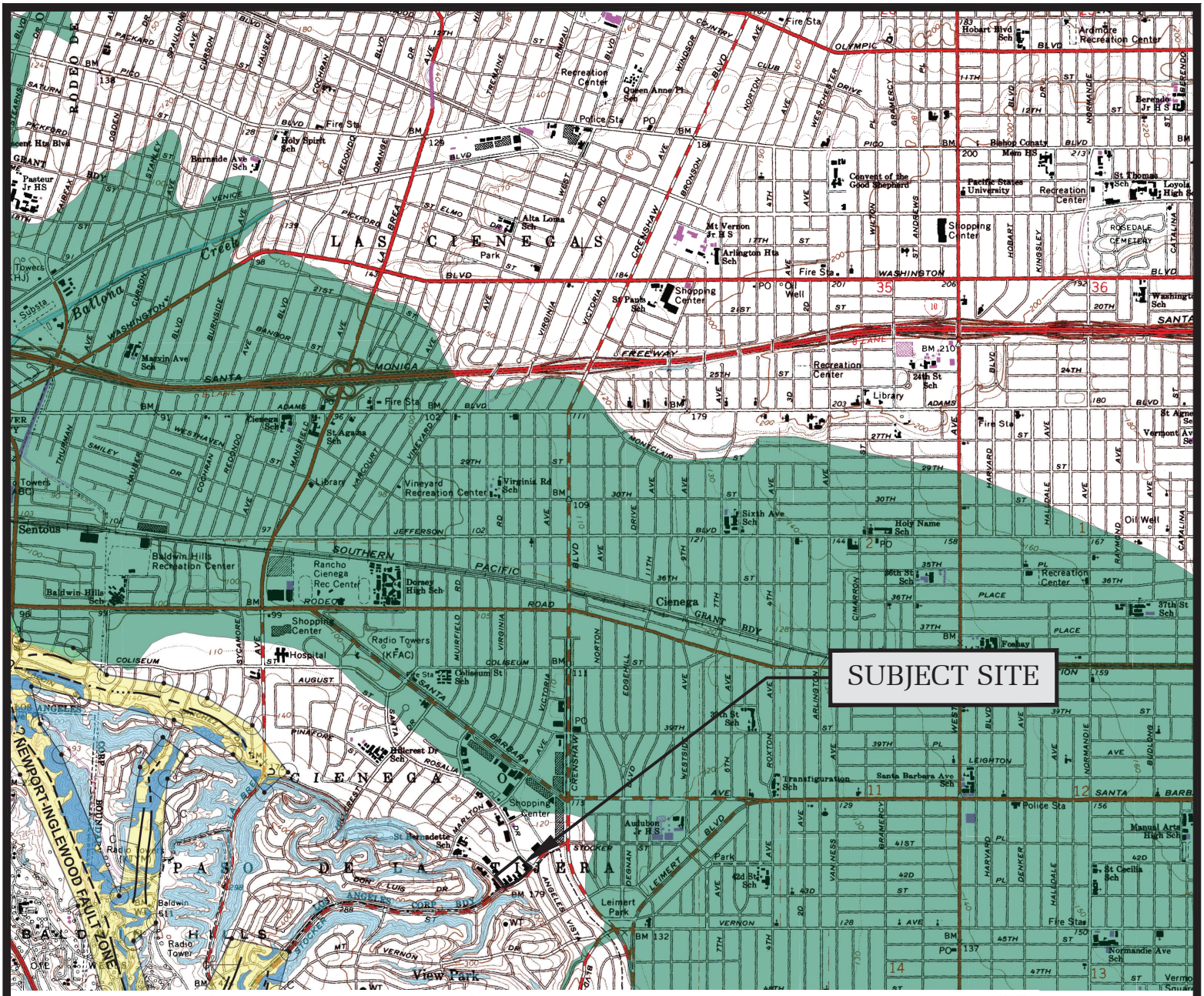
FILE NO: 22516



1 0.5 0 1 2 MILES

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 FEET

1 0.5 0 1 2 KILOMETERS

1000 500 0 1000 2000 METERS

LEGEND

- LIQUEFACTION ZONES
- EARTHQUAKE-INDUCED LANDSLIDE ZONES
- ACTIVE FAULT TRACES
- EARTHQUAKE FAULT ZONES

N

REFERENCE: EARTHQUAKE ZONES OF REQUIRED INVESTIGATION, HOLLYWOOD QUADRANGLE (CGS, 2014)

EARTHQUAKE ZONES OF REQUIRED INVESTIGATION MAP

Geotechnologies, Inc.
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STEWART MANHATTAN, INC.

FILE NO: 22516

BORING LOG NUMBER 1

Stewart Manhattan Inc. **Date: 04/01/24** **Elevation: 154.0'***

File No. 22516 **Method: 8-inch diameter Hollow Stem Auger**

kk *Based on Survey prepared by Joseph C. Truxaw and Associates, Inc. dated 12/8/2023

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Asphalt for Parking
				0 --		5" Asphalt over 3" Base
				-		
				1 --		FILL: Silty Sand, dark brown, moist, medium dense, fine grained
				-		
				2 --		
2.5	18	11.8	121.6	-		
				3 --		
				-		
				4 --		
				-		
5	10	12.2	SPT	5 --		
				-		Silty Sand, dark and yellowish brown, moist, medium dense, fine grained
				6 --		
				-		
				7 --		
7.5	20	17.7	112.7	-		
				8 --	SM/SW	ALLUVIUM: Silty Sand to Pebbly Sand, yellowish brown, moist, medium dense, fine to coarse grained
				-		
				9 --		
				-		
10	11	5.9	SPT	10 --		
				-	SM/SP	Silty Sand to Sand, yellowish brown, moist, medium dense, fine to medium grained
				11 --		
				-		
				12 --		
12.5	34	6.4	115.2	-		
				13 --		
				-		
				14 --		
				-		
15	19	9.6	SPT	15 --		
				-		
				16 --		
				-		
				17 --		
17.5	52	4.2	123.7	-		
				18 --		
				-		
				19 --		
				-		
20	24	14.9	SPT	20 --		
				-		
				21 --		
				-		
				22 --		
22.5	52	6.3	115.9	-		
				23 --		Silty Sand to Sand, dark and yellowish brown, moist, medium dense, fine to medium grained
				-		
				24 --		
				-		
25	22	5.7	SPT	25 --		
				-		

BORING LOG NUMBER 1

Stewart Manhattan Inc.

File No. 22516

kk

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26 --		
				27 --		
27.5	47	7.0	107.9	28 --		
				29 --		
30	27	12.4	SPT	30 --		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual. Used 8-inch diameter Hollow-Stem Auger 140-lb. Automatic Hammer, 30-inch drop Modified California Sampler used unless otherwise noted SPT=Standard Penetration Test
				31 --		
				32 --		
32.5	78	4.4	115.6	33 --		
				34 --		
35	33	10.2	SPT	35 --		
				36 --	SM	Silty Sand, grayish brown, moist, medium dense, fine grained
				37 --		
37.5	32 50/3"	8.2	109.6	38 --		
				39 --		
40	32 50/5"	2.3	SPT	40 --	SP	Sand, yellowish brown, moist, very dense, fine to medium grained
				41 --		
				42 --		
42.5	100/8"	2.1	120.3	43 --	SP/SW	Sand to Gravelly Sand, yellowish brown, moist, very dense, fine to coarse grained
				44 --		
45	50/6"	1.9	SPT	45 --		
				46 --		
				47 --		
47.5	100/8"	4.8	118.6	48 --	SM/SW	Silty Sand to Cobbly Sand, yellow and grayish brown, moist, very dense, fine to coarse grained
				49 --	SM/SP	Silty Sand to Sand, dark and grayish brown, moist, medium dense to dense
50	45	11.0	SPT	50 --		Total Depth 50 feet No Water Fill to 7.5 feet

BORING LOG NUMBER 2

Stewart Manhattan Inc. **Date: 04/01/24** **Elevation: 169.0'***

File No. 22516 **Method: 8-inch diameter Hollow Stem Auger**

kk

*Based on Survey prepared by Joseph C. Truxaw and Associates, Inc. dated 12/8/2023

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Asphalt for Parking
				0 --		4" Asphalt over 3" Base
				1 --		FILL: Silty Sand, dark brown and gray, moist, medium dense, fine grained
2.5	8	8.5	110.8	2 --		
				3 --		
				4 --		
5	26	10.4	121.9	5 --	SM	ALLUVIUM: Silty Sand, dark brown, moist, medium dense, fine grained
				6 --		
				7 --		
				8 --		
				9 --		
10	55	12.1	118.5	10 --	SM/ML	Silty Sand to Sandy Silt, dark brown, moist, medium dense, stiff, fine grained
				11 --		
				12 --		
				13 --		
				14 --		
15	54	6.7	113.8	15 --	SM	Silty Sand, yellowish brown, moist, medium dense, fine grained
				16 --		
				17 --		
				18 --		
				19 --		
20	68	2.2	109.7	20 --	SM/SP	Silty Sand to Sand, dark and yellowish brown, moist, dense, fine to medium grained
				21 --		
				22 --		
				23 --		
				24 --		
25	71	3.3	114.8	25 --		

BORING LOG NUMBER 2

Stewart Manhattan Inc.

File No. 22516

kk

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26 --		
				27 --		
				28 --		
				29 --	SW	Cobbly Sand, grayish brown, moist, very dense, fine to coarse grained
30	100/8"	2.3	Disturbed	30 --		Total Depth 30 feet No Water Fill to 5 feet
				31 --		
				32 --		
				33 --		
				34 --		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual.
				35 --		Used 8-inch diameter Hollow-Stem Auger 140-lb. Automatic Hammer, 30-inch drop
				36 --		Modified California Sampler used unless otherwise noted
				37 --		SPT=Standard Penetration Test
				38 --		
				39 --		
				40 --		
				41 --		
				42 --		
				43 --		
				44 --		
				45 --		
				46 --		
				47 --		
				48 --		
				49 --		
				50 --		

BORING LOG NUMBER 3

Stewart Manhattan Inc. **Date: 04/01/24** **Elevation: 170.5'***

File No. 22516 **Method: 8-inch diameter Hollow Stem Auger**

kk

*Based on Survey prepared by Joseph C. Truxaw and Associates, Inc. dated 12/8/2023

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Asphalt for Parking
				0 --		6" Asphalt over 3" Base
				1 --		
				2 --		FILL: Silty Sand, dark brown and gray, moist, medium dense, fine grained
2.5	29	13.3	120.2	3 --		
				4 --		
				5 --	SM	ALLUVUIM: Silty Sand, dark brown, moist, medium dense, fine grained
5	41	17.4	113.4	6 --	ML	Sandy Silt, dark brown, moist, stiff
				7 --		
				8 --		
				9 --		
10	50	15.0	120.6	10 --	SM/SP	Silty Sand to Sand, dark and yellowish brown, moist, dense, fine grained
				11 --		
				12 --		
				13 --		
				14 --		
15	27	9.7	109.4	15 --		
				16 --		
				17 --		
				18 --		
				19 --		
20	76	12.3	113.6	20 --	SM	Silty Sand, dark brown, moist, dense, fine grained
				21 --		
				22 --		
				23 --		
				24 --		
25	88	5.0	110.7	25 --	SP/SW	Sand to Gravelly Sand, dark and yellowish brown, moist, dense, fine to coarse grained

BORING LOG NUMBER 3

Stewart Manhattan Inc.

File No. 22516

kk

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				- 26 -- - 27 -- - 28 -- - 29 -- -		
30	49	31.1	92.3	30 -- - 31 -- - 32 -- - 33 -- - 34 -- - 35 -- - 36 -- - 37 -- - 38 -- - 39 -- - 40 -- - 41 -- - 42 -- - 43 -- - 44 -- - 45 -- - 46 -- - 47 -- - 48 -- - 49 -- - 50 -- -	SM	Silty Sand, dark and grayish brown, moist, medium dense, fine grained Total Depth 30 feet No Water Fill to 4 feet NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual. Used 8-inch diameter Hollow-Stem Auger 140-lb. Automatic Hammer, 30-inch drop Modified California Sampler used unless otherwise noted

BORING LOG NUMBER 4

Stewart Manhattan Inc. **Date: 04/02/24** **Elevation: 180.5'***

File No. 22516 **Method: 8-inch diameter Hollow Stem Auger**

kk

*Based on Survey prepared by Joseph C. Truxaw and Associates, Inc. dated 12/8/2023

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Asphalt for Parking
				0 --		5" Asphalt, over 2" Base
				1 --		FILL: Silty Sand, dark brown, moist, medium dense, fine grained
				2 --		
2.5	35	17.5	114.6	3 --		
				4 --	ML	ALLUVIUM: Sandy to Clayey Silt, dark brown, moist, stiff
5	28	17.5	111.9	5 --	SM	Silty Sand, dark brown, moist, medium dense, fine grained
				6 --		
				7 --		
				8 --		
				9 --		
10	56	5.1	120.1	10 --	SM/SP	Silty Sand to Sand, dark and yellowish brown, moist, medium dense, fine grained
				11 --		
				12 --		
				13 --		
				14 --		
15	32	8.2	104.8	15 --		
				16 --		
				17 --		
				18 --		
				19 --		
20	37	13.9	108.5	20 --	SM	Silty Sand, yellowish brown, moist, medium dense, fine grained
				21 --		Total Depth 20 feet No Water Fill to 3 feet
				22 --		
				23 --		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual.
				24 --		Used 8-inch diameter Hollow-Stem Auger 140-lb. Automatic Hammer, 30-inch drop
				25 --		Modified California Sampler used unless otherwise noted

BORING LOG NUMBER 5

Stewart Manhattan Inc. **Date: 04/02/24** **Elevation: 187.0'***

File No. 22516 **Method: 8-inch diameter Hollow Stem Auger**

kk *Based on Survey prepared by Joseph C. Truxaw and Associates, Inc. dated 12/8/2023

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Asphalt for Parking
				0 --		4" Asphalt, over 2" Base
				1 --		FILL: Silty Sand to Sandy Silt, dark brown, moist, medium dense, stiff, fine grained
2.5	45	13.3	120.1	2 --		
				3 --	SM/ML	ALLUVIUM: Silty Sand to Sandy Silt, dark brown, moist, medium dense, stiff, fine grained
5	60	8.9	127.5	4 --	SM/SP	Silty Sand to Sand, dark brown, moist, dense, fine grained
				5 --		
				6 --		
				7 --		
				8 --		
				9 --		
10	35	9.7	113.1	10 --		
				11 --		
				12 --		
				13 --		
				14 --		
15	42	6.5	113.3	15 --	SP	Sand, yellowish brown, moist, medium dense, fine grained
				16 --		
				17 --		
				18 --		
				19 --		
20	36	22.2	101.4	20 --		Total Depth 20 feet No Water Fill to 3 feet
				21 --		
				22 --		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual.
				23 --		
				24 --		Used 8-inch diameter Hollow-Stem Auger 140-lb. Automatic Hammer, 30-inch drop Modified California Sampler used unless otherwise noted
				25 --		

BORING LOG NUMBER 6

Stewart Manhattan Inc. **Date: 04/02/24** **Elevation: 183.5'***

File No. 22516 **Method: 8-inch diameter Hollow Stem Auger**

kk *Based on Survey prepared by Joseph C. Truxaw and Associates, Inc. dated 12/8/2023

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Asphalt for Parking
				0 --		FILL: Silty Sand, dark brown, moist, dense, fine grained
				-		
				1 --		
				-		
				2 --		
2.5	23	11.5	122.0	-		
				3 --		
				-	SM	ALLUVIUM: Silty Sand, dark and yellowish brown, moist, medium dense, fine grained
				4 --		
				-		
5	12	11.7	SPT	5 --		
				-		
				6 --		
				-		
				7 --		
7.5	56	22.1	104.9	-		
				8 --		
				-		
				9 --		
				-		
10	21	15.8	SPT	10 --		
				-	SM/SP	Silty Sand to Sand, yellowish brown, moist, medium dense, fine grained
				11 --		
				-		
				12 --		
12.5	38	5.6	113.7	-		
				13 --	SP	Sand, yellowish brown, moist, medium dense, fine grained
				-		
				14 --		
				-		
15	29	11.1	SPT	15 --		
				-	SM/SP	Silty Sand to Sand, yellowish brown, moist, medium dense, fine grained
				16 --		
				-		
				17 --		
17.5	70	4.2	118.6	-		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual.
				18 --		
				-		
				19 --		Used 8-inch diameter Hollow-Stem Auger 140-lb. Automatic Hammer, 30-inch drop
				-		
20	22	11.8	SPT	20 --		Modified California Sampler used unless otherwise noted
				-		
				21 --		SPT=Standard Penetration Test
				-		
				22 --		
22.5	66	9.4	113.6	-		
				23 --	SP	Sand, yellowish brown, moist, dense, fine grained
				-		
				24 --		
				-		
25	50	5.4	SPT	25 --		
				-		Sand, yellowish brown, moist, dense, fine grained, minor gravel

BORING LOG NUMBER 6

Stewart Manhattan Inc.

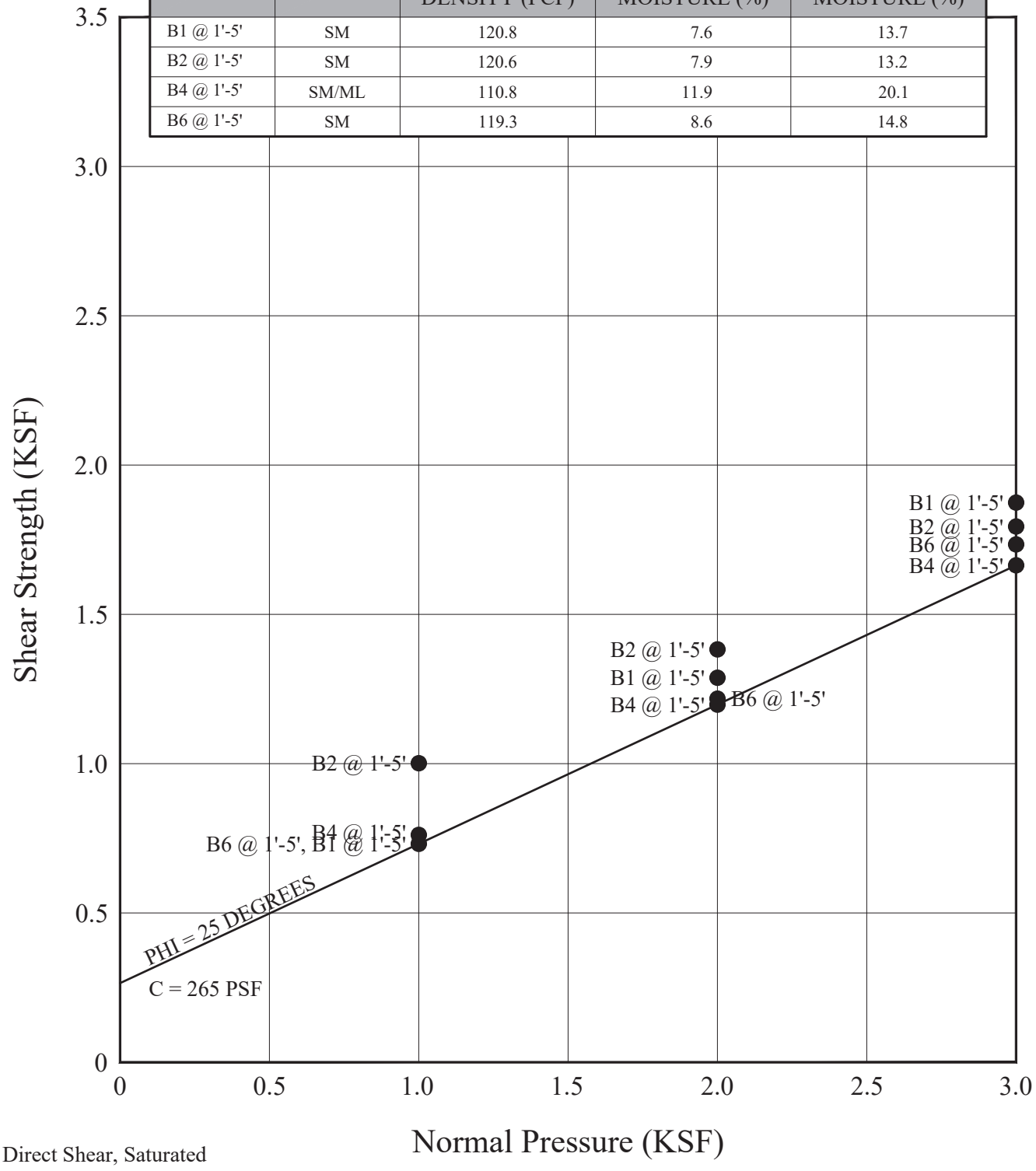
File No. 22516

kk

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26 --		
				27 --		
27.5	42	7.9	105.3	28 --		Sand, yellowish brown, moist, medium dense, fine grained
				29 --		
30	58	7.8	SPT	30 --		Sand, dark and yellowish brown, moist, dense, fine to coarse grained
				31 --		
				32 --		
32.5	100/7"	1.7	116.2	33 --	SP/SW	Sand to Gravelly Sand, dark and yellowish brown, moist, very dense, fine to coarse grained
				34 --		
35	90	1.8	SPT	35 --	SP	Sand, dark and yellowish brown
				36 --		
				37 --		
37.5	40 50/4"	14.4	94.4	38 --	SM	Silty Sand, grayish brown, moist, very dense, fine grained
				39 --		
40	70	15.3	SPT	40 --		
				41 --		
				42 --		Silty Sand, dark and grayish brown, moist, very dense, fine grained
42.5	50/5"	16.5	113.7	43 --		
				44 --		
45	76	3.8	SPT	45 --	SP	Sand, yellow and grayish brown, moist, very dense, fine to medium grained
				46 --		
				47 --		
47.5	50/4"	4.4	111.9	48 --		
				49 --	SM	Silty Sand, dak and yellowish brown, moist, medium dense, fine grained
50	29	28.5	SPT	50 --		Total Depth 50 feet No Water Fill to 3 feet

BULK SAMPLE REMOLDED TO 90 PERCENT OF THE MAXIMUM LABORATORY DENSITY

SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B1 @ 1'-5'	SM	120.8	7.6	13.7
B2 @ 1'-5'	SM	120.6	7.9	13.2
B4 @ 1'-5'	SM/ML	110.8	11.9	20.1
B6 @ 1'-5'	SM	119.3	8.6	14.8



● Direct Shear, Saturated

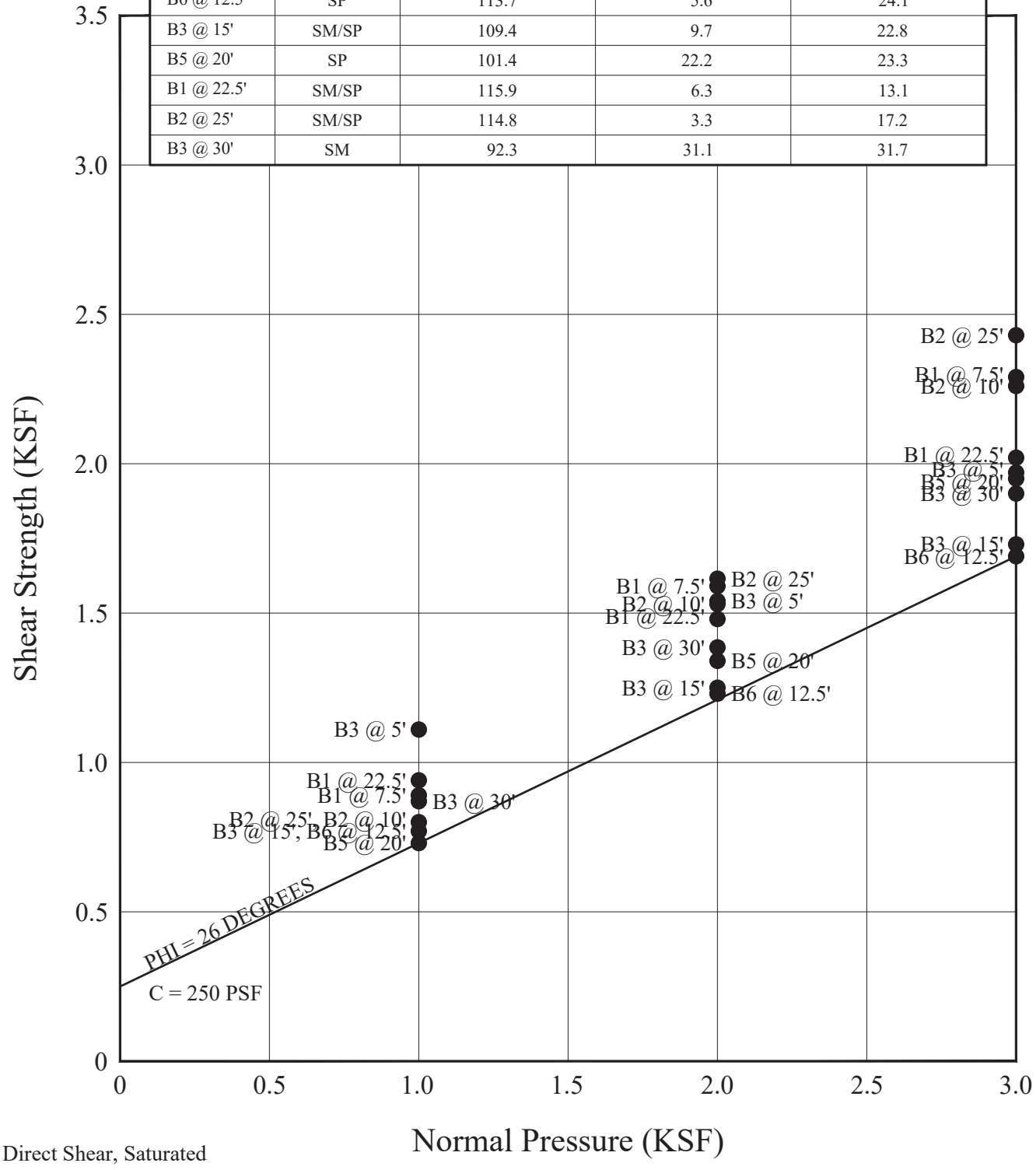
SHEAR TEST DIAGRAM (ASTM D3080)

Geotechnologies, Inc.
Consulting Geotechnical Engineers

STEWART MANHATTAN INC.

FILE NO: 22516 | PLATE: B-1

SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B3 @ 5'	SM	113.4	17.4	20.9
B1 @ 7.5'	SM	112.7	17.7	19.5
B2 @ 10'	SM/ML	118.5	12.1	24.6
B6 @ 12.5'	SP	113.7	5.6	24.1
B3 @ 15'	SM/SP	109.4	9.7	22.8
B5 @ 20'	SP	101.4	22.2	23.3
B1 @ 22.5'	SM/SP	115.9	6.3	13.1
B2 @ 25'	SM/SP	114.8	3.3	17.2
B3 @ 30'	SM	92.3	31.1	31.7



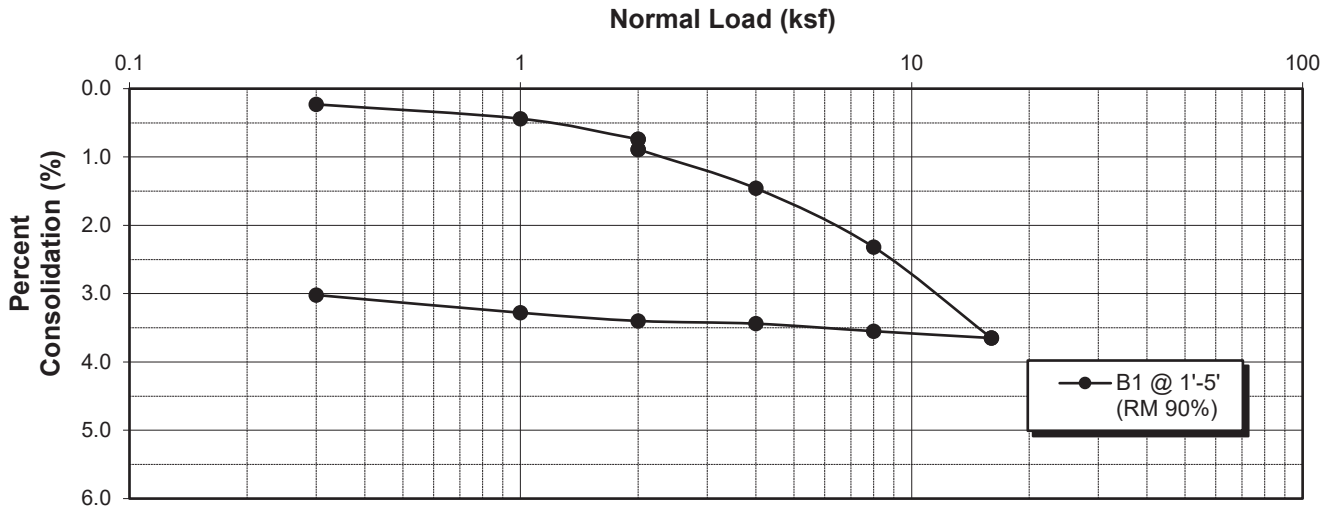
● Direct Shear, Saturated

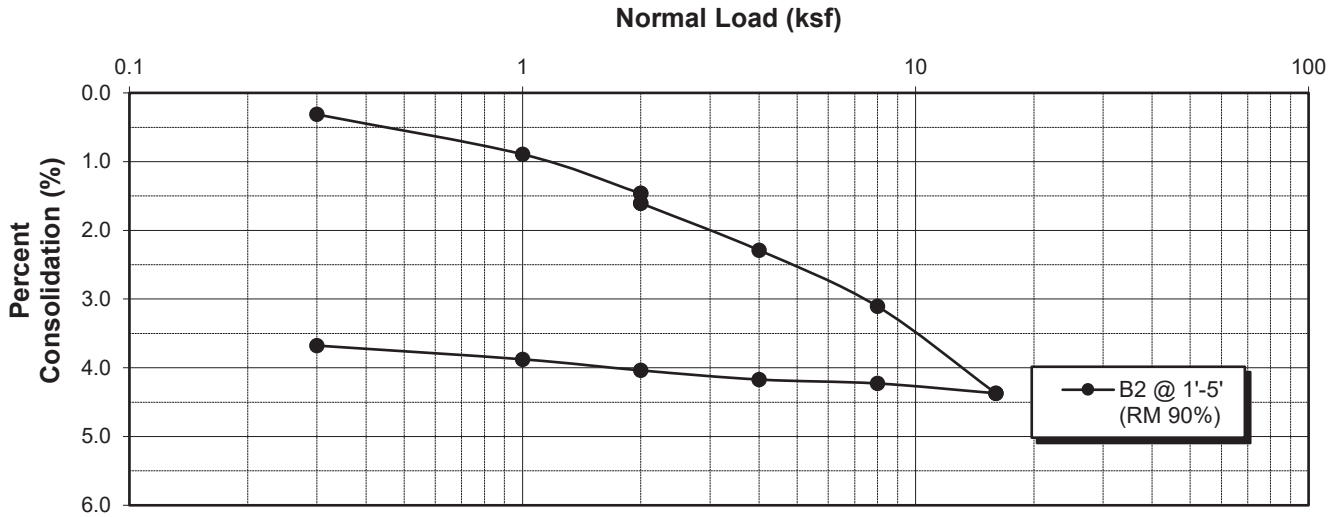
SHEAR TEST DIAGRAM (ASTM D3080)

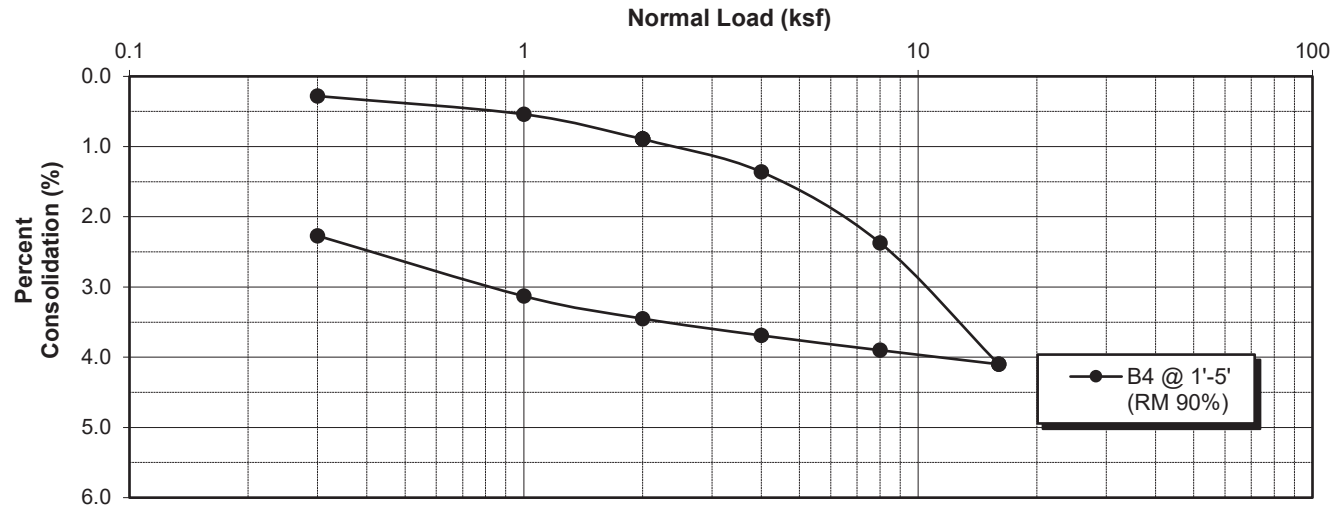
Geotechnologies, Inc.
Consulting Geotechnical Engineers

STEWART MANHATTAN INC.

FILE NO: 22516 | PLATE: B-2







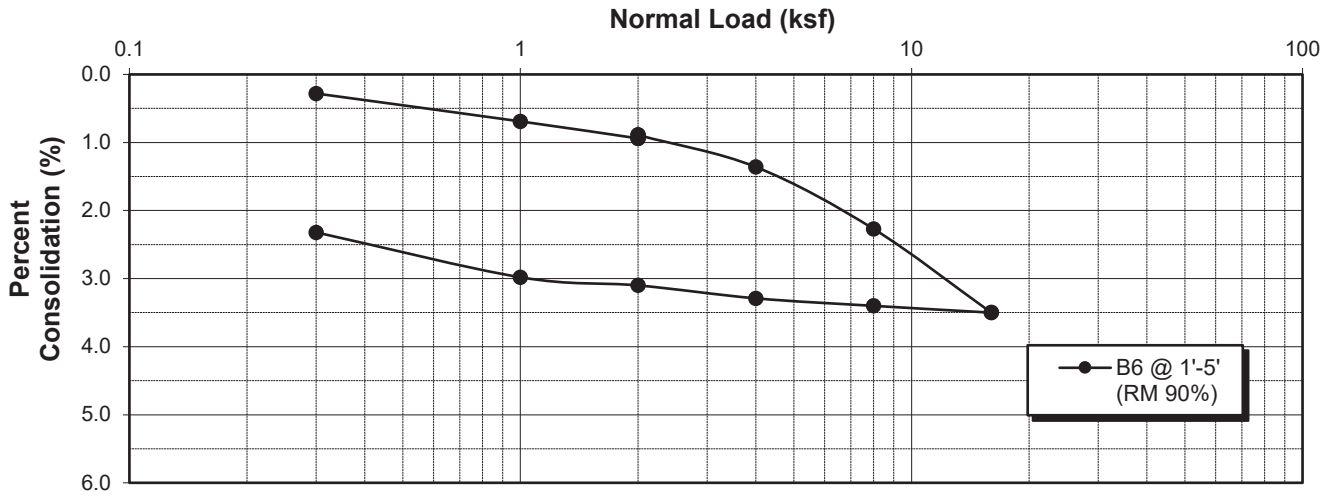
Water added at 2 KSF

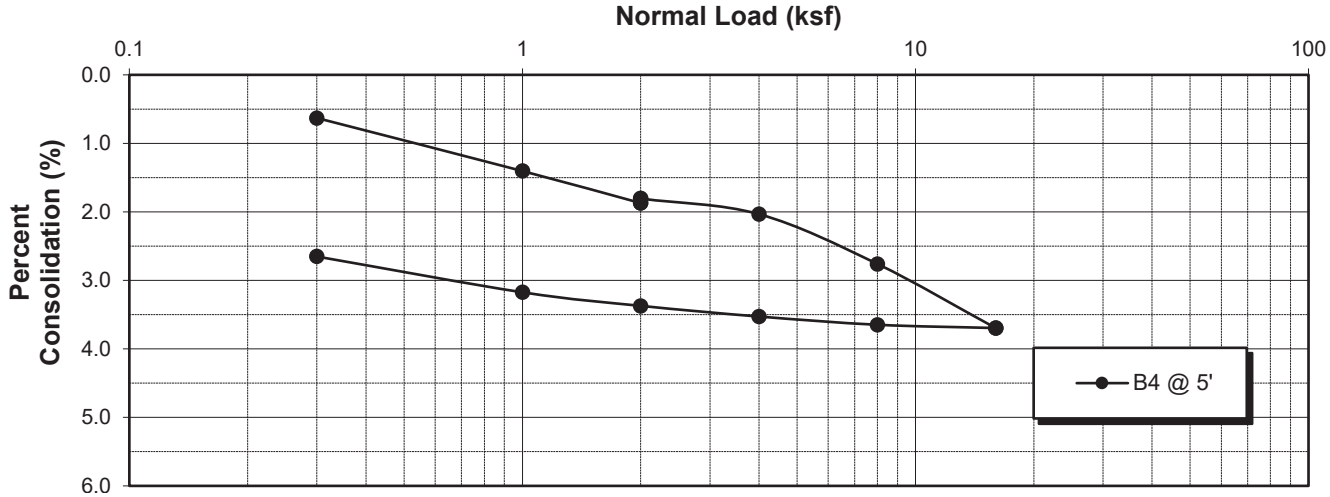
CONSOLIDATION (ASTM D2435)

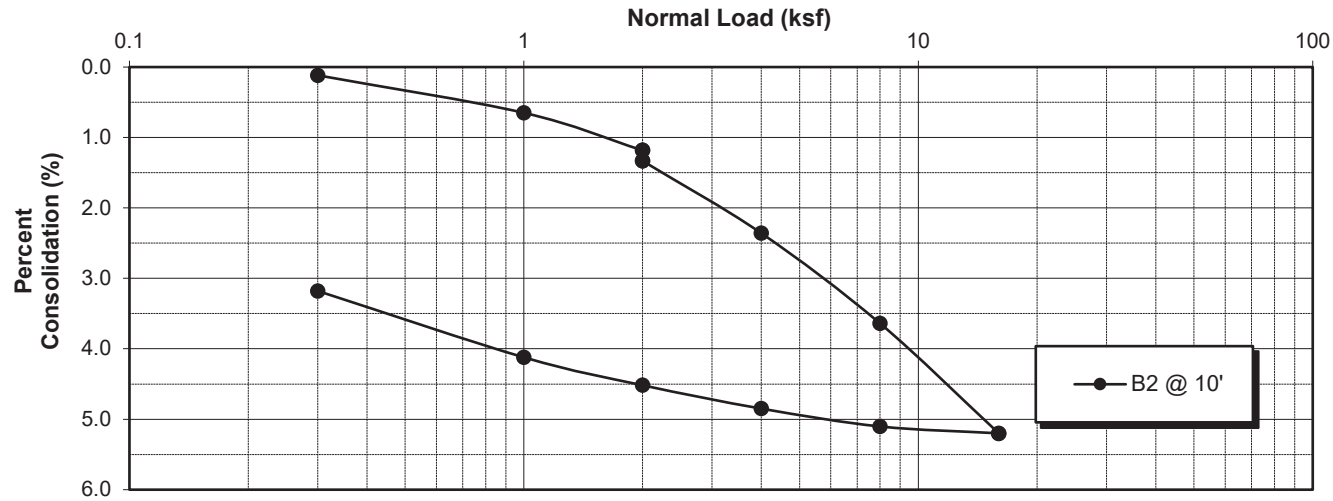
Geotechnologies, Inc.
Consulting Geotechnical Engineers

PROJECT: STEWART MANHATTAN INC.

FILE NO.: 22516 | PLATE: C-1







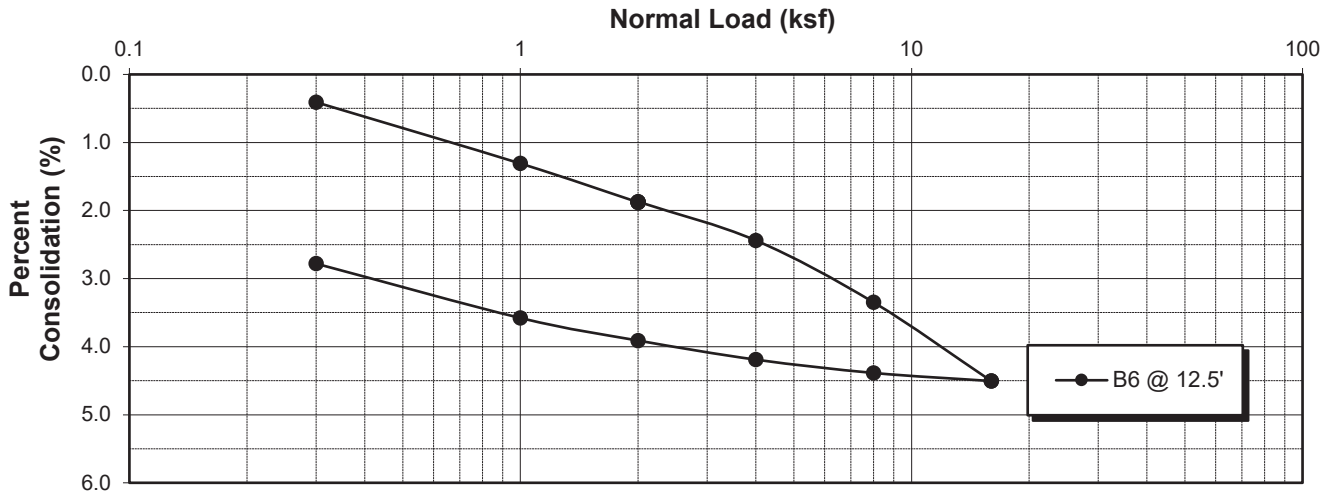
Water added at 2 KSF

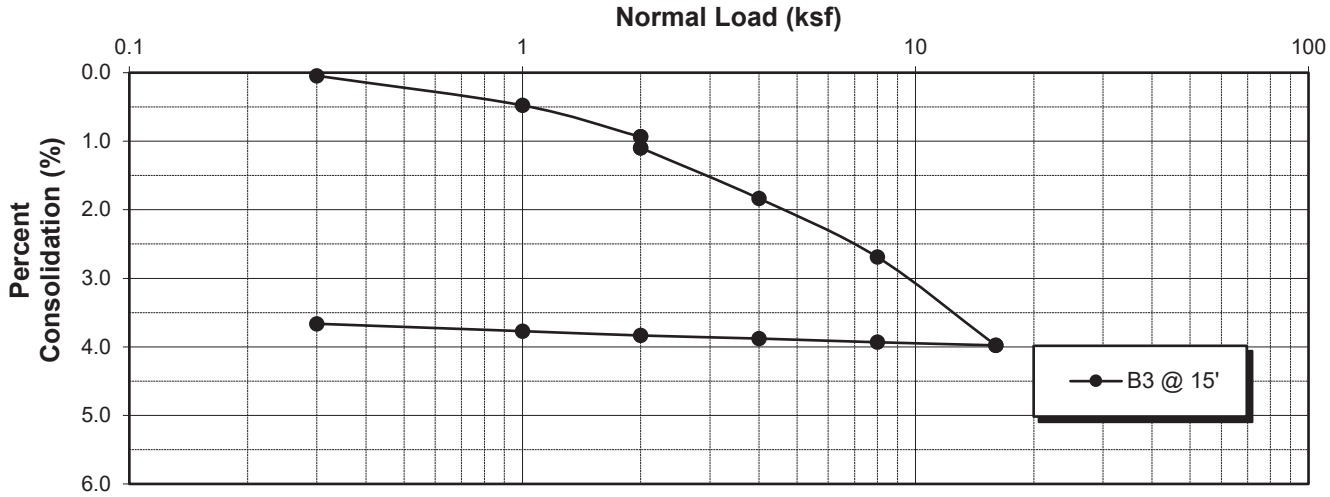
CONSOLIDATION(ASTM D2435)

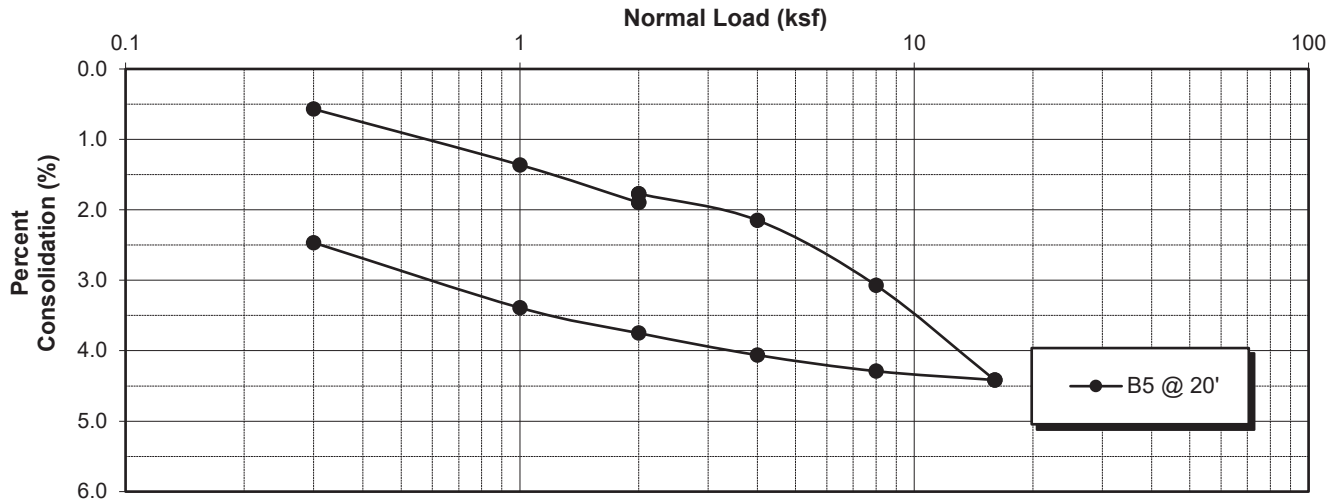
Geotechnologies, Inc.
Consulting Geotechnical Engineers

PROJECT: STEWART MANHATTAN INC.

FILE NO.: 22516 | PLATE: C-2







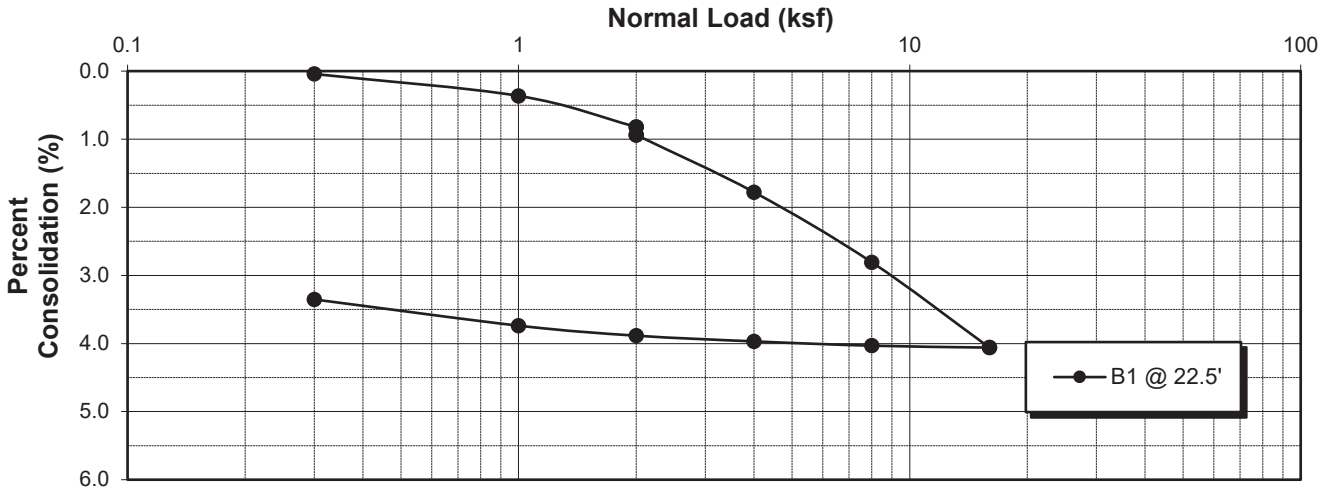
Water added at 2 KSF

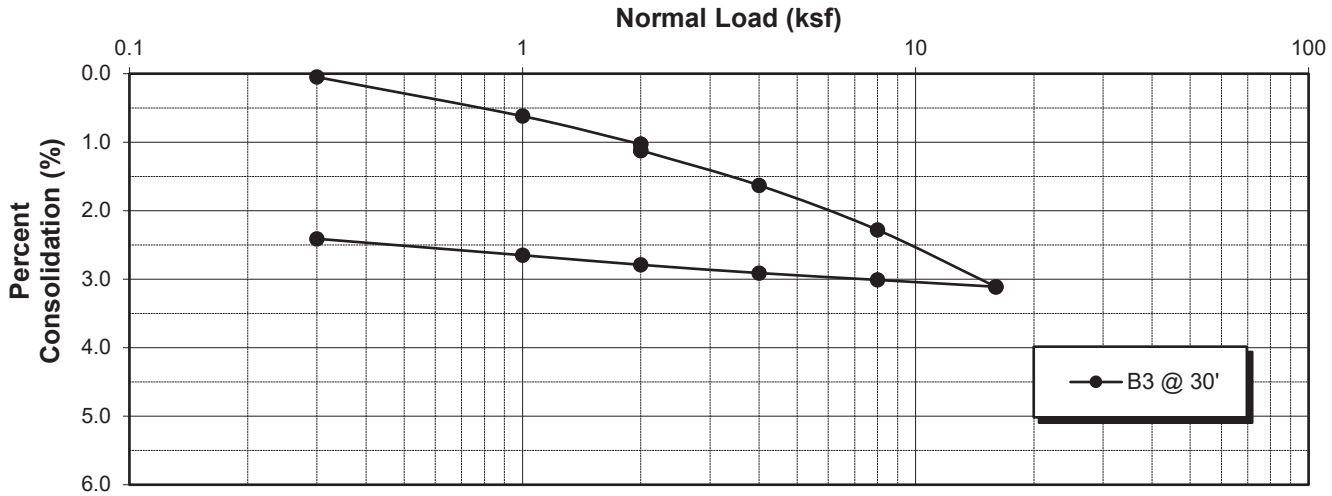
CONSOLIDATION(ASTM D2435)

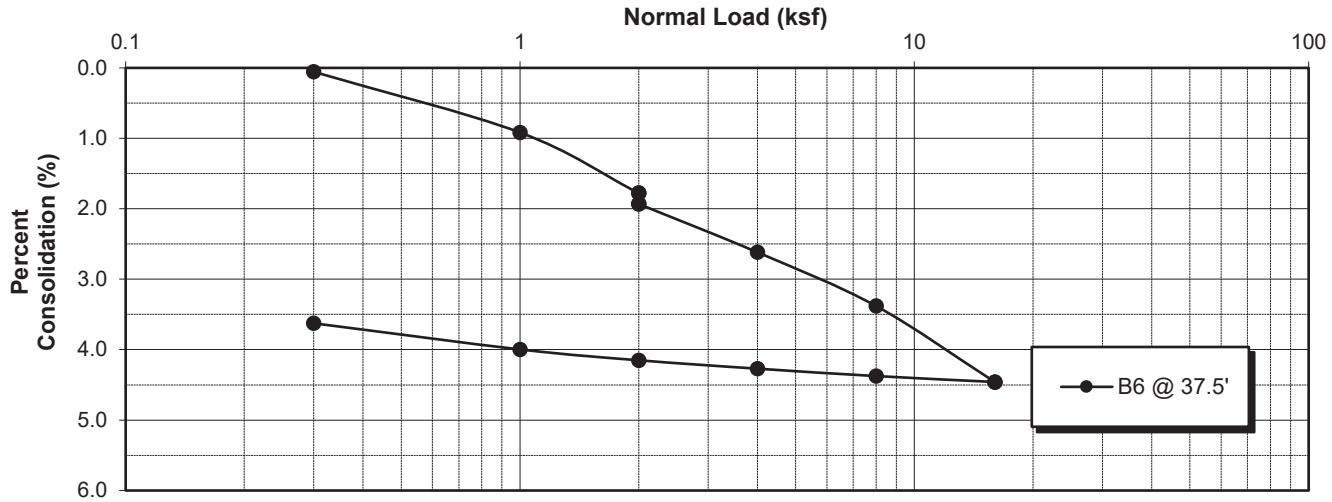
Geotechnologies, Inc.
Consulting Geotechnical Engineers

PROJECT: STEWART MANHATTAN INC.

FILE NO.: 22516 | PLATE: C-3







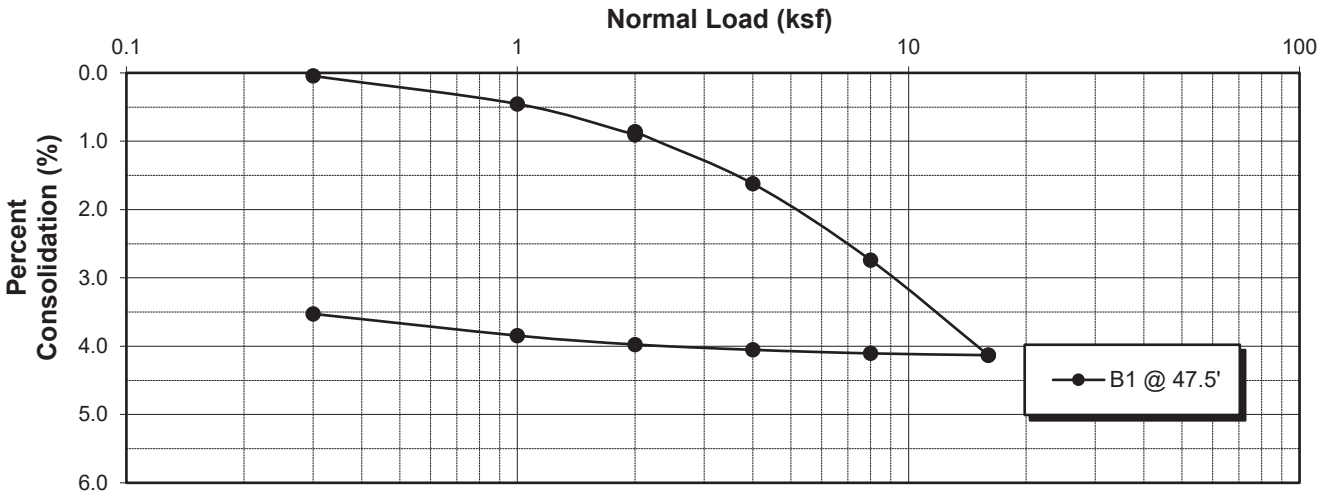
Water added at 2 KSF

CONSOLIDATION(ASTM D2435)

Geotechnologies, Inc.
Consulting Geotechnical Engineers

PROJECT: STEWART MANHATTAN INC.

FILE NO.: 22516 | PLATE: C-4



Water added at 2 KSF

CONSOLIDATION (ASTM D2435)

Geotechnologies, Inc.
Consulting Geotechnical Engineers

PROJECT: STEWART MANHATTAN INC.

FILE NO.: 22516 | PLATE: C-5

LABORATORY COMPACTION CHARACTERISTICS
(ASTM D1557)

SAMPLE	B1 @ 1'-5'	B2 @ 1'-5'	B4 @ 1'-5'	B6 @ 1'-5'
SOIL TYPE	SM	SM	SM/ML	SM/SC
MAXIMUM DRY DENSITY (PCF)	134.2	134.0	123.1	132.5
OPTIMUM MOISTURE %	7.6	7.9	11.9	8.6

EXPANSION INDEX
(ASTM D4829)

SAMPLE	B1 @ 1'-5'	B2 @ 1'-5'	B4 @ 1'-5'	B6 @ 1'-5'
SOIL TYPE	SM	SM	SM/ML	SM/SC
EXPANSION INDEX UBC STANDARD 18-2	10	7	43	50
EXPANSION CHARACTER	VERY LOW	VERY LOW	LOW	MODERATE

SULFATE CONTENT
(CALIFORNIA TEST 417)

SAMPLE	B1 @ 1'-5'	B2 @ 1'-5'	B4 @ 1'-5'	B6 @ 1'-5'
SULFATE CONTENT: (Percentage by Weight)	<0.1%	<0.2%	<0.2%	<0.2%

SULFATE CONTENT
(CALIFORNIA TEST 417)

SAMPLE	B1 @ 10'	B1 @ 20'	B3 @ 15'
SULFATE CONTENT: (Percentage by Weight)	<0.1%	<0.1%	<0.1%



COMPACTION/EXPANSION/SULFATE DATA SHEET

Geotechnologies, Inc.
Consulting Geotechnical Engineers

STEWART MANHATTAN INC.

FILE NO: 22516 | PLATE: D

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 1
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Sample Type: Undisturbed, Bulk
Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
		3.5" Asphalt Concrete,						
	SM	3.5"-18" Artificial FILL (Af) Medium brown silty sand, moist,						
		1.5'-31.5' Alluvium (Qa)						
	SM	Olive gray/brown silty sand, fine, moist, few pebbles & small gravel,	11 14 32	6.7	118.9			
5	SP SM	sand to silty sand, very moist,	6 8 13	12.8	101.3			
10	SP	sand to sand slightly silty, few pebbles, moist,	11 15 18	7.1	113.2			
15	SM	Olive brown/ gray with white and rust iron stains Interbed layer of sand, silty sand and gravelly sand	8 10 13	8.3	108.5			

Cont. next page....

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 1
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Sample Type: Undisturbed, Bulk
Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
20	SM	Olive brown/ gray with white and rust iron stains Interbed layer of sand, silty sand and gravelly sand	14 12 16	8.1	114.9			
25	SP	becomes sand slightly silty, moist,	12 15 16	5.6	113.7			
30	SM		13 18 23	8.3	115.1			
		End of boring @ 31.5-ft **No cavings or groundwater** **Boring backfilled with cuttings on 12/10/21**						
35								

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 2
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Sample Type: Undisturbed, Bulk
Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	Undisturbed	Bulk	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
				6" Asphalt Concrete over 2" Aggregate Base						
	SM			8"-36" Artificial FILL (Af) Dark gray silty sand, trace clay, moist-very moist,	5					
	SM	X			5 6	13.2	104.8			
				3.0'-36.5' Alluvium (Qa) Dark olive gray/brown silty sand, fine, moist, few pebbles & small gravel,						
5	SM	X			13 15 16	12.5	121.0			
10	SM SP	X		mixture of silty sand and fine poorly graded sand,	5 7 13	9.6	113.8			
15	SM	X		Becones olive gray silty sand to sand slightly silty, pebbles & small size gravels,	3 5 6	10.7	105.5			

Cont. next page....

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 2
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Sample Type: Undisturbed, Bulk
Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
20	SM	Olive gray silty sand to sand slightly silty, pebbles & small size gravels,	3 6 11	11.1	107.3			
25	SM SP	mixture of silty sand and fine poorly graded sand,	5 9 13	10.5	108.7			
30	SM ML	silty sand/sandy silt, few small gravel,	7 11 13	8.9	111.3			
35	SM	becomes gravelly silty sand,	6 13 18	10.7	114.3			
		End of boring @ 36.5-ft **No cavings or groundwater** **Boring backfilled with cuttings on 12/10/21**						

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 3
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Sample Type: Undisturbed, Bulk

Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
	SC-SM	6" Asphalt Concrete 0.5'-4.5' Artificial FILL (Af) Dark gray silty, clayey sand, moist-very moist,	7					
	SC-SM		9 13	13.2	108.7			Expansion Index Atterberg Limits % Passing #200
5	SM ML	**4.5'-36.5' Alluvium (Qa)** Light to med. olive brown/gray silty sand/ sandy silt	10 11 17	14.4	112.2			
10	SM ML	mixture of poorly graded fine silty sand and sandy silt,	7 7 9	9.8	98.2			
15	SW	becomes fine to coarse sand slightly silty to clean, pebbles & gravels	6 7 19	4.1	113.5			

Cont. next page....

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 3
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Sample Type: Undisturbed, Bulk
Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
20	SP SM	mixture of poorly graded fine sand and silty sand	7 9 17	8.5	108.3			
25	SP SM	same as above descriptions,	7 12 14	8.7	110.5			
30	SM ML	silty sand/sandy silt,	5 9 14	10.7	107.5			
35	SM ML	same as above descriptions,	8 13 15	9.9	109.1			
		End of boring @ 36.5-ft **No cavings or groundwater** **Boring backfilled with cuttings on 12/10/21**						

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 4
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Sample Type: Undisturbed, Bulk

Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
	SM	5" Asphalt Concrete, **0.5"-3.0' Artificial FILL (Af)** Dark gray silty sand, moist-very moist,						
	SM		5 6 9	13.8	105.7			Corrosion Series
		3.0'-51.5' Alluvium (Qa) Olive gray/brown silty sand, very fine to fine, few pebbles, moist,						
5	SM		5 7 8	9.3	100.2			Consolidation
10	SM	same as above descriptions	6 8 16	7.4	108.6			Direct Shear Consolidation
15	SM	becomes fine-coarse, few small rocks 3/8"-1/2"	10 12 15	5.7	97.7			

Cont. next page....

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 4
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Sample Type: Undisturbed, Bulk
Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
20	SM	Olive gray/brown silty sand, very fine to fine, few pebbles, moist,	14 19 38	5.8	116.2			Consolidation
25	SP	becomes sand slightly silty	9 12 15	8.5	91.7			
30	SM ML	Becomes very fine silty sand/sandy silt, damp-moist,	13 16 35	8.2	108.9			
35	SM ML	Olive grayish green with rust iron stains,	7 10 16	5.6				

Cont. next page....

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 4
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Sample Type: Undisturbed, Bulk
Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
40	SM ML	Olive gray very fine silty sand/sandy silt, damp-moist,	50-6"	4.3				
45	SM ML	Oliver grayish green with rust iron stains,	50-6"	5.1				
50	SM ML		50-6"	4.5				
		End of boring @ 51.5-ft **No cavings or groundwater** **Boring backfilled with cuttings on 12/10/21** **Difficult drilling/grinding below 35 ft**						
55								

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 5
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	Sample Type: Undisturbed	Sample Type: Bulk	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
	SM			5" Asphalt Concrete 5"-36" Artificial FILL (Af) Dark grayish brown silty sand, trace clay, moist,						
	SM	X			4 6 13	14.1	105.5			
				3.0'-36.5' Alluvium (Qa) Olive gray/brown silty sand, fine, moist,						
5	SM	X			5 7 19	13.3	118.2			
10	SM SP	X		same as above descriptions,	7 7 9	12.9	108.3			
15	SM	X		same as above descriptions,	5 6 8	11.7	106.8			

Cont. next page....

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 5
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Sample Type: Undisturbed, Bulk
Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	Undisturbed	Bulk	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
20	SM	X		Olive gray silty sand to sand slightly silty,	6 10 18	11.1	107.3			
25	SM ML	X		silty sand/sandy silt, few small gravel,	7 11 17	10.6	111.5			
30	SM ML	X		same as above descriptions,	6 13 15	9.7	110.5			
				becomes gravelly,						
35	SM ML	X			13 15 17	12.3	117.1			
				End of boring @ 36.5-ft **No cavings or groundwater** **Boring backfilled with cuttings on 12/10/21**						

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 6
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Sample Type: Undisturbed, Bulk
Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
	SM	5" Asphalt Concrete, 5"-18" Artificial FILL (Af) Dark gray silty sand, trace clay, very moist,						
		1.5'-31.5' Alluvium (Qa)						
	SM	Olive gray/brown silty sand, fine, moist,	3 4 6	14.3	105.1			
5	SM	same as above descriptions,	3 6 9	12.5	106.7			
10	SM	few pebbles & grevel size 3/8"	5 6 8	6.3	107.3			
15	SM ML	Interbed layer of fine silty sand/sandy silt	7 9 12	8.7	109.1			

Cont. next page....

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 6
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Sample Type: Undisturbed, Bulk
Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
20	SM	Olive gray/brown fine silty sand, moist,	11 13 15	8.9				
25	SM ML	fine silty sand/sandy silt,	7 11 18	11.3				
30	SM ML	same as above descriptions,	11 13 21	8.7				
		End of boring @ 31.5-ft **No cavings or groundwater** **Boring backfilled with cuttings on 12/10/21**						
35								

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 7
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Sample Type: Undisturbed, Bulk
Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
		5.5" Asphalt Concrete,						
	SM	5.5"-24" Artificial FILL (Af) Dark gray silty sand, trace clay, very moist,						
		2.0'-31.5' Alluvium (Qa)						
	SM	Olive gray/brown fine silty sand, moist, few pebbles & small gravel,	6 8 13	13.5	104.7			
5	SM	same as above descriptions,	9 10 18	10.1	108.3			
10	SM	same as above descriptions,	10 11 11	10.7	107.8			
15	SM ML	silty sand/sandy silt,	8 13 17	7.5	113.3			

Cont. next page....

LOG OF EXPLORATORY BORING

Project No. GD21G185
Project: **STOCKER STREET CREATIVE, LA**

Date: 12/10/2021
Driller: Discovery/Duxbury Drilling

Boring No: 7
Boring Location: See Plot Plan
Groundwater: Not Encountered
Drill Type: CME 75 Automatic Hammer
Boring Hole Diameter (in): 8
Hammer: 140 Lbs, 30" Drop

Sample Type: Undisturbed, Bulk

Thin Wall Tube | 2.5" Ring Sample | Bulk Sample | Standard Split Spoon Sample | Static Water Table

Depth in Feet	Soil Type	SOIL DESCRIPTION	Blows/foot	Moisture Content, %	Dry Density, pcf	% Heave	% Collaps	Other Tests
20	SM	Olive gray/brown fine silty sand, moist,	9 11 13	7.7				
25	SM ML	fine silty sand/sandy silt,	6 13 15	9.9				
30	SM ML	same as above descriptions,	13 15 17	7.8				
		End of boring @ 31.5-ft **No cavings or groundwater** **Boring backfilled with cuttings on 12/10/21**						
35								

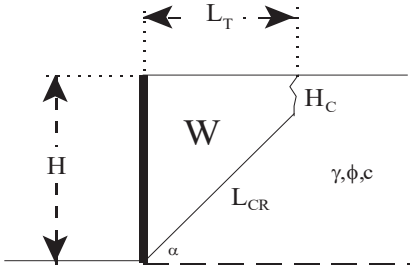
Geotechnologies, Inc.

Project: Stewart Manhattan, Inc.
File No.: 22516
Description: Retaining Walls up to 10 feet

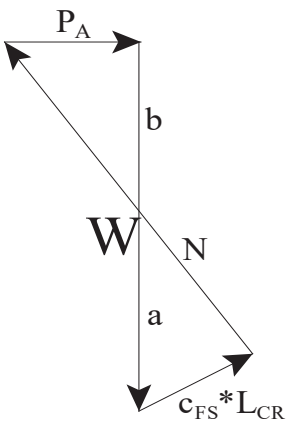
Retaining Wall Design with Level Backfill
(Vector Analysis)

Input:

Retaining Wall Height	(H)	10.00	feet
Unit Weight of Retained Soils	(γ)	125.0	pcf
Friction Angle of Retained Soils	(ϕ)	26.0	degrees
Cohesion of Retained Soils	(c)	250.0	psf
Factor of Safety	(FS)	1.50	
Factored Parameters:	(ϕ_{FS})	18.0	degrees
	(c_{FS})	166.7	psf



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
45	4.0	42	5274.1	8.6	2987.6	2286.5	1164.4
46	3.9	41	5122.4	8.5	2869.0	2253.5	1197.6
47	3.8	40	4970.4	8.4	2756.3	2214.1	1226.7
48	3.8	39	4818.6	8.4	2649.3	2169.3	1251.8
49	3.8	37	4667.4	8.3	2547.8	2119.6	1273.0
50	3.7	36	4517.2	8.2	2451.4	2065.8	1290.2
51	3.7	35	4368.0	8.1	2359.7	2008.4	1303.6
52	3.7	34	4220.2	8.0	2272.4	1947.8	1313.2
53	3.7	33	4073.8	7.9	2189.4	1884.5	1318.9
54	3.7	31	3928.9	7.8	2110.1	1818.8	1320.9
55	3.7	30	3785.5	7.7	2034.3	1751.1	1319.0
56	3.7	29	3643.5	7.6	1961.8	1681.7	1313.3
57	3.7	28	3503.0	7.5	1892.3	1610.7	1303.8
58	3.7	27	3364.0	7.4	1825.4	1538.5	1290.4
59	3.8	26	3226.3	7.3	1761.0	1465.3	1273.2
60	3.8	25	3089.9	7.2	1698.7	1391.2	1252.1
61	3.8	24	2954.7	7.0	1638.3	1316.4	1227.0
62	3.9	23	2820.6	6.9	1579.5	1241.0	1198.0
63	4.0	21	2687.5	6.8	1522.1	1165.3	1164.8
64	4.0	20	2555.2	6.7	1465.8	1089.4	1127.6
65	4.1	19	2423.7	6.5	1410.3	1013.4	1086.3
66	4.2	18	2292.8	6.4	1355.3	937.5	1040.7
67	4.3	17	2162.3	6.2	1300.5	861.7	990.9
68	4.4	16	2032.0	6.0	1245.6	786.4	936.8
69	4.6	15	1901.7	5.8	1190.0	711.7	878.4
70	4.7	14	1771.1	5.6	1133.5	637.7	815.8



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 1320.85 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of wall)

$EFP = 2*P_A/H^2$

EFP 26.4 pcf

Design Wall for an Equivalent Fluid Pressure: 30 pcf

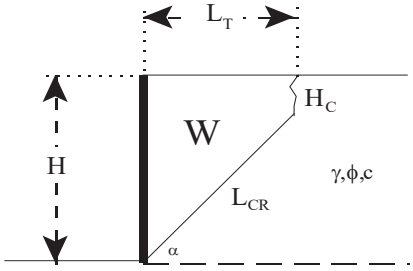
Geotechnologies, Inc.

Project: Stewart Manhattan, Inc.
File No.: 22516
Description: Retaining Walls up to 18 feet

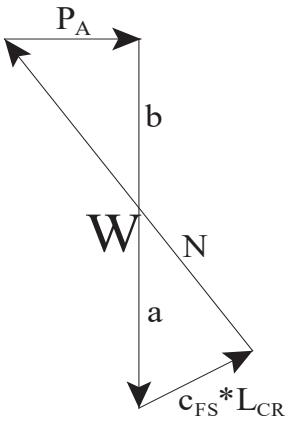
Retaining Wall Design with Level Backfill
(Vector Analysis)

Input:

Retaining Wall Height	(H)	18.00	feet
Unit Weight of Retained Soils	(γ)	125.0	pcf
Friction Angle of Retained Soils	(ϕ)	26.0	degrees
Cohesion of Retained Soils	(c)	250.0	psf
Factor of Safety	(FS)	1.50	
Factored Parameters:	(ϕ_{FS})	18.0	degrees
	(c_{FS})	166.7	psf



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
45	4.0	154	19274.1	19.9	6939.1	12335.0	6281.7
46	3.9	149	18642.1	19.6	6625.1	12016.9	6386.2
47	3.8	144	18025.6	19.4	6333.8	11691.8	6477.6
48	3.8	139	17424.3	19.1	6063.1	11361.2	6556.1
49	3.8	135	16837.4	18.9	5811.1	11026.4	6622.1
50	3.7	130	16264.5	18.6	5576.0	10688.6	6675.8
51	3.7	126	15705.0	18.4	5356.4	10348.6	6717.3
52	3.7	121	15158.2	18.2	5150.9	10007.3	6746.9
53	3.7	117	14623.6	17.9	4958.2	9665.3	6764.7
54	3.7	113	14100.5	17.7	4777.3	9323.1	6770.6
55	3.7	109	13588.4	17.5	4607.2	8981.2	6764.8
56	3.7	105	13086.6	17.3	4446.8	8639.8	6747.2
57	3.7	101	12594.7	17.1	4295.4	8299.4	6717.8
58	3.7	97	12112.1	16.8	4152.1	7960.0	6676.4
59	3.8	93	11638.3	16.6	4016.3	7622.0	6622.9
60	3.8	89	11172.8	16.4	3887.4	7285.4	6557.0
61	3.8	86	10715.0	16.2	3764.5	6950.5	6478.7
62	3.9	82	10264.5	16.0	3647.3	6617.2	6387.4
63	4.0	79	9820.8	15.8	3535.1	6285.7	6283.0
64	4.0	75	9383.5	15.6	3427.4	5956.1	6165.1
65	4.1	72	8952.0	15.3	3323.7	5628.3	6033.1
66	4.2	68	8526.0	15.1	3223.4	5302.6	5886.6
67	4.3	65	8104.9	14.9	3126.1	4978.9	5725.1
68	4.4	62	7688.3	14.6	3031.1	4657.2	5547.9
69	4.6	58	7275.8	14.4	2938.0	4337.8	5354.4
70	4.7	55	6866.7	14.1	2846.1	4020.6	5143.9



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 6770.63 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of wall)

$EFP = 2*P_A/H^2$

EFP 41.8 pcf

Design Wall for an Equivalent Fluid Pressure: 42 pcf

Geotechnologies, Inc.

Project: Stewart Manhattan, Inc.
File No.: 22516

Soil Weight	γ	125	pcf
Internal Friction Angle	ϕ	26	degrees
Cohesion	c	250	psf
Height of Retaining Wall	H	18	feet

Restrained Retaining Wall Design based on At Rest Earth Pressure

$\sigma'_h = K_o\sigma'_v$

$K_o = 1 - \sin\phi$ 0.562

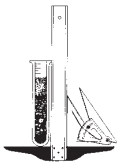
$\sigma'_v = \gamma H$ 2250.0 psf

$\sigma'_h =$ 1263.7 psf

EFP = 70.2 pcf

$P_o =$ 11373.0 lbs/ft (based on a triangular distribution of pressure)

Design wall for an EFP of 71 pcf



Geotechnologies, Inc.

Project: Stewart Manhattan, Inc.

File No.: 22516

Seismically Induced Lateral Soil Pressure on Retaining Wall

Input:

Height of Retaining Wall:	(H)	18.0	feet
Retained Soil Unit Weight:	(γ)	125.0	pcf
Peak Ground Acceleraction:	(PGA_M)	0.92	g
Horizontal Ground Acceleration:	(k_h)	0.31	g

Seismic Increment (ΔP_{AE}):

$k_h = 0.5*0.67*PGA_M$

$\Delta P_{AE} = (0.5*\gamma*H^2)*(0.75*k_h)$

$\Delta P_{AE} =$ 4665.5 lbs/ft

$T*(2/3)*H = \Delta P_{AE}*0.6*H$

$T =$ 4199.0 lbs/ft

$EFP = 2*T/H^2$

EFP = 25.9 pcf

triangular distribution of pressure, applied to the proposed retaining wall.

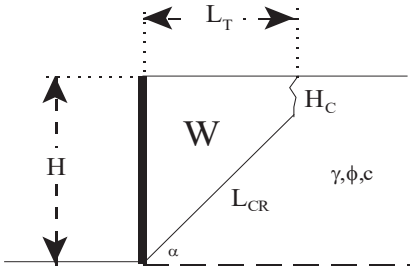
Geotechnologies, Inc.

Project: Stewart Manhattan Inc.
File No.: 22516
Description: Shoring Walls up to 10 feet

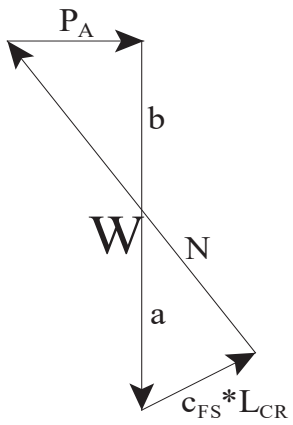
Shoring Design with Level Backfill
(Vector Analysis)

Input:

Shoring Height	(H)	10.00	feet
Unit Weight of Retained Soils	(γ)	125.0	pcf
Friction Angle of Retained Soils	(ϕ)	26.0	degrees
Cohesion of Retained Soils	(c)	250.0	psf
Factor of Safety	(FS)	1.25	
Factored Parameters:	(ϕ_{FS})	21.3	degrees
	(c_{FS})	200.0	psf



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
45	5.2	36	4529.0	6.7	3117.3	1411.6	619.2
46	5.1	36	4442.3	6.8	3015.5	1426.8	655.8
47	5.0	35	4346.2	6.8	2913.9	1432.3	688.9
48	5.0	34	4242.9	6.8	2813.6	1429.3	718.4
49	4.9	33	4133.8	6.8	2715.2	1418.6	744.3
50	4.8	32	4020.4	6.7	2619.2	1401.2	766.6
51	4.8	31	3903.5	6.7	2525.8	1377.7	785.3
52	4.7	30	3784.0	6.7	2435.1	1348.8	800.4
53	4.7	29	3662.5	6.6	2347.2	1315.3	811.9
54	4.7	28	3539.6	6.6	2262.0	1277.5	819.7
55	4.7	27	3415.5	6.5	2179.5	1236.0	823.9
56	4.7	26	3290.7	6.4	2099.4	1191.3	824.4
57	4.7	25	3165.4	6.3	2021.7	1143.7	821.4
58	4.7	24	3039.7	6.2	1946.1	1093.6	814.7
59	4.7	23	2913.7	6.1	1872.4	1041.3	804.4
60	4.8	22	2787.6	6.0	1800.4	987.2	790.5
61	4.8	21	2661.3	5.9	1729.8	931.5	772.9
62	4.9	20	2534.9	5.8	1660.5	874.4	751.7
63	4.9	19	2408.4	5.7	1592.0	816.3	727.0
64	5.0	18	2281.6	5.5	1524.2	757.4	698.6
65	5.1	17	2154.5	5.4	1456.6	697.9	666.6
66	5.2	16	2027.0	5.2	1388.9	638.1	631.1
67	5.3	15	1898.8	5.1	1320.7	578.2	592.2
68	5.5	14	1770.0	4.9	1251.5	518.5	549.9
69	5.6	13	1640.1	4.7	1180.8	459.3	504.4
70	5.8	12	1508.9	4.5	1108.1	400.8	456.0



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 824.4 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 16.5 pcf

Design Shoring for an Equivalent Fluid Pressure: 28 pcf

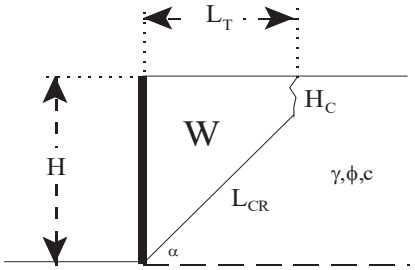
Geotechnologies, Inc.

Project: Stewart Manhattan Inc.
File No.: 22516
Description: Shoring Walls up to 20 feet

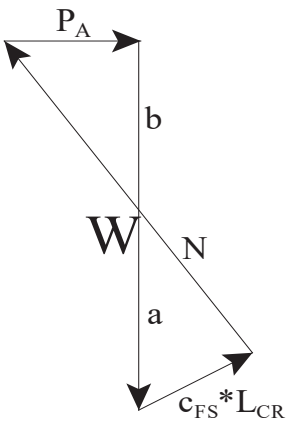
Shoring Design with Level Backfill
(Vector Analysis)

Input:

Shoring Height	(H)	20.00	feet
Unit Weight of Retained Soils	(γ)	125.0	pcf
Friction Angle of Retained Soils	(ϕ)	26.0	degrees
Cohesion of Retained Soils	(c)	250.0	psf
Factor of Safety	(FS)	1.25	
Factored Parameters:	(ϕ_{FS})	21.3	degrees
	(c_{FS})	200.0	psf



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
45	5.2	186	23279.0	20.9	9676.7	13602.3	5966.7
46	5.1	180	22549.0	20.7	9217.5	13331.4	6127.5
47	5.0	175	21830.9	20.5	8791.7	13039.2	6271.1
48	5.0	169	21125.5	20.2	8396.4	12729.0	6397.9
49	4.9	163	20433.0	20.0	8028.8	12404.2	6508.2
50	4.8	158	19753.5	19.8	7686.4	12067.1	6602.4
51	4.8	153	19086.9	19.6	7366.9	11720.0	6680.9
52	4.7	147	18433.1	19.4	7068.4	11364.7	6743.8
53	4.7	142	17791.6	19.1	6788.9	11002.8	6791.5
54	4.7	137	17162.2	18.9	6526.8	10635.5	6823.9
55	4.7	132	16544.4	18.7	6280.5	10263.9	6841.3
56	4.7	128	15937.8	18.5	6048.7	9889.0	6843.6
57	4.7	123	15341.8	18.3	5830.2	9511.6	6831.0
58	4.7	118	14756.0	18.0	5623.6	9132.3	6803.3
59	4.7	113	14179.9	17.8	5428.1	8751.8	6760.5
60	4.8	109	13612.9	17.6	5242.5	8370.4	6702.4
61	4.8	104	13054.6	17.4	5065.9	7988.7	6628.8
62	4.9	100	12504.5	17.1	4897.5	7607.0	6539.6
63	4.9	96	11962.0	16.9	4736.4	7225.6	6434.4
64	5.0	91	11426.6	16.7	4581.8	6844.8	6312.8
65	5.1	87	10897.7	16.4	4433.0	6464.8	6174.6
66	5.2	83	10375.0	16.2	4289.2	6085.8	6019.3
67	5.3	79	9857.8	15.9	4149.5	5708.2	5846.3
68	5.5	75	9345.5	15.7	4013.4	5332.1	5655.3
69	5.6	71	8837.5	15.4	3879.8	4957.8	5445.6
70	5.8	67	8333.4	15.1	3748.0	4585.4	5216.7



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 6843.6 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 34.2 pcf

Design Shoring for an Equivalent Fluid Pressure: 35 pcf

APPENDIX F

Greenhouse Gas Emissions Study

STOCKER STREET CREATIVE PROJECT

Greenhouse Gas Emissions Impacts Study

Prepared for:
The City of Los Angeles Department of City Planning

Prepared by:
Terry A. Hayes Associates Inc.

September 2025

taha
environmental planners

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1.0 SUMMARY OF FINDINGS

Terry A. Hayes Associates Inc. (TAHA) completed a Greenhouse Gas (GHG) Emissions Impacts Study (Study) for the proposed Stocker Street Creative Project (Project). The Study analyzes environmental impacts related to GHG emissions that would occur during construction and future operation of the Project in accordance with the California Environmental Quality Act (CEQA) Statutes and Guidelines. The determination of potentially significant impacts is framed through addressing the Environmental Checklist criteria outlined in Appendix G of the CEQA Guidelines. **Table 1-1**, *Summary of Impact Statements*, presents the Appendix G criteria for GHG Emissions and discloses the conclusions of the Study for the Project. Potential impacts related to GHG emissions were determined to be less-than-significant and no mitigation measures are required.

TABLE 1-1: SUMMARY OF IMPACT STATEMENTS

Impact Criteria	Project Level of Significance	Applicable Mitigation Measures
Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less-Than-Significant Impact	None
Would the Project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less-Than-Significant Impact	None

SOURCE: TAHA, 2024.

2.0 INTRODUCTION

2.1. STUDY PURPOSE

This Study compares the Project's characteristics with applicable regulations, plans, and policies set forth by the State of California, the Southern California Association of Governments (SCAG) and the City to reduce GHG emissions to determine whether the Project is consistent with and/or would conflict with the provisions of these plans. To assist in analyzing the Project's potential to conflict with applicable regulations, plans and policies, this section also estimates the Project's GHG emissions generated by Project construction and operations, taking into account mandatory and voluntary energy and resource conservation measures that have been incorporated into the Project to reduce GHG emissions. The City is the CEQA Lead Agency.

2.2. PROJECT DESCRIPTION

The Project consists of the demolition of five substantially unoccupied office buildings, totaling approximately 123,354 square feet and the construction of a campus for studio and sound stage production, totaling approximately 256,758 square feet exclusive of the parking garage (114,405 square feet), on an approximately five-acre site that slopes about approximately 35 feet northwest to northeast.

- Building A would be a three-story office building that would include retail space and a food court on the first floor.
- Building B would be a seven-story building studio production support facilities on the first two floors and office space above. The roof (partial 7th floor) would include an enclosed restaurant with an adjacent open/garden area that would provide outdoor seating for the restaurant and be used for special events.
- Building C would be a one-story security office that would include a restroom, breakroom and surveillance monitors and computer equipment.
- Building D would be a one-story building with studio sound stages and back-of-house facilities.
- Building E would be a one-story building with a basement and mezzanine with studio sound stages, a mill shop for set production.
- Building F would be a five-story open parking garage with 344 parking stalls, (including eight Americans with Disabilities Act (ADA) stalls and 79 electric vehicles charging stalls) a retail/community room at street level, and back-of-house facilities. Five additional car parking spaces, including one ADA stall would be provided within the Upper Service Plaza Level. Parking spaces for the restaurant would only be available after 6:00 pm, the rest of the time it would be used by tenants of Buildings A and B.
- There would also be an open space area between Buildings A, B, and F designed for community gatherings and special events.

Vehicular access for visitors and tenants would be provided from Santa Rosalia Drive to the existing alley along the northern property line and then to the parking structure/garage (Building F). All vehicular access would be controlled through a ticketed gateway prior to entering the parking garage. Access to the existing alley from Don Felipe Drive would be limited to emergency vehicles and occasional VIP access.

Delivery trucks and studio trailers would access the Project site from a right turn in only via a truck-only entry driveway off Stocker Street. The truck entry driveway would be wide enough for two semi-

trucks to pull off Stocker Street, if necessary. All trucks entering from Stocker Street would exit on Santa Rosalia Drive via the existing fire road along the northern property line. No traffic would exit Stocker Street; only emergency vehicles and occasional VIP vehicles would exit on Don Felipe Drive.

The Project would operate a movie production studio containing a mix of uses, including restaurant and retail uses open to the public. The proposed studio would have operations 24 hours per day, seven days per week, but generally occur nine months per year. Staff members would manage studio and stage operations daily from 9:00 am to 6:00 pm.

Public visitors to the campus would have (controlled) access to Building A and Building F and the Green Plaza during daytime hours. The rooftop restaurant would be open to on-site employees during daytime hours and open to the public after 6:00 pm. Access to Building D and Building E and the Upper Service Plaza Level would be restricted to on-site office tenants, movie production talent and staff, and delivery vehicles during all hours of operation. The food court in Building A would operate 12 hours per day from 8:00 am to 8:00 pm. The community room located in Building F would be open for public use between 8:00 am and 8:00 pm.

Special events for both building tenants and the public would occasionally occur within the Green Plaza. Additionally, the restaurant and green space on the rooftop of Building B could be utilized for private special events. Sound amplifying equipment during special events would be prohibited between the hours of 10:00 pm and 7:00 am.

Figure 2-1, *Regional and Site Location Map*, shows the regional Project location within Los Angeles County and surrounding streets, and **Figure 2-2**, *Site Plan*, depicts the proposed site plan.



Source: TAHA, 2024.

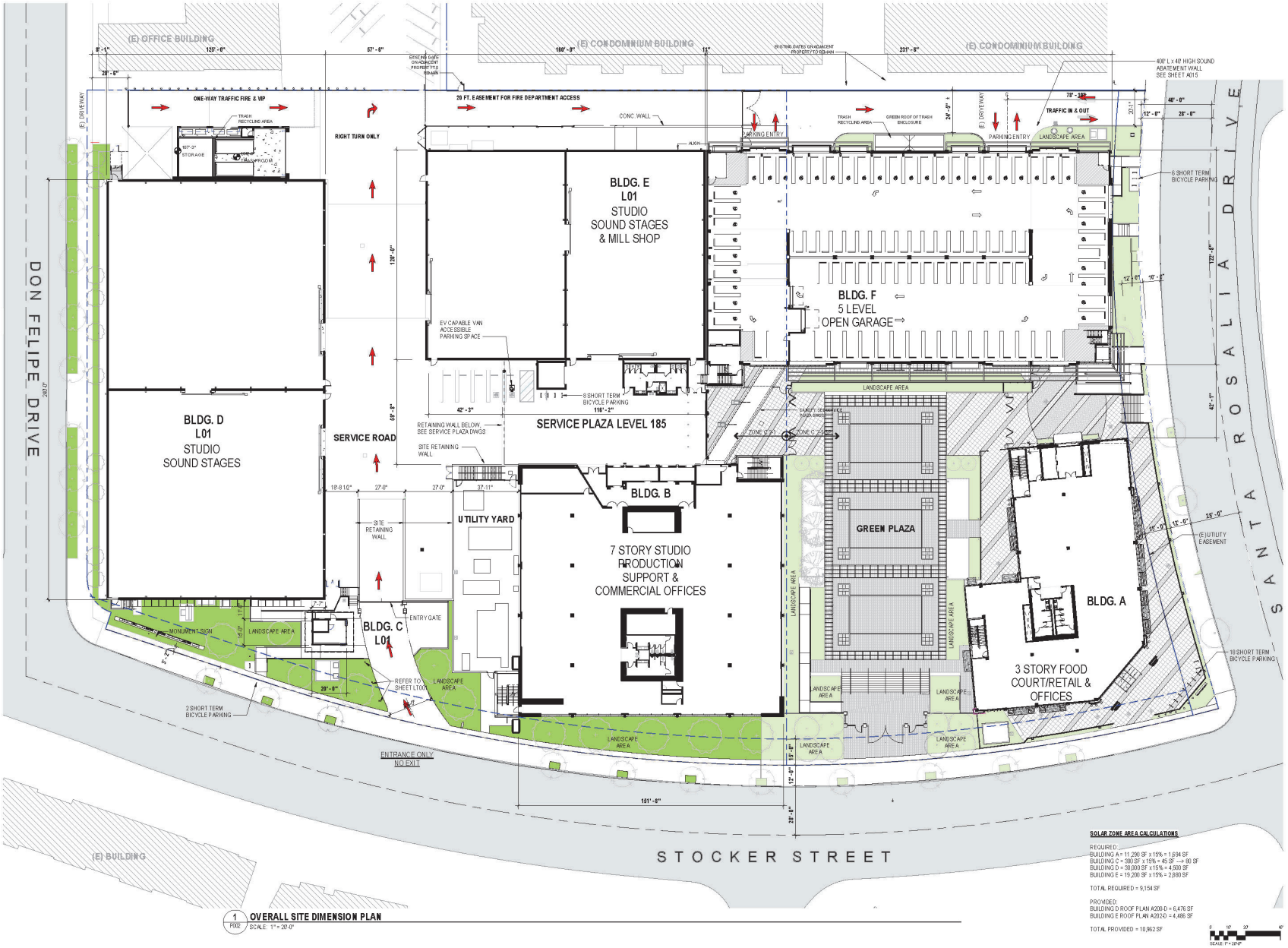
Stocker Street Creative
Greenhouse Gas Emissions Impacts Study

TAHA 2022-019

CITY OF LOS ANGELES

FIGURE 2-1

REGIONAL AND SITE LOCATION MAP



Source: JGM Inc, 2025.

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TAHA 2022-019

Stocker Street Creative Greenhouse Gas Emissions Impacts Study

CITY OF LOS ANGELES

FIGURE 2-2

SITE PLAN

3.0 GREENHOUSE GAS EMISSIONS

This section describes the characteristics of GHGs, and the regulatory framework of applicable rules, regulations, plans, and guidance related to GHG emissions; discusses the existing GHG emissions landscape and quantifies and evaluates GHG emissions that would be generated by construction and operation of the Project.

3.1. ENVIRONMENTAL SETTING

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and severe weather events. Global warming, a related concept, is the observed increase in average temperature of Earth's surface and atmosphere. One identified cause of global warming is an increase of GHGs in the atmosphere. GHGs are those compounds in Earth's atmosphere that play a critical role in determining Earth's surface temperature.

Earth's natural warming process is known as the "greenhouse effect." It is called the greenhouse effect because Earth and the atmosphere surrounding it are similar to a greenhouse with glass panes in that the glass allows solar radiation (sunlight) into Earth's atmosphere but prevents radiative heat from escaping, thus warming Earth's atmosphere. Some levels of GHGs keep the average surface temperature of Earth close to a hospitable 60 degrees Fahrenheit (ºF). However, as GHG from human activities increase, they build up in the atmosphere and warm the climate, leading to many other changes around the world - in the atmosphere, on land, and in the oceans, with associated adverse climatic and ecological consequences.[1]

Scientists studying the particularly rapid rise in global temperatures have determined that human activity has resulted in increased emissions of GHGs, primarily from the burning of fossil fuels (from motor vehicle travel, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.), deforestation, agricultural activity, and the decomposition of solid waste. Scientists refer to the global warming context of the past century as the "enhanced greenhouse effect" to distinguish it from the natural greenhouse effect.[2]

Global GHG emissions due to human activities have grown since pre-industrial times. As reported by the United States Environmental Protection Agency (USEPA), global carbon emissions from fossil fuels increased by over 16 times between 1900 and 2008 and by about 43 percent between 1990 and 2015. In addition, in the Global Carbon Budget 2023 report, published in December 2023, atmospheric carbon dioxide (CO_2) concentrations in 2022 were found to be 51 percent above the concentration at the start of the Industrial Revolution, and the present concentration is the highest during at least the last 800,000 years.[3] Global increases in CO_2 concentrations are due primarily to fossil fuel use, with land use change providing another significant but smaller contribution. Regarding emissions of non-CO_2 GHGs, these have also increased significantly since 1990.[4] In particular, studies have concluded that it is very likely that the observed increase in methane (CH_4) concentration is predominantly due to agriculture and fossil fuel use.[5]

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[1] United States Environmental Protection Agency, *Climate Change Indicators: Greenhouse Gases,* https://www.epa.gov/climate-indicators/greenhouse-gases, accessed April 22, 2024.

[2] Pew Center on Global Climate Change, *Climate Change 101: Understanding and Responding to Global Climate Change, October 12, 2006*.

[3] P. Friedlingstein et al.: *Global Carbon Budget 2023*, December 5, 2023.

[4] United States Environmental Protection Agency, *Global Greenhouse Gas Emissions Data*, www.epa.gov/ghgemissions/global-greenhouse-gas-emissions-data, accessed April 22, 2024.

[5] United States Environmental Protection Agency, *Climate Change Indicators: Atmospheric Concentrations of Greenhouse Gas*, https://www.epa.gov/climate-indicators/climate-change-indicators-atmospheric-concentrations-greenhouse-gases, Accessed April 22, 2024.

In August 2007, international climate talks held under the auspices of the United Nations Framework Convention on Climate Change (UNFCCC) led to the official recognition by the participating nations that global emissions of GHG must be reduced. According to the "Ad Hoc Working Group on Further Commitments of Annex I Parties under the Kyoto Protocol," avoiding the most catastrophic events forecast by the United Nations Intergovernmental Panel on Climate Change (IPCC) would entail emissions reductions by industrialized countries in the range of 25 to 40 percent below 1990 levels. Because of the Kyoto Protocol's Clean Development Mechanism, which gives industrialized countries credit for financing emission-reducing projects in developing countries, such an emissions goal in industrialized countries could ultimately spur efforts to cut emissions in developing countries as well.[6]

In December 2015, the U.S. entered into the Paris Agreement, which has a goal of keeping a global temperature rise this century below 2 degrees Celsius (ºC) above pre-industrial levels and limit the temperature increase further to 1.5º C. This agreement requires that all parties report regularly on emissions and implementation efforts to achieve these goals.

With regard to the adverse effects of global warming, as reported by SCAG:

> *Global warming poses a serious threat to the economic well-being, public health and natural environment in Southern California and beyond. The potential adverse impacts of global warming include, among others, a reduction in the quantity and quality of water supply, a rise in sea level, damage to marine and other ecosystems, and an increase in the incidences of infectious diseases. Over the past few decades, energy intensity of the national and state economy has been declining due to the shift to a more service-oriented economy. California ranked fifth lowest among the states in CO_2 emissions from fossil fuel consumption per unit of Gross State Product. However, in terms of total CO_2 emissions, California is second only to Texas in the nation and is the 12th largest source of climate change emissions in the world, exceeding most nations. The SCAG region, with close to half of the state's population and economic activities, is also a major contributor to the global warming problem.*[7]

[6] United Nations Framework Convention on Climate Change, *Press Release—Vienna UN Conference Shows Consensus on Key Building Blocks for Effective International Response to Climate Change*, August 31, 2007.

[7] Southern California Association of Governments, *The State of the Region—Measuring Regional Progress*, December 2006, p. 121.

3.1.1. GHG Fundamentals

GHGs are those compounds in Earth's atmosphere that play a critical role in determining temperature near Earth's surface. GHGs include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3).[8] More specifically, these gases allow high-frequency shortwave solar radiation to enter Earth's atmosphere but retain some of the low frequency infrared energy, which is radiated back from Earth towards space, resulting in a warming of the atmosphere. Compounds that are regulated as GHGs are discussed in **TABLE 3-1**, *Description of Identified GHGs*, below.[9,10]

TABLE 3-1: DESCRIPTION OF IDENTIFIED GHGS[/a/]

Greenhouse Gas	General Description
Carbon Dioxide (CO_2)	An odorless, colorless GHG, which has both natural and anthropocentric sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human-caused) sources of CO_2 are burning coal, oil, natural gas, and wood.
Methane (CH_4)	A flammable gas and the main component of natural gas. When one molecule of CH_4 is burned in the presence of oxygen, one molecule of CO_2 and two molecules of water are released. A natural source of CH_4 is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain CH_4, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	A colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, race cars, and as an aerosol spray propellant.
Hydrofluorocarbons (HFCs)	Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are non-toxic, non-flammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs as refrigerants. HFCs deplete stratospheric ozone, but to a much lesser extent than CFCs.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semi-conductor manufacturing.

[8] As defined by California Assembly Bill (AB) 32 and Senate Bill (SB) 104.

[9] Intergovernmental Panel on Climate Change, *Second Assessment Report, Working Group I: The Science of Climate Change, 1995*.

[10] Intergovernmental Panel on Climate Change, *Fourth Assessment Report, Working Group I Report: The Physical Science Basis, Table 2.14, 2007*.

TABLE 3-1: DESCRIPTION OF IDENTIFIED GHGS/a/

Greenhouse Gas	General Description
Sulfur Hexafluoride (SF_6)	An inorganic, odorless, colorless, non-toxic, and non-flammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semi-conductor manufacturing, and as a tracer gas for leak detection.
Nitrogen Trifluoride (NF_3)	An inorganic, non-toxic, odorless, non-flammable gas. NF_3 is used in the manufacture of semi-conductors, as an oxidizer of high energy fuels, for the preparation of tetrafluorohydrazine, as an etchant gas in the electronic industry, and as a fluorine source in high power chemical lasers.

/a/ GHGs identified in this table are identified in the Kyoto Protocol and other synthetic gases recently added to the IPCC's Fifth Assessment Report.
SOURCES: Association of Environmental Professionals (AEP), *Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final*, June 29, 2007; USEPA, *Acute Exposure Guideline Levels (AEGLs) for Nitrogen Trifluoride*; January 2009.

Not all GHGs possess the same ability to induce climate change. CO_2 is the most abundant GHG in Earth's atmosphere. Other GHGs are less abundant but have higher global warming potential (GWP) than CO_2. Thus, emissions of other GHGs are commonly quantified in the units of equivalent mass of carbon dioxide (CO_2e). GWP is based on several factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years otherwise referred to as atmospheric lifetime) relative to that of CO_2.

The larger the GWP, the more that a given gas warms Earth compared to CO_2 over that time.[11] These GWP ratios are available from the Intergovernmental Panel on Climate Change (IPCC). Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's Second Assessment Report (SAR). The IPCC updated the GWP values in its Fourth Assessment Report (AR4). The GWPs in the IPCC AR4 are used by the California Air Resources Board (CARB) for reporting Statewide GHG emissions inventories, consistent with international reporting standards. By applying the GWP ratios, Project-related CO_2e emissions can be tabulated in metric tons per year. Typically, the GWP ratio corresponding to the warming potential of CO_2 over a 100-year period is used as a baseline.

The IPCC has issued an updated Fifth Assessment Report (AR5), which has revised down the majority of the GWP for key regulated pollutants. As CARB still uses AR4 values and the modeling software CalEEMod is built on these assumptions, AR4 GWP values are used for the Project. Generally, the changes from AR4 to AR5 are reductions in warming potential for the GHG most associated with construction and operation of typical development projects. The GWP from AR4 and AR5 and atmospheric lifetimes for key regulated GHGs are provided in **Table 3-2**, *Atmospheric Lifetimes and Global Warming Potentials*.

[11] GWPs and associated CO_2e values were developed by the Intergovernmental Panel on Climate Change (IPCC) and published in its Second Assessment Report (SAR) in 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's SAR. The IPCC updated the GWP values based on the latest science in its Fourth Assessment Report (AR4). CARB has begun reporting GHG emission inventories for California using the GWP values from the IPCC AR4.

TABLE 3-2: ATMOSPHERIC LIFETIMES AND GLOBAL WARMING POTENTIALS		
Greenhouse Gas	**Atmospheric Lifetime (years)**	**Global Warming Potential (100-year time horizon)**
Carbon Dioxide (CO_2)	50–200	1
Methane (CH_4)	12 (+/-3)	25
Nitrous Oxide (N_2O)	114	298
HFC-23: Fluoroform (CHF_3)	270	14,800
HFC-134a: 1,1,1,2-Tetrafluoroethane (CH_2FCF_3)	14	1,430
HFC-152a: 1,1-Difluoroethane ($C_2H_4F_2$)	1.4	124
PFC-14: Tetrafluoromethane (CF_4)	50,000	7,390
PFC-116: Hexafluoroethane (C_2F_6)	10,000	12,200
Sulfur Hexafluoride (SF_6)	3,200	22,800
Nitrogen Trifluoride (NF_3)	740	17,200

SOURCE: IPCC, Climate Change 2007: *Working Group I: The Physical Science Basis, Direct Global Warming Potentials*. www.ipcc.ch/publications_and_data/ar4/wg1/en/ch2s2-10-2.html, accessed April 21, 2021.

3.1.2. Projected Impacts of Global Warming in California

In 2009, California adopted a Statewide Climate Adaptation Strategy (CAS) that summarizes climate change impacts and recommends adaptation strategies across seven sectors: Public Health, Biodiversity and Habitat, Oceans and Coastal Resources, Water, Agriculture, Forestry, and Transportation and Energy. The California Natural Resources Agency (CNRA) will be updating the CAS and is responsible for preparing reports to the Governor on the status of the CAS. The CNRA has produced climate change assessments, which detail impacts of global warming in California.[12] These include:

- Sea level rise, coastal flooding and erosion of California's coastlines would increase, as well as sea water intrusion.
- The Sierra snowpack would decline between 70 and 90 percent, threatening California's water supply.
- Higher risk of forest fires resulting from increasing temperatures and making forests and brush drier. Climate change will affect tree survival and growth.
- Attainment of air quality standards would be impeded by increasing emissions, accelerating chemical processes, and raising inversion temperatures during stagnation episodes, resulting in public health impacts.
- Habitat destruction and loss of ecosystems due to climate change affecting plant and wildlife habitats.
- Global warming can cause drought, warmer temperatures, and saltwater contamination, resulting in impacts to California's agricultural industry.

[12] State of California, Department of Justice, Office of the Attorney General, *Climate Change Impacts in California*, https://oag.ca.gov/environment/impact, Accessed April 22, 2024.

With regard to public health, as reported by the Center for Health and the Global Environment at the Harvard Medical School, the following are examples of how climate change can affect cardio-respiratory disease: (1) pollen is increased by higher levels of atmospheric CO_2; (2) heat waves can result in temperature inversions, leading to trapped masses or unhealthy air contaminants by smog, particulates, and other pollutants; and (3) the incidence of forest fires is increased by drought, secondary to climate change and to the lack of spring runoff from reduced winter snows. These fires can create smoke and haze, which can settle over urban populations causing acute and exacerbating chronic respiratory illness.[13]

3.2. REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding GHG Emissions at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Federal Clean Air Act (CAA)
- Corporate Average Fuel Economy (CAFE) Standards
- Energy Independence and Security Act
- California Air Resources Board (CARB)
- California Greenhouse Gas Reduction Targets
- California Global Warming Solutions Act (AB 32)
- Climate Change Scoping Plan
- Cap-and-Trade Program
- Emissions Performance Standards
- Renewables Portfolio Standard Program
- California Climate Crisis Act (AB 1279)
- Pavley Standards
- California Low Carbon Fuel Standard
- Advanced Clean Cars Regulations
- Sustainable Communities and Climate Protection Act (SB 375)
- Senate Bill 743
- Executive Order N-79-20
- Executive Order B-55-18
- California Appliance Efficiency Regulations
- Title 24, Building Standards Code and CALGreen Code
- State CEQA Guidelines
- South Coast Air Quality Management District (SCAQMD)

[13] Paul R. Epstein, et al., *Urban Indicators of Climate Change, Report from the Center for Health and the Global Environment*, Harvard Medical School and the Boston Public Health Commission, August 2003, unpaginated.

- Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy
- City of Los Angeles
    - Green New Deal
    - City of Los Angeles Green Building Code
    - City of Los Angeles Solid Waste Programs and Ordinances
    - City of Los Angeles General Plan
    - Traffic Study Policies and Procedures

3.2.1. Federal

3.2.1.1. Federal Clean Air Act

The USEPA is responsible for implementing federal policy to address GHGs. The United States Supreme Court (Supreme Court) ruled in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), that CO_2 and other GHGs are pollutants under the federal Clean Air Act (CAA), which the USEPA must regulate if it determines they pose an endangerment to public health or welfare. In December 2009, the USEPA issued an endangerment finding for GHGs under the CAA, setting the stage for future regulation.

The federal government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, CH_4 and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the ENERGY STAR labeling system for energy-efficient products) play a significant role in encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

3.2.1.2. Corporate Average Fuel Economy Standards

In response to the *Massachusetts v. Environmental Protection Agency* ruling, President George W. Bush issued Executive Order 13432 in 2007, directing the USEPA, the United States Department of Transportation (USDOT), and the United States Department of Energy (USDOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. The National Highway Traffic Safety Administration (NHTSA) subsequently issued multiple final rules regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011 and later for model years 2012-2016, and 2017-2021. In March 2020, the USDOT and the USEPA issued the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which amends existing CAFE standards and tailpipe CO_2 emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026.[14] These standards set a combined fleet wide average of 36.9 to 37 miles per gallon (mpg) for the model years affected.[15] In February 2022, the USEPA issued the Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards.[16] This final rule revises current GHG standards for vehicles

[14] United States Environmental Protection Agency, *Final Rule for Model Year 2021 - 2026 Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards*, published April 30, 2020.

[15] National Highway Traffic Safety Administration (NHTSA), *Corporate Average Fuel Economy Standards*, https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy, accessed on April 22, 2024.

[16] United States Environmental Protection Agency, *Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards: Regulatory Update Vol. 86, No. 248 Federal Register page 74434*, December 30, 2021.

in model year 2023 through model year 2026 and establishes the most stringent GHG standards ever set for the light-duty vehicle sector that are expected to result in average fuel economy label values of 40 miles per gallon (mpg), while the standards they replace (i.e., the SAFE rule standards) would achieve only 32 mpg in model year 2026 vehicles.[17]

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011 the USEPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the USEPA, this regulatory program would reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines. Building on the first phase of standards, in August 2016, the USEPA and NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution. The Phase 2 standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons.[18]

3.2.1.3. Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."[19]

[17] United States Environmental Protection Agency*, Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards: Regulatory Update Vol. 86, No. 248 Federal Register page 74434*, December 30, 2021.

[18] United States Environmental Protection Agency, *EPA and NHTSA Adopt Standards to Reduce GHG and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles for Model Year 2018 and Beyond*, August 2016.

[19] A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

3.2.2. State

3.2.2.1. California Air Resources Board

The CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts. The SIP is required for the State to take over implementation of the federal CAA. CARB adopted the 2022 SIP in September 2022.[20] CARB also has primary responsibility for adopting regulations to meet the State's goal of reducing GHG emissions. The State has met its goals to reduce GHG emissions to 1990 levels by 2020. The State has met its goals to reduce GHG emissions to 1990 levels by 2020.[21] Subsequent State goals include reducing GHG emissions to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050.

3.2.2.2. California Greenhouse Gas Reduction Targets

Executive Order S-3-05. Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels;
- By 2020, California shall reduce GHG emissions to 1990 levels; and,
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

In accordance with Executive Order S-3-05, the Secretary of CalEPA is required to coordinate efforts of various agencies, which comprise the California Climate Action Team (CAT), in order to collectively and efficiently reduce GHGs. The CAT provides periodic reports to the Governor and Legislature on the state of GHG reductions in California, as well as strategies for mitigating and adapting to climate change.

The CAT stated that smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, promote transit-oriented development (TOD), and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population.

Executive Order B-30-15. On April 29, 2015, Governor Jerry Brown issued Executive Order B-30-15. Therein, the Governor directed the following:

- Established a new interim Statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.

[20] California Air Resources Board State implementation Program, *2022 State Implementation Program*, https://ww2.arb.ca.gov/resources/documents/2022-state-strategy-state-implementation-plan-2022-state-sip-strategy. Accessed April 2024.

[21] California Air Resources Board, *Final 2022 Climate Change Scoping Plan (Chapter 1)*, adopted December 2022.

- Ordered all State agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2e ($MMTCO_2e$).

Executive Order B-55-18. Executive Order B-55-18, issued by Governor Brown in September 2018, establishes a new Statewide goal to achieve carbon neutrality as soon as possible, but no later than 2045, and achieve and maintain net negative emissions thereafter. Based on this executive order, CARB would work with relevant State agencies to develop a framework for implementation and accounting that tracks progress towards this goal, as well as ensuring future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

In October 2020, CARB released a study, which evaluated three scenarios that achieve carbon neutrality in California by 2045. The study was used by CARB in development of the 2022 Scoping Plan.[22] More ambitious carbon reduction scenarios that achieve carbon neutrality prior to 2045 may be considered as part of future analyses by the State.

The scenarios analyzed to achieve carbon neutrality include a High Carbon Dioxide Removal (CDR) scenario, Zero Carbon Energy scenario, and a Balanced scenario. The High CDR scenario achieves GHG reductions by relying on CO_2 removal strategies. The Zero Carbon Energy scenario is based on the assumption of zero-fossil fuel emissions by 2045. The Balanced scenario represents a middle point between the High CDR scenario and Zero Carbon Energy scenario. The scenarios would achieve at least an 80-percent reduction in GHGs by 2045, relative to 1990 levels. Remaining CO_2 would be reduced to zero by applying CO_2 removal strategies, including sinks from natural and working lands and negative emissions technologies, such as direct air capture.[23,24]

Under each of these scenarios, CARB proposed reduction strategies for various sectors that contribute GHG emissions throughout the State. Although specific details are not yet available for the GHG reduction measures discussed above, implementation of these measures would require regulations to be enforced by the State.

3.2.2.3. California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020, which the State has achieved. HSC Division 25.5 defines regulated GHGs as CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6 and represents the first enforceable Statewide program to limit emissions of these GHGs from all major industries, with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under HSC Division 25.5, CARB has the primary responsibility for reducing GHG emissions. CARB is required to adopt rules and regulations directing State actions that would achieve GHG emissions reductions.

To achieve these goals, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce Statewide GHG emissions from

[22] Energy+Environmental Economics (E3), *Achieving Carbon Neutrality in California, PATHWAYS Scenarios Developed for the California Air Resources Board*, October 2020.

[23] Sinks are defined as natural or artificial reservoirs that accumulate and store a carbon-containing chemical compound for an indefinite period.

[24] Energy+Environmental Economics (E3), *Achieving Carbon Neutrality in California, PATHWAYS Scenarios Developed for the California Air Resources Board*, October 2020, p. 22.

stationary sources consistent with the CAT strategies, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. In order to achieve the reduction targets, AB 32 requires CARB to adopt rules and regulations in an open public process that achieve the maximum technologically feasible and cost-effective GHG reductions.[25]

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown. SB 32 and AB 197 amend HSC Division 25.5, establish a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and include provisions to ensure that the benefits of State climate policies reach disadvantaged communities. The new goals outlined in SB 32 update the scoping plan requirement of AB 32 and involve increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

AB 197, signed September 8, 2016, is a bill associated with SB 32 that prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its website the emissions of GHGs, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two members of the Legislature to the CARB board as ex officio, non-voting members and creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the State's programs, policies, and investments related to climate change.

3.2.2.4. Climate Change Scoping Plan

The Scoping Plan is a GHG reduction roadmap developed and updated by CARB at least once every five years, as required by AB 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB adopted the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) in December 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual activities.[26] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).[27] The 2017 Scoping Plan, shifted the focus to the newer SB 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target and also assessed progress toward achieving the AB 32 goal of returning to 1990 GHG levels by 2020.[28] The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85

[25] California Air Resources Board's list of discrete early action measures that could be adopted and implemented before January 1, 2010, was approved on June 21, 2007. The three adopted discrete early action measures are (1) a low-carbon fuel standard, which reduces carbon intensity in fuels Statewide; (2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and (3) increased methane capture from landfills, which includes requiring the use of state-of-the-art capture technologies.

[26] California Air Resources Board, *Climate Change Scoping Plan*, 2008

[27] California Air Resources Board, *First Update to the Climate Change Scoping Plan*, 2014.

[28] California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, 2017.

percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.[29] The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage and as sources of emissions as a result of wildfires.

The estimated statewide GHG emissions reductions from the 2022 Scoping Plan are provided in **Table 3-3**, *Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan*. The 2022 Scoping Plan reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

TABLE 3-3: ESTIMATED STATEWIDE GREENHOUSE GAS EMISSIONS REDUCTIONS IN THE 2022 SCOPING PLAN

Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2019 BASELINE	
2019 State GHG Emissions	404
2030 FORECAST YEAR	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%%)[/a/]
2045 FORECAST YEAR	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)

Notes: $MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.
[/a/] 312 – 260 = 52; 52 ÷ 312 = 16.7%
SOURCE: CARB, *Final 2022 Climate Change Scoping Plan for Achieving Carbon Neutrality*, adopted December 2022.

Table 3-4, *Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan*, provides a summary of major climate legislation and executive orders issued since the adoption of the 2017 Scoping Plan.

[29] California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, 2017.

TABLE 3-4: MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
Assembly Bill 1279 (AB 1279) (Muratsuchi, Chapter 337, Statutes of 2022) *The California Climate Crisis Act*	AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that the Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies. This bill is reflected directly in the 2022 Scoping Plan.
Senate Bill 905 (SB 905) **(Caballero, Chapter 359, Statutes of 2022)** *Carbon Capture, Removal, Utilization, and Storage Program*	SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate CCUS and carbon dioxide removal (CDR) projects and technology. The bill requires CARB, on or before January 1, 2025, to adopt regulations creating a unified state permitting application for approval of CCUS and CDR projects. The bill also requires the Secretary of the CNRA to publish a framework for governing agreements for two or more tracts of land overlying the same geologic storage reservoir for the purposes of a carbon sequestration project. The 2022 Scoping Plan modeling reflects both CCUS and CDR contributions to achieve carbon neutrality.
Senate Bill 846 (SB 846) **(Dodd, Chapter 239, Statutes of 2022)** *Diablo Canyon Powerplant: Extension of Operations*	SB 846 extends the Diablo Canyon Power Plant's sunset date by up to five additional years for each of its two units and seeks to make the nuclear power plant eligible for federal loans. The bill requires that the California Public Utilities Commission (CPUC) not include and disallow a load-serving entity from including in their adopted resource plan, the energy, capacity, or any attribute from the Diablo Canyon power plant. The 2022 Scoping Plan explains the emissions impact of this legislation.
Senate Bill 1020 (SB 1020) **(Laird, Chapter 361, Statutes of 2022)** *Clean Energy, Jobs, and Affordability Act of 2022*	SB 1020 adds interim renewable energy and zero carbon energy retail sales of electricity targets to California end-use customers set at 90 percent in 2035 and 95 percent in 2040. It accelerates the timeline required to have 100 percent renewable energy and zero carbon energy procured to serve State agencies from the original target year of 2045 to 2035. This bill requires each State agency to individually achieve the 100 percent goal by 2035 with specified requirements. This bill requires the CPUC, California Energy Commission (CEC), and CARB, on or before December 1, 2023, and annually thereafter, to issue a joint reliability progress report that reviews system and local reliability. The bill also modifies the requirement for CARB to hold a portion of its Scoping Plan workshops in regions of the State with the most significant exposure to air pollutants by further specifying that this includes communities with minority populations or low-income communities in areas designated as being in extreme federal non-attainment. The 2022 Scoping Plan describes the implications of this legislation on emissions.

TABLE 3-4: MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
Senate Bill 1137 (SB 1137) **(Gonzales, Chapter 365, Statutes of 2022)** *Oil & Gas Operations: Location Restrictions: Notice of Intention: Health protection zone: Sensitive receptors*	SB 1137 prohibits the development of new oil and gas wells or infrastructure in health protection zones, as defined, except for purposes of public health and safety or other limited exceptions. The bill requires operators of existing oil and gas wells or infrastructure within health protection zones to undertake specified monitoring, public notice, and nuisance requirements. The bill requires CARB to consult and concur with the California Geologic Energy Management Division (CalGEM) on leak detection and repair plans for these facilities, adopt regulations as necessary to implement emission detection system standards, and collaborate with CalGEM on public access to emissions detection data.
Senate Bill 1075 (SB 1075) **(Skinner, Chapter 363, Statutes of 2022)** *Hydrogen: Green Hydrogen: Emissions of Greenhouse Gases*	SB 1075 requires CARB, by June 1, 2024, to prepare an evaluation that includes policy recommendations regarding the use of hydrogen, and specifically the use of green hydrogen, in California; a description of strategies supporting hydrogen infrastructure, including identifying policies that promote the reduction of GHGs and short-lived climate pollutants; a description of other forms of hydrogen to achieve emission reductions; an analysis of curtailed electricity; an estimate of GHG and emission reductions that could be achieved through deployment of green hydrogen through a variety of scenarios; an analysis of the potential for opportunities to integrate hydrogen production and applications with drinking water supply treatment needs; policy recommendations for regulatory and permitting processes associated with transmitting and distributing hydrogen from production sites to end uses; an analysis of the life-cycle GHG emissions from various forms of hydrogen production; and an analysis of air pollution and other environmental impacts from hydrogen distribution and end uses. This bill would inform the production of hydrogen at the scale called for in the 2022 Scoping Plan.
Assembly Bill 1757 (AB 1757) **(Garcia, Chapter 341, Statutes of 2022)** *California Global Warming Solutions Act of 2006: Climate Goal: Natural and Working Lands*	AB 1757 requires the California Natural Resources Agency (CNRA), in collaboration with CARB, other state agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration—and for nature-based climate solutions—that reduce GHG emissions in 2030, 2038, and 2045 by January 1, 2024. These targets must support state goals to achieve carbon neutrality and foster climate adaptation and resilience. This bill also requires CARB to develop standard methods for state agencies to consistently track GHG emissions and reductions, carbon sequestration, and additional benefits from natural and working lands over time. These methods will account for GHG emissions reductions of CO2, methane, and nitrous oxide related to natural and working lands and the potential impacts of climate change on the ability to reduce GHG emissions and sequester carbon from natural and working lands, where feasible. This 2022 Scoping Plan describes the next steps and implications of this legislation for the natural and working lands sector.

TABLE 3-4: MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
Senate Bill 1206 (SB 1206) **(Skinner, Chapter 884, Statutes of 2022)** *Hydrofluorocarbon gases: sale or distribution*	SB 1206 mandates a stepped sales prohibition on newly produced high- GWP HFCs to transition California's economy toward recycled and reclaimed HFCs for servicing existing HFC-based equipment. Additionally, SB 1206 also requires CARB to develop regulations to increase the adoption of very low-GWP technologies (i.e., GWP<10 and no GWP) in sectors that currently rely on higher-GWP HFCs.
Senate Bill 27 (SB 27) **(Skinner, Chapter 237, Statutes of 2021)** *Carbon Sequestration: State Goals: Natural and Working Lands: Registry of Projects*	SB 27 requires CNRA, in coordination with other state agencies, to establish the Natural and Working Lands Climate Smart Strategy by July 1, 2023. This bill also requires CARB to establish specified CO2 removal targets for 2030 and beyond as part of its Scoping Plan. Under SB 27, CNRA is tasked to establish and maintain a registry to identify projects in the State that drive climate action on natural and working lands and are seeking funding. CNRA also must track carbon removal and GHG emission reduction benefits derived from projects funded through the registry. This bill is reflected directly in the 2022 Scoping Plan as CO2 removal targets for 2030 and 2045 in support of carbon neutrality.
Senate Bill 596 (SB 596) **(Becker, Chapter 246, Statutes of 2021)** *Greenhouse Gases: Cement Sector: Net- zero Emissions Strategy*	SB 596 requires CARB, by July 1, 2023, to develop a comprehensive strategy for the State's cement sector to achieve net-zero-emissions of GHGs associated with cement used within the State as soon as possible, but no later than December 31, 2045. The bill establishes an interim target of 40 percent below the 2019 average GHG intensity of cement by December 31, 2035. Under SB 596, CARB must: ● Define a metric for GHG intensity and establish a baseline from which to measure GHG intensity reductions. ● Evaluate the feasibility of the 2035 interim target (40 percent reduction in GHG intensity) by July 1, 2028. ● Coordinate and consult with other state agencies. ● Prioritize actions that leverage state and federal incentives. ● Evaluate measures to support market demand and financial incentives to encourage the production and use of cement with low GHG intensity. The 2022 Scoping Plan modeling is designed to achieve these outcomes.
Executive Order N-82-20	Governor Newsom signed Executive Order N-82-20 in October 2020 to combat the climate and biodiversity crises by setting a statewide goal to conserve at least 30 percent of California's land and coastal waters by 2030. The Executive Order also instructed CNRA, in consultation with other state agencies, to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the State's carbon neutrality goal and build climate resilience. In addition to setting a statewide conservation goal, the Executive Order directed CARB to update the target for natural and working lands in support of carbon neutrality as part of this Scoping Plan, and to take into consideration the NWL Climate Smart Strategy. Executive Order N-82-20 also calls on the CNRA, in consultation with other state agencies, to establish the California Biodiversity Collaborative (Collaborative). The Collaborative shall be made up of governmental partners, California Native American tribes, experts,

TABLE 3-4: MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
	business and community leaders, and other stakeholders from across the state. State agencies will consult the Collaborative on efforts to: ● Establish a baseline assessment of California's biodiversity that builds upon existing data and can be updated over time. ● Analyze and project the impact of climate change and other stressors in California's biodiversity. ● Inventory current biodiversity efforts across all sectors and highlight opportunities for additional action to preserve and enhance biodiversity. ● CNRA also is tasked with advancing efforts to conserve biodiversity through various actions, such as streamlining the State's process to approve and facilitate projects related to environmental restoration and land management. The California Department of Food and Agriculture (CDFA) is directed to advance efforts to conserve biodiversity through measures, such as reinvigorating populations of pollinator insects, which restore biodiversity and improve agricultural production. The Natural and Working Lands Climate Smart Strategy informs the 2022 Scoping Plan.
Executive Order N-79-20	Governor Newsom signed Executive Order N-79-20 in September 2020 to establish targets for the transportation sector to support the State in its goal to achieve carbon neutrality by 2045. The targets established in this Executive Order are: ● 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. ● 100 percent of medium- and heavy-duty vehicles will be zero emission by 2045 for all operations where feasible, and by 2035 for drayage trucks. ● 100 percent of off-road vehicles and equipment will be zero-emission by 2035 where feasible. The Executive Order also tasked CARB to develop and propose regulations that require increasing volumes of zero- electric passenger vehicles, medium- and heavy-duty vehicles, drayage trucks, and off-road vehicles toward their corresponding targets of 100 percent zero-emission by 2035 or 2045, as listed above. The 2022 Scoping Plan modeling reflects achieving these targets.
Executive Order N-19-19	Governor Newsom signed Executive Order N-19-19 in September 2019 to direct state government to redouble its efforts to reduce GHG emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy. This Executive Order instructs the Department of Finance to create a Climate Investment Framework that: ● Includes a proactive strategy for the State's pension funds that reflects the increased risks to the economy and physical environment due to climate change. ● Provides a timeline and criteria to shift investments to companies and industry sectors with greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change.

TABLE 3-4: MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
	● Aligns with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System, and the University of California Retirement Program. Executive Order N-19-19 directs the State Transportation Agency to leverage more than $5 billion in annual state transportation spending to help reverse the trend of increased fuel consumption and reduce GHG emissions associated with the transportation sector. It also calls on the Department of General Services to leverage its management and ownership of the State's 19 million square feet in managed buildings, 51,000 vehicles, and other physical assets and goods to minimize state government's carbon footprint. Finally, it tasks CARB with accelerating progress toward California's goal of five million ZEV sales by 2030 by: ● Developing new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars. ● Proposing new strategies to increase demand in the primary and secondary markets for ZEVs. ● Considering strengthening existing regulations or adopting new ones to achieve the necessary GHG reductions from within the transportation sector. The 2022 Scoping Plan modeling reflects efforts to accelerate ZEV deployment.
Senate Bill 576 (SB 576) **(Umberg, Chapter 374, Statutes of 2019)** *Coastal Resources: Climate Ready Program and Coastal Climate Change Adaptation, Infrastructure and Readiness Program*	Sea level rise, combined with storm-driven waves, poses a direct risk to the State's coastal resources, including public and private real property and infrastructure. Rising marine waters threaten sensitive coastal areas, habitats, the survival of threatened and endangered species, beaches, other recreation areas, and urban waterfronts. SB 576 mandates that the Ocean Protection Council develop and implement a coastal climate adaptation, infrastructure, and readiness program to improve the climate change resiliency of California's coastal communities, infrastructure, and habitat. This bill also instructs the State Coastal Conservancy to administer the Climate Ready Program, which addresses the impacts and potential impacts of climate change on resources within the conservancy's jurisdiction.
Assembly Bill 65 (AB 65) **(Petrie- Norris, Chapter 347, Statutes of 2019)** *Coastal Protection: Climate Adaption: Project Prioritization: Natural Infrastructure: Local General Plans*	This bill requires the State Coastal Conservancy, when it allocates any funding appropriated pursuant to the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, to prioritize projects that use natural infrastructure in coastal communities to help adapt to climate change. The bill requires the conservancy to provide information to the Governor's Office of Planning and Research (OPR) on any projects funded pursuant to the above provision to be considered for inclusion into the clearinghouse for climate adaptation information. The bill authorizes the conservancy to provide technical assistance to coastal communities to better assist them with their projects that use natural infrastructure.
Executive Order B-55-18	Governor Brown signed Executive Order B-55-18 in September 2018 to establish a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. Policies and programs undertaken to achieve this goal shall:

TABLE 3-4: MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
	● Seek to improve air quality and support the health and economic resiliency of urban and rural communities, particularly low-income and disadvantaged communities. ● Be implemented in a manner that supports climate adaptation and biodiversity, including protection of the State's water supply, water quality, and native plants and animals. This Executive Order also calls for CARB to: ● Develop a framework for implementation and accounting that tracks progress toward this goal. ● Ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The 2022 Scoping Plan is designed to achieve carbon neutrality no later than 2045 and the modeling includes technology and fuel transitions to achieve that outcome.
Senate Bill 100 (SB 100) **(De León, Chapter 312, Statutes of 2018)** *California Renewables Portfolio Standard Program: emissions of greenhouse gases*	Under SB 100, the CPUC, CEC, and CARB shall use programs under existing laws to achieve 100 percent clean electricity. The statute requires these agencies to issue a joint policy report on SB 100 every four years. The first of these reports was issued in 2021. The 2022 Scoping Plan reflects the SB 100 Core Scenario resource mix with a few minor updates.
Assembly Bill 2127 (AB 2127) **(Ting, Chapter 365, Statutes of 2018)** *Electric Vehicle Charging Infrastructure: Assessment*	This bill requires the CEC, working with CARB and the CPUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the State to meet its goals of putting at least 5 million zero-emission vehicles (ZEV) on California roads by 2030 and of reducing emissions of GHGs to 40 percent below 1990 levels by 2030. The bill requires the CEC to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure. This bill supports the deployment of ZEVs as modeled in the 2022 Scoping Plan.
Senate Bill 30 (SB 30) **(Lara, Chapter 614, Statutes of 2018)** *Insurance: Climate Change*	This bill requires the Insurance Commissioner to convene a working group to identify, assess, and recommend risk transfer market mechanisms that, among other things, promote investment in natural infrastructure to reduce the risks of climate change related to catastrophic events, create incentives for investment in natural infrastructure to reduce risks to communities, and provide mitigation incentives for private investment in natural lands to lessen exposure and reduce climate risks to public safety, property, utilities, and infrastructure. The bill requires the policies recommended to address specified questions.
Assembly Bill 2061 (AB 2061) **(Frazier, Chapter 580, Statutes of 2018)** *Near-zero-emission and Zero-emission Vehicles*	Existing State and federal laws set specified limits on the total gross weight imposed on the highway by a vehicle with any group of two or more consecutive axles. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. AB 2061 authorizes a near-zero- emission vehicle or a zero-emission vehicle to exceed the weight limits on the power unit by up to 2,000 pounds. This bill supports the deployment of cleaner trucks as modeled in this 2022 Scoping Plan.

The 2022 Scoping Plan Scenario identifies the need to accelerate AB 32's 2030 target, from 40 percent to 48 percent below 1990 levels. The Cap-and-Trade Program continues to play a large factor in the reduction of near-term emissions for meeting the 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet these GHG reduction goals and achieve carbon neutrality no later than 2045. The *2022 Scoping Plan* approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology. The Scoping Plan Scenario is summarized in Table 2-1 starting on page 72 of the Scoping Plan. It includes references to relevant statutes and executive orders, although it is not comprehensive of all existing new authorities for directing or supporting the actions described. Table 2-1 identifies actions related to a variety of sectors, such as smart growth and reductions in vehicle miles traveled (VMT); light-duty vehicles (LDV) and ZEVs; truck ZEVs; reduce fossil energy, emissions, and GHGs for aviation ocean-going vessels, port operations, freight and passenger rail, oil and gas extraction; and petroleum refining; improvements in electricity generation; electrical appliances in new and existing residential and commercial buildings; electrification and emission reductions across industries, such as construction equipment, chemicals and allied products, pulp and paper, stone/clay/glass/cement, other industrial manufacturing, and agriculture; retiring of combined heat and power facilities; low carbon fuels for transportation, business, and industry; improvements in non-combustion methane emissions, and introduction of low GWP refrigerants.

Achieving the targets described in the 2022 Scoping Plan will require continued commitment to and successful implementation of existing policies and programs, and identification of new policy tools and technical solutions to go further, faster. California's Legislature and state agencies will continue to collaborate to achieve the State's climate, clean air, equity, and broader economic and environmental protection goals. It will be necessary to maintain and strengthen this collaborative effort, and to draw upon the assistance of the federal government, regional and local governments, tribes, communities, academic institutions, and the private sector to achieve the State's near-term and longer-term emission reduction goals and a more equitable future for all Californians. The 2022 Scoping Plan acknowledges that the path forward is not dependent on one agency, one state, or even one country. However, the State can lead by engaging Californians and demonstrating how actions at the state, regional, and local levels of governments, as well as action at community and individual levels, can contribute to addressing the challenge.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan discusses the role of local governments in meeting the State's GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements, and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority. The City has taken the initiative in combating climate change by developing programs and regulations, such as *L.A.'s Green New Deal* and the *Los Angeles Green Building Code (LAGBC)*. Each of these is discussed further below.

3.2.2.5. Cap-and-Trade Program

The Climate Change Scoping Plan identified a Cap-and-Trade Program as one of the strategies California would employ to reduce GHG emissions. CARB asserts that this program will help put California on the path to meet its goal of ultimately achieving an 80 percent reduction from 1990 levels by 2050. Under the Cap-and-Trade Program, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap will be able to trade permits to emit GHGs.

CARB designed and adopted a California Cap-and-Trade Program pursuant to its authority under AB 32.[30] The Cap-and-Trade Program was designed to reduce GHG emissions from public and private major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve the State's emission-reduction mandates. The statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and will decline over time, achieving GHG emission reductions throughout the program's duration.[31]

Under the Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities that emit more than 25,000 $MTCO_2e$ per year must comply with the Cap-and-Trade Program.[32] Triggering of the 25,000 $MTCO_2e$ per year "inclusion threshold" is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (Mandatory Reporting Rule or MRR).[33]

Each covered entity with a compliance obligation is required to surrender "compliance instruments" for each $MTCO_2e$ of GHG they emit.[34] Covered entities are allocated free allowances in whole or part (if eligible), and can buy allowances at auction, purchase allowances from others, or purchase offset credits.

The Cap-and-Trade Program provides a firm cap, ensuring that the statewide emission limits will not be exceeded. In sum, the Cap-and-Trade Program will achieve aggregate, rather than site-specific or project-level, GHG emissions reductions. Also, due to the regulatory framework adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State's emissions forecasts and the effectiveness of direct regulatory measures.

The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported.[35] Accordingly, for projects that are subject to the CEQA, GHG emissions from electricity consumption are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the program's first compliance period.[36]

The Cap-and-Trade Program applies to emissions that cover approximately 80 percent of the State's GHG emissions. Demonstrating the efficacy of AB 32 policies, California achieved its 2020 GHG reduction target four years earlier than mandated. The largest reductions were the result of increased

[30] California Code of Regulations 17, Section 95800–96023.

[31] California Code of Regulations 17, Sections 95811–95812.

[32] California Code of Regulations 17, Section 95812.

[33] California Code of Regulations 17, Sections 95100–95158.

[34] Compliance instruments are permits to emit, the majority of which will be "allowances," but entities also are allowed to use CARB-approved offset credits to meet up to 8% of their compliance obligations.

[35] California Code of Regulations 17, Section 95811(b).

[36] California Code of Regulations 17, Section 95811, 95812(d).

renewable electricity in the electricity sector, which is a covered sector in the Cap-and-Trade Program.

AB 398 was enacted in 2017 to extend and clarify the role of the State's Cap-and-Trade Program through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade Program to establish updated protocols and allocation of proceeds to reduce GHG emissions.

3.2.2.6. Energy-Related (Stationary) Sources

Emission Performance Standards. SB 1368, signed on September 29, 2006, is a companion bill to AB 32, which requires the CPUC and the CEC to establish GHG emission performance standards for the generation of electricity. These standards also generally apply to power that is generated outside of California and imported into the State. SB 1368 provides a mechanism for reducing the emissions of electricity providers, thereby assisting CARB to meet its mandate under AB 32.

Renewables Portfolio Standard. SB 1078 (Chapter 516, Statutes of 2002) required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017 as a Renewables Portfolio Standard (RPS). Subsequent amendments provided additional targets throughout the years. On October 7, 2015, SB 350 (Chapter 547, Statues of 2015), also known as the Clean Energy and Pollution Reduction Act, further increased the RPS to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027. SB 350 also requires the State to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. The 2017 Scoping Plan incorporated the SB 350 standards and estimated the GHG reductions would account for approximately 21 percent of the Scoping Plan reductions.[37] On September 10, 2018, SB 100, provided additional RPS targets of 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030, and that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by 2045.[38]

Assembly Bill 1279 (The California Climate Crisis Act). The California Legislature enacted AB 1279, The California Climate Crisis Act, on September 16, 2022.[39] AB 1279 establishes the policy of the State to achieve net zero GHG emissions, carbon neutrality, as soon as possible, but no later than 2045 and achieve and maintain net negative GHG emissions thereafter.[40] Additionally, AB 1279 ensures that by 2045, statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. SB 1279 also requires CARB to ensure that the 2022 Scoping Plan identified and recommended measures to achieve carbon neutrality and to identify and implement policies and strategies for CO_2 removal solutions and carbon capture, utilization, and storage technologies. It also requires CARB to submit an annual report on progress in achieving the 2022 Scoping Plan's goals.

[37] California Air Resources Board, *California's 2017 Climate Change Scoping Plan, Table 3, p. 31*, November 2017. Calculated as: (108 – 53) / 260 = 21 percent.

[38] California Legislative Information, *SB-100 California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases*.

[39] California Legislative Information, *AB 1279 The California Climate Crisis Act*, 2022. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB1279, accessed April 2024.

[40] *Carbon neutrality* means "net zero" emissions of GHGs. In other words, it means that GHG emissions generated by sources such as transportation, power plants, and industrial processes must be less than or equal to the amount of carbon dioxide that is stored, both in natural sinks and through mechanical sequestration. AB 1279 uses the terminology net zero and the 2022 Scoping Plan Update uses the terminology carbon neutrality or carbon neutral. These terms mean the same thing and are used interchangeably.

3.2.2.7. Mobile Sources

Pavley Standards. AB 1493 (Chapter 200, Statutes of 2002), enacted on July 22, 2002, required CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is non-commercial personal transportation manufactured in and after 2009. In 2004, CARB approved the Pavley regulation to require automakers to control GHG emissions from new passenger vehicles for the 2009 through 2016 model years. Upon adoption of subsequent federal GHG standards by the USEPA that preserved the benefits of the Pavley regulations, the Pavley regulations were revised to accept compliance with the federal standards as compliance with California's standards in the 2012 through 2016 model years. This is referred to as the "deemed to comply" option.

In January 2012, CARB approved GHG emission regulations, which require further reductions in passenger GHG emissions for 2017 and subsequent vehicle model years. As noted above, in August 2012, the USEPA and USDOT adopted GHG emission standards for model year 2017 through 2025 vehicles.[41] On November 15, 2012, CARB approved an amendment that allows manufacturers to comply with the 2017-2025 national standards to meet state law. Automobile manufacturers generally comply with these standards through a combination of improved energy efficiency in vehicle equipment (e.g., air conditioning systems) and engines, as well as sleeker aerodynamics, use of strong but lightweight materials, and lower-rolling resistance tires.[42]

In 2018, the USEPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE), which would roll back fuel economy standards and revoke California's waiver. The rule amended certain average fuel economy and GHG standards for passenger cars covering model years 2021 through 2026. On March 30, 2020, the SAFE Rule was finalized and published in the Federal Register, commencing a review period. Subsequent legal challenges from a coalition of states, including California, and private industry groups were issued. However, in December 2021, the NHTSA repealed the SAFE Vehicle Rule Part One. Although the SAFE Vehicle Rule Part One has been repealed, GHG modeling contained in regional plans, such as SCAG's 2020–2045 RTP/SCS, have not been updated to account for this repeal.

Subsequently, on March 20, 2024, USEPA announced new, more protective final standards to further reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027. The final rule builds upon USEPA's standards for federal greenhouse gas emissions standards for passenger cars and light trucks for model years 2023 through 2026, established in 2021. These standards will phase in over model years 2027 through 2032.

California Low Carbon Fuel Standard. Executive Order S-01-07 was enacted by Governor Arnold Schwarzenegger on January 18, 2007. The order mandates the following: (1) that a Statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established in California. The final regulation was approved by the State's Office of Administrative Law and filed with the Secretary of State on January 12, 2010; the LCFS became effective on the same day. In September 2015, CARB approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted.[43]

The development of the 2017 Scoping Plan has identified LCFS as a regulatory measure to reduce GHG emissions to meet the 2030 emissions target. In September 2018, the standards were

[41] United States Environmental Protection Agency, 2012.

[42] California Air Resources Board, *California's Advanced Clean Cars Midterm Review, pp. ES-17, C-9.*

[43] California Air Resources Board, *Low Carbon Fuel Standard - About*, https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/about, https://www.arb.ca.gov/fuels/lcfs/lcfs.htm. Accessed April 15, 2024.

amended by CARB to require a 20-percent reduction in carbon intensity by 2030, aligning with California's 2030 targets set by SB 32.[44]

Advanced Clean Cars Regulations. In 2012, CARB approved the Advanced Clean Cars program, an emissions-control program for model years 2015–2025.[45] The components of the Advanced Clean Cars program include the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the ZEV regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.[46] During the March 2017 midterm review, CARB voted unanimously to continue with the vehicle GHG emission standards and the ZEV program for cars and light trucks sold in California through 2025.[47]

In addition, Governor Gavin Newsom signed an executive order (Executive Order No. N-79-20) on September 23, 2020, that would phase out sales of new gas-powered passenger cars by 2035 in California with an additional 10-year transition period for heavy vehicles. The State would not restrict used car sales or forbid residents from owning gas-powered vehicles. In accordance with the executive order, the 2020 Mobile Source Strategy was developed by CARB, a comprehensive analysis that presents scenarios for possible strategies to reduce the carbon, toxic and unhealthy pollution from cars, trucks, equipment, and ships. The Mobile Source Strategy was heard by the CARB Board on October 28, 2021. The 2020 Mobile Source Strategy will be forwarded to the appropriate policy and fiscal committees of the California Legislature as required by California Senate Bill 44. The programs and concepts in the 2020 Mobile Source Strategy support other planning efforts, such as the State Implementation Plans (SIP), the 2022 Climate Change Scoping Plan Update, and community emissions reduction plans, with the state planning efforts incorporating the Mobile Source Strategy as they are developed. CARB has begun development of the 2025 Mobile Source Strategy beginning outreach in January 2024.

The primary mechanism for achieving the ZEV target for passenger cars and light trucks is CARB's Advanced Clean Cars II (ACC II) Program. The ACC II regulations will focus on post-2025 model year light-duty vehicles, as requirements are already in place for new vehicles through the 2025 model year. A rulemaking for ACC II regulations was adopted on November 30, 2022.

Sustainable Communities and Climate Protection Act (Senate Bill 375). The Sustainable Communities and Climate Protection Act of 2008, or SB 375 (Chapter 728, Statutes of 2008), which was adopted by the State on September 30, 2008, establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. SB 375 finds that the "transportation sector is the single largest contributor of greenhouse gases of any sector."[48] Under SB 375, CARB is required, in consultation with the Metropolitan Planning Organizations (MPOs), to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. SCAG is the MPO in which the City of Los Angeles is located. CARB set targets for 2020 and 2035 for each of the 18 MPO regions in 2010 and updated them in 2018.[49] In March 2018, CARB updated

[44] California Air Resources Board, *CARB amends Low Carbon Fuel Standard for wider impact*, 2018, https://ww2.arb.ca.gov/index.php/news/carb-amends-low-carbon-fuel-standard-wider-impact. Accessed April 15, 2024.

[45] California Air Resources Board, *Advanced Clean Cars Program - About*, https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/about, Accessed April 15, 2024.

[46] *Ibid*.

[47] California Air Resources Board, News Release: *CARB finds vehicle standards are achievable and cost-effective*, ww2.arb.ca.gov/news/carb-finds-vehicle-standards-are-achievable-and-cost-effective, Accessed April 15, 2024.

[48] State of California, Senate Bill No. 375, September 30, 2008.

[49] California Air Resources Board, *Sustainable Communities & Climate Protection Program – About*. https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-climate-protection-program/about. Accessed April 16,2024.

the SB 375 targets for the SCAG region to require an 8-percent reduction by 2020 and a 19-percent reduction by 2035 in per capita passenger vehicle GHG emissions.[50] As discussed further below, SCAG adopted an updated Regional Transportation Plan/Sustainable Community Strategies (2020-2045 RTP/SCS) subsequent to the update of the emission targets. The 2020–2045 RTP/SCS is expected to reduce per capita transportation emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[51]

Under SB 375, the target must be incorporated within that region's RTP, which is used for long-term transportation planning, in an SCS. Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land and further provides that local land use plans and policies (e.g., general plans) are not required to be consistent with either the RTP or SCS.

Senate Bill 743. Governor Brown signed SB 743 in 2013, which creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 required OPR to amend the CEQA Guidelines to provide an alternative to level of service (LOS) methodology for evaluating transportation impacts. Particularly within areas served by transit, the required alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

3.2.2.8. Building Standards and Other Regulations

California Appliance Efficiency Regulations. The Appliance Efficiency Regulations (Title 20, Sections 1601 through 1608), adopted by the CEC, include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24, Building Standards Code and CALGreen Code. The CEC first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the State. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards is referred to as the California Green Building Standards (CALGreen) Code and was developed to help the State achieve its GHG reduction goals under HSC Division 25.5 (e.g., AB 32) by codifying standards for reducing building-related energy, water, and resource demand, which in turn reduces GHG emissions from energy, water, and resource demand. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality."[52] The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any

[50] California Air Resources Board, *SB 375 Regional Greenhouse Gas Emissions Reduction Targets*, 2018.

[51] Southern California Association of Governments, *Final 2020–2045 RTP/SCS, Chapter 0: Making Connections*, p. 5, 2020.

[52] California Building Standards Commission, *2010 California Green Building Standards Code*, 2010.

green building program that is not established and adopted by the California Building Standards Commission. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality.[53]

On August 11, 2021, the CEC adopted the 2022 Title 24 Standards, which went into effect on January 1, 2023. The 2022 standards continue to improve upon the previous (2019) Title 24 standards for new construction of, and additions and alterations to, residential and non-residential buildings.[54] The 2022 Title 24 Standards ensure that builders use the most energy efficient and energy conserving technologies and construction practices. The 2022 Title 24 standards encourage use of electric heat pumps, requiring newly constructed residences to be electric-ready and introduces solar and battery storage standards as an optional measure to achieve compliance and increases minimum ventilation requirements to improve air quality. Compliance with Title 24 is enforced through the building permit process.

CEQA Guidelines. In August 2007, the California State Legislature adopted SB 97 (Chapter 185, Statutes of 2007), requiring OPR to prepare and transmit new CEQA Guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Resources Agency by July 1, 2009. In response to SB 97, the OPR adopted the new guidelines that became effective on March 18, 2010. In late 2018, OPR finalized amendments to the CEQA Guidelines, including changes to CEQA Guidelines Section 15064.4, which addresses the analysis of GHG emissions. The amendments became effective on December 28, 2018. However, neither a threshold of significance nor any specific mitigation measures are included or provided in the CEQA Guidelines.[55] The CEQA Guidelines require a lead agency to make a good-faith effort, to the extent possible based on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. Discretion is given to the lead agency whether to (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. Furthermore, three factors are identified that should be considered in the evaluation of the significance of GHG emissions:

- The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and,
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.[56]

The administrative record for the amendments to the CEQA Guidelines clarifies “that the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of California Environmental Quality Act’s requirements for cumulative impact analysis.”[57]

[53] California Building Standards Commission, *2010 California Green Building Standards Code*, 2010.

[54] California Energy Commission, *2022 Building Energy Efficiency Standards*, 2022.

[55] See 14 Cal. Code Regs. Sections 15064.7 (generally giving discretion to lead agencies to develop and publish thresholds of significance for use in the determination of the significance of environmental effects), 15064.4 (giving discretion to lead agencies to determine the significance of impacts from GHGs).

[56] 14 Cal. Code Regs. § 15064.4(b).

[57] Letter from Cynthia Bryant, Director of the Governor’s Office of Planning and Research to Mike Chrisman, California Secretary for Natural Resources, dated April 13, 2009.

3.2.3. Regional

3.2.3.1. South Coast Air Quality Management District

The City of Los Angeles is located in the South Coast Air Basin (Air Basin), which consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties, in addition to the San Gorgonio Pass area in Riverside County. The South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. This is accomplished through air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[58] A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.[59] The SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 $MTCO_2e$ per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 $MTCO_2e$ per year would be assumed to have a less-than-significant impact on climate change. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 $MTCO_2e$ per year for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects). The Working Group has been inactive since 2011, and SCAQMD has not formally adopted any GHG significance threshold for other jurisdictions.

3.2.3.2. SCAG Regional Transportation Plan/Sustainable Communities Strategy

To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the *Connect SoCal 2020–2045 RTP/SCS* in September 2020. The vision for the region incorporates a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality, and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment. More and varied housing types and employment opportunities would be located in and near job centers, transit stations and walkable neighborhoods where goods and services are easily accessible via shorter trips. To support shorter trips, people would have the choice of using neighborhood bike networks, car share or micro-mobility services, such as shared bicycles or scooters. For longer commutes, people would have expanded regional transit services and more employer incentives to carpool or vanpool. Other longer trips would be supported by on-demand services, such as micro-transit, carshare, and citywide partnerships with ride hailing services. For those that choose to drive, hotspots of congestion would be less difficult to navigate due to cordon pricing and using an electric vehicle will be easier due to an expanded regional charging network.

The 2020–2045 RTP/SCS states that the SCAG region was home to about 18.8 million people in 2016 and currently includes approximately 6.0 million homes and 8.4 million jobs.[60] By 2045, the

[58] South Coast Air Quality Management District, *Board Meeting, December 5, 2008, Agenda No. 31*, http://www3.aqmd.gov/hb/2008/December/081231a.htm, accessed April 16, 2024.

[59] South Coast Air Quality Management District, *Greenhouse Gases (GHG) CEQA Significance Thresholds*, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds, accessed April 16, 2024.

[60] 2020–2045 RTP/SCS population growth forecast methodology includes data for years 2010, 2010, 2016, and 2045.

integrated growth forecast estimates that these figures will increase by 3.7 million people, with nearly 1.6 million more homes and 1.6 million more jobs. Transit Priority Areas (TPAs) will account for less than 1 percent of regional total land but are projected to accommodate 30 percent of future household growth between 2016 and 2045.[61] The 2020–2045 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's TPAs. TPAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

The 2020–2045 RTP/SCS is expected to reduce per capita transportation emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[62] Due to fuel economy and efficiency improvements, GHG emission rates of model year 2017 vehicles have decreased by 15 to 20 percent when compared to model year 2008 and earlier vehicles. However, for purposes of SB 375 emissions reduction targets, the fuel economy improvements have been largely excluded from the reduction calculation. The SB 375 target focuses on the amount of vehicle travel per capita. OPR recommended that achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals (i.e., SB 375 goal). The reductions generated by fuel economy improvements are already included as part of the State's GHG emissions reduction program and are not double-counted in the SB 375 target calculation.

3.2.4. Local

3.2.4.1. L.A.'s Green New Deal

The City of Los Angeles addressed the issue of global climate change in *Green LA: An Action Plan to Lead the Nation in Fighting Global Warming* (LA Green Plan/ClimateLA) in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities.

Subsequently on April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAn, which includes both short-term and long-term aspirations through the year 2035 in various topic areas, including water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.[63] Specific targets included the construction of new housing units within 1,500 feet of transit by 2017, reducing VMT per capita by 5-percent by 2025, and increasing trips made by walking, biking or transit by at least 35 percent by 2025. The Sustainable City pLAn was intended to be updated every four years.

In April 2019, the Sustainability City pLAn was updated and renamed as *L.A.'s Green New Deal*, which consists of a program of actions designed to create sustainability-based performance targets through 2050 to advance economic, environmental, and equity objectives.[64] *L.A.'s Green New Deal* augments, expands, and elaborates on the City's vision for a sustainable future and tackles the climate emergency with accelerated targets and new aggressive goals.

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[61] Defined by the 2020–2045 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a major transit stop (rail or bus rapid transit station) with 15-minute or less service frequency during peak commute hours.

[62] Southern California Association of Governments, *Final Connect SoCal 2020–2045 RTP/SCS, Chapter 0: Making Connections*, p. 5, 2020.

[63] City of Los Angeles, *Sustainable City pLAn*, April 2015.

[64] City of Los Angeles, *L.A.'s Green New Deal*, 2019.

While not a plan adopted solely to reduce GHG emissions, within the Green New Deal, "Climate Mitigation"—or reduction of GHG—is one of eight explicit benefits that help define its strategies and goals. These include reducing GHG emissions through near-term outcomes:

- Reduce potable water use per capita by 22.5 percent by 2025, 25 percent by 2035, and maintain or reduce 2035 per capita water use through 2050.
- Reduce building energy use per square feet for all building types 22 percent by 2025, 34 percent by 2035, and 44 percent by 2050 (from a baseline of 68 thousand British thermal units [kBTU] per square foot in 2015).
- All new buildings will be net zero carbon by 2030, and 100 percent of buildings will be net zero carbon by 2050.
- Increase cumulative new housing unit construction to 150,000 by 2025 and 275,000 units by 2035.
- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025 and 75 percent by 2035.
- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides, or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.
- Reduce VMT per capita by at least 13 percent by 2025, 39 percent by 2035, and 45 percent by 2050.
- Increase the percentage of electric and zero emission vehicles in the city to 25 percent by 2025, 80 percent by 2035, and 100 percent by 2050.
- Increase landfill diversion rate to 90 percent by 2025, 95 percent by 2035, and 100 percent by 2050.
- Reduce municipal solid waste generation per capita by at least 15 percent by 2030, including phasing out single-use plastics by 2028 (from a baseline of 17.85 pounds of waste generated per capita per day in 2011).
- Eliminate organic waste going to landfill by 2028.
- Reduce urban/rural temperature differential by at least 1.7 degrees by 2025 and 3 degrees by 2035.
- Ensure the proportion of Angelenos living within 0.5 mile of a park or open space is at least 65 percent by 2025, 75 percent by 2035, and 100 percent by 2050.

3.2.4.2. City of Los Angeles Green Building Code

On December 10, 2020, the Los Angeles City Council approved Ordinance No. 187,719, which amended Chapter IX of the Los Angeles Municipal Code (LAMC), referred to as the Los Angeles Green Building Code, by adding a new Article 9 to incorporate various provisions of the 2022 CALGreen Code. Projects filed on or after January 1, 2023, must comply with the provisions of the Los Angeles Green Building Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Article 9, Division 5 includes mandatory measures for newly constructed nonresidential and high-rise residential buildings.

- **City of Los Angeles All-Electric Building Requirement**

Chapter IX of the LAMC, Sections 99.02.202, 99.04.106.8, and 99.05.106.14, requires that all new buildings be all-electric buildings, with some exceptions. Equipment typically powered by natural gas, such as space heating, water heating, cooking appliances and clothes drying, would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, hospitals, laboratories, and research and development uses. The LAMC is consistent with 2022 Title 24 goals of encouraging all-electric development, which requires new residential uses to be electric-ready (wiring installed for all-electric appliances). Buildings in Los Angeles account for 43 percent of greenhouse gas emissions—more than any other sector in the City. These LAMC requirements ensure that new buildings being constructed are built to leverage the increasingly clean electric grid, which is anticipated to be carbon-free by 2035, rather than relying on fossil fuels.

3.2.4.3. City of Los Angeles Solid Waste Programs and Ordinances

The recycling of solid waste materials also contributes to reduced energy consumption. Specifically, when products are manufactured using recycled materials, the amount of energy that would have otherwise been consumed to extract and process virgin source materials is reduced as well as disposal energy averted. In 1989, California enacted AB 939, the California Integrated Waste Management Act, which establishes a hierarchy for waste management practices, such as source reduction, recycling, and environmentally safe land disposal.

The City has developed and is in the process of implementing the Solid Waste Integrated Resources Plan, also referred to as the Zero Waste Plan, whose goal is to lead the City towards being a "zero waste" City by 2030. These waste reduction plans, policies, and regulations, along with Mayoral and City Council directives, have increased the level of waste diversion for the City to 76 percent as of 2013.[65] In addition, the City adopted the Recovering Energy, Natural Resources, and Economic Benefit from Waste for Los Angeles (RENEW LA) Plan in 2006, which aims to achieve a zero waste goal through reducing, reusing, recycling, or converting the resources not going to disposal and achieving a diversion rate of 90 percent or more by 2025.[66] The City also approved the Waste Hauler Permit Program (Ordinance No. 181,519, LAMC Chapter VI, Article 6, Section 66.32-66.32.5), which requires private waste haulers to obtain AB 939 Compliance Permits to transport construction and demolition waste to City-certified construction and demolition waste processors. The City's Exclusive Franchise System Ordinance (Ordinance No. 182,986), among other requirements, sets a maximum annual disposal level and diversion requirements for franchised waste haulers to promote waste diversion from landfills and support the City's zero waste goals. These programs reduce the number of trips to haul solid waste and, therefore, reduce the amount of petroleum-based fuels and energy used to process solid waste.

3.2.4.4. City of Los Angeles General Plan

The City does not have a General Plan Element specific to climate change and GHG emissions, but several stated goals, objectives, or policies in the City's General Plan Air Quality Element, Plan for Healthy LA, and the Mobility Plan encourage the reduction in GHG emissions. More specifically, the following five goals from the City's General Plan Air Quality Element would lead to GHG emission reductions:[67]

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[65] City of Los Angeles, Department of Public Works, LA Sanitation, *Recycling*, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=kq9mn3h5a_188. Accessed April 16, 2024.

[66] City of Los Angeles, *RENEW LA, Five-Year Milestone Report*, 2011.

[67] City of Los Angeles, *Air Quality Element*, June 1991, pages IV-1 to IV-4.

- Less reliance on single-occupancy vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implement of conservation measures, including passive measures, such as site orientation and tree planting; and,
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

3.2.4.5. Housing Element (Housing Needs Assessment)

The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City.

The Housing Needs Assessment chapter of the Housing Element discusses the City's population and housing stock to identify housing needs for a variety of household types across the City. The current RHNA goal for affordable housing within the City is approximately 40 percent of new construction. However, the City's projections show affordable housing comprising 20 percent of new construction, which falls short of the 40 percent RHNA goal. In order to address this shortfall in affordable housing, the Housing Element provides measures to streamline and incentivize development of affordable housing. Such measures include revising density bonuses for affordable housing; identifying locations, which are ideal for funding programs to meet low-income housing goals; and rezoning areas to encourage low-income housing. With implementation of such measures to increase affordable housing, the Housing Element predicts a significant increase in housing production at all income ranges compared to previous cycles.

The Housing Element also promotes sustainability and resilience, and environmental justice through housing, as well as the need to reduce displacement. It encourages the utilization of alternatives to current parking standards that lower the cost of housing, support GHG and VMT goals and recognize the emergence of shared and alternative mobility. The Housing Element also identifies housing strategies for energy conservation, water conservation, alternative energy sources and sustainable development which support conservation and reduce demand.

3.2.4.6. Mobility Plan 2035

In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial adoption, including the latest amendment on September 7, 2016.[68] The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. While the Mobility Plan mainly relates to transportation, certain components would serve to reduce VMT and mobile source GHG emissions. One component

[68] Los Angeles Department of City Planning, *Mobility Plan 2035: An Element of the General Plan*, approved by City Planning Commission on June 23, 2016, and adopted by City Council on September 7, 2016.

of the Mobility Plan is a GHG emission tracking program to establish compliance with SB 375, AB 32, and the region's SCS.

3.2.4.7. Los Angeles Transportation Study Policies and Procedures

The City of Los Angeles Department of Transportation (LADOT) has developed the City Transportation Assessment Guidelines (TAG) (July 2019, updated July 2020 and August 2022) to provide the public, private consultants, and City staff with standards, guidelines, objectives, and criteria to be used in the preparation of a transportation assessment. The TAG establishes the reduction of vehicle trips and VMT as the threshold for determining transportation impacts and, thus, is an implementing mechanism of the City's strategy to reduce land use transportation-related GHG emissions consistent with AB 32, SB 32, and SB 375.

3.3. EXISTING SETTING

3.3.1. Statewide Greenhouse Gas Emissions Inventory

CARB is responsible for preparing, adopting, and updating California's GHG emissions inventory under AB 1803 (2006). The State's annual GHG emissions inventory provides an important tool for establishing historical emissions trends and tracking California's progress in reducing GHGs. The 2023 edition of the CARB GHG inventory includes emissions of seven GHGs identified in AB 32 for the years 2000–2021. **Table 3-5**, *California Greenhouse Gas Emissions Inventory Trend*, displays the statewide GHG emissions from 2011 to 2021 categorized by economic sector as defined in the 2008 Scoping Plan. Generally, California's GHG emissions have followed a declining trend over the past decade. In 2021, emissions from routine emitting activities statewide were approximately 56.5 $MMTCO_2e$ (13 percent) lower than 2011 levels, and approximately 50 $MMTCO_2e$ below the 1990 level (431 $MMTCO_2e$), which was the State's 2020 GHG target.

TABLE 3-5: CALIFORNIA GREENHOUSE GAS EMISSIONS INVENTORY TREND

	CO_2e Emissions (Million Metric Tons, $MMTCO_2e$)										
Sector	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
Transportation	159.5	156.9	156.9	157.6	161.2	165.0	166.4	165.2	162.3	135.6	145.6
Electric Power	89.2	99.4	94.0	90.3	86.3	70.8	64.4	65.0	60.2	59.5	62.4
Industrial	85.8	80.7	82.7	85.0	82.7	81.2	81.4	82.0	80.8	73.3	73.9
Commercial & Residential	46.0	39.1	39.0	35.5	37.2	37.7	38.3	37.5	40.6	38.9	38.8
Agriculture	34.2	35.2	33.7	33.7	32.6	32.1	31.6	32.1	31.3	31.5	30.9
High GWP	14.8	15.8	17.0	17.9	18.8	19.4	20.1	20.5	20.7	21.3	21.3
Recycling & Waste	8.2	8.4	8.3	8.1	8.1	7.9	8.2	8.3	8.4	8.6	8.4
Annual Emissions Total	**437.8**	**435.5**	**431.6**	**428.2**	**426.9**	**414.2**	**410.4**	**410.7**	**404.4**	**368.7**	**381.3**

SOURCE: CARB, *GHG Emissions Inventory (GHG EI) 2000–2021,* 2023, available at https://ww2.arb.ca.gov/ghg-inventory-data.

As shown in **Table 3-5**, *California Greenhouse Gas Emissions Inventory Trend*, the transportation sector remains the largest source of statewide GHG emissions. The CARB data indicates that direct emissions from vehicle exhaust, off-road transportation mobile sources, intrastate aviation, rail, and watercraft account for approximately 38 percent of California's emissions in 2021. Emissions from the electricity sector account for approximately 16 percent of the inventory. The industrial sector has been relatively flat in recent years, representing approximately 20 percent of the total inventory. Emissions of high-GWP gases have continued to increase as they replace ozone depleting

substances banned under the 1987 Montreal Protocol. Emissions from other sectors have remained relatively constant in recent years, despite statewide population growth.

In 2021, emissions from GHG emitting activities statewide were 381.3 $MMTCO_2e$, which was 12.6 $MMTCO_2e$ (3.4 percent) higher than 2020 (368.7 $MMTCO_2e$), but 23.1 $MMTCO_2e$ (5.7 percent) lower than 2019 levels (404.4 $MMTCO_2e$). Both the 2019 to 2020 decrease and the 2020 to 2021 increase in emissions were likely attributed in large part to the impacts of the COVID-19 pandemic that were felt globally. Emissions levels in 2020 are anomalous to the long-term trend, and the one-year increase from 2020 to 2021 should be considered in the broader context of the pandemic and subsequent economic recovery that took place over 2021.

Of note, between October 23, 2015, and February 18, 2016, an exceptional natural gas leak event occurred at the Aliso Canyon natural gas storage facility that resulted in unexpected GHG emissions of considerable magnitude. The exceptional incident released approximately 109,000 metric tons of CH_4, which equated to approximately 1.96 $MMTCO_2e$ of unanticipated emissions in 2015 and an additional 0.52 $MMTCO_2e$ in 2016. According to the CARB, these emissions will be mitigated in the future through projects funded by the Southern California Gas Company based on legal settlement and are tracked separately from routine inventory emissions.[69,70] Emissions associated with the transportation sector in 2017 were similar to those in 2009 despite substantial statewide growth, demonstrating improvements made in fuel economy to reduce average vehicle emissions.

3.3.2. Existing Project Site Greenhouse Gas Emissions

The Project site is located in the West Adams – Baldwin Hills – Leimert Community Plan area of the City, and currently features five substantially unoccupied buildings totaling 123,534 square feet of building floor area. Existing uses on the Project site have been predominantly vacant since the COVID-19 pandemic and were assumed not to contain or involve any source of GHG emissions.

3.4. IMPACT ANALYSIS

This section describes the applicable thresholds of significance and the methodological approach and analyzes potential Project impacts related to GHG emissions.

3.4.1. Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project would have a significant impact related to GHG if it would:

[a] Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or,

[b] Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Section 15064.4 of the CEQA Guidelines recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project: the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which

[69] California Air Resources Board, *California Greenhouse Gas Inventory for 2000-2015 – Trends of Emissions and Other Indicators*, June 2017.

[70] California Air Resources Board, *Determination of Total Methane Emissions from the Aliso Canyon Natural Gas Leak Incident*, October 2016.

the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs.

Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), as long as any threshold chosen is supported by substantial evidence (See CEQA Guidelines Section 15064.7(c)). Section 15064.4 of the CEQA Guidelines provides that a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project.

It also states that the lead agency shall have the discretion to determine, in the context of a particular project, whether to: (1) quantify greenhouse gas emissions resulting from a project; and/or (2) rely on a qualitative analysis or performance based standards. Lead agencies should consider several factors when determining of significance of GHG emissions from a project: (a) the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting; (b) whether a project exceeds a significance threshold that the lead agency determines applies to the project; and (c) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional or local plan for the reduction or mitigation of greenhouse gas emissions.

The CEQA Guidelines amendments also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15103(f)). Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative impacts within the geographic area of the project.[71] To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include, "air quality attainment or maintenance plans… [and] plans or regulations for the reduction of greenhouse gas emissions."[72]

The SCAQMD has not established a quantitative threshold for GHG emissions from proposed land use development projects for which it is not the Lead Agency. The City also has not adopted a numeric significance threshold for the analysis of GHG impacts. In the absence of any applicable adopted numeric threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For this Project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the 2020–2045 RTP/SCS, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. This analysis also considers consistency with regulations or requirements adopted by the AB 32 *2008 Climate Change Scoping Plan* and subsequent updates, and *L.A.'s Green New Deal*.

For the reasons set forth above, the City considers whether the Project is consistent with AB 32 and SB 375 (through demonstration of conformance with the 2020–2045 RTP/SCS), the *Climate Scoping Plan*, and *L.A.'s Green New Deal* to answer both of the Appendix G threshold questions. As

[71] Title 14 CCR § 15064(h)(3).

[72] *Ibid*.

discussed above, OPR has noted that lead agencies "should make a good-faith effort to calculate or estimate GHG emissions" from a project."[73] Therefore, GHG emissions are also quantified below, consistent with OPR guidelines.

3.4.2. Methodology

Consistent with existing CEQA Guidelines Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. If a qualitative analysis is used, this section recommends certain factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions and has not formally adopted a local plan for reducing GHG emissions. Nor have the SCAQMD, OPR, CARB, CAPCOA, or any other state or regional agency adopted a numerical significance threshold for assessing GHG emissions that the City has adopted that would be applicable to the Project. Since the City has not adopted any numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the Project's GHG-related impacts on the environment consistent with CEQA Guidelines Section 15064.4.

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended air quality models, as described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions.

3.4.2.1. Consistency with Applicable Plans and Policies

As described above, the impact assessment focuses on an evaluation of the Project's consistency with—or otherwise lack of interference or obstruction towards—plans and policies that have been adopted to reduce GHG emissions. The most directly applicable plans and policies include the *Climate Change Scoping Plan* (state level), *Connect SoCal* (regional level), and *L.A.'s Green New Deal* (local level). In the 2017 Scoping Plan Update, CARB established a statewide target of six $MTCO_2e$ per capita by 2030 and two $MTCO_2e$ per capita by 2050 from light and medium duty autos and trucks. SCAG adopted regional GHG reduction targets set by CARB for light and medium duty autos and trucks of eight percent by 2020 and 19 percent by 2035 in its Connect SoCal Growth Vision. *L.A.'s Green New Deal* (the *2019 Sustainable City pLAn*) incorporates statewide and regional planning initiatives to reduce GHG emissions and was designed to be consistent with the Climate Change Scoping Plan and the RTP/SCS. Thus, if the Project is designed in accordance with these plans, policies, regulations, and requirements, the Project would result in a less than significant impact because it would be consistent with the overarching state, regional, and local plans for GHG reduction.

The City's TAG establishes the reduction of vehicle trips and VMT as the threshold for determining transportation impacts and thus is an implementing mechanism of the City's strategy to reduce land

[73] California Office of Planning and Research, *Technical Advisory – CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act Review*, p. 5, June 2008.

use transportation-related GHG emissions consistent with AB 32, SB 32, and SB 375. The Project is located in South LA Area Planning Commission (APC) jurisdiction, and the TAG identify a daily work VMT per employee impact threshold of 11.6 for nonresidential development projects within the South LA APC, which represents 15 percent below existing APC average at the time of the TAG preparation (13.7 work VMT per capita).[74]

Consistency with plans and policies is evaluated by discussing Project design features related to energy efficiency, renewable energy, infill development, transit accessibility, water conservation, and per capita VMT and emissions. All of these elements have beneficial effects related to minimizing and reducing GHG emissions associated with land use development. The discussion of Project consistency with applicable plans and policies considers the Project location and land use, per capita VMT, mandatory compliance with the Green Building Code, provision of on-site renewable energy, water conservation through plumbing fixtures and irrigation, and accessibility to transit.

3.4.2.2. Emissions Quantification

In accordance with Section 15064.4(c), GHG emissions that will be generated by the Project were estimated using the California Emissions Estimator Model (CalEEMod, Version 2020.4.0), which is the preferred regulatory tool recommended by SCAQMD for estimating GHG emissions from proposed land use development projects. CalEEMod relies on an emissions factors database compiled from the CARB EMission FACtor (EMFAC) on-road mobile source emissions inventory model and the CARB OFFROAD off-road equipment model, as well as regional survey data for energy resource consumption, water use, and solid waste generation. The following discussions describe sources of GHG emissions during temporary construction activities and future long-term operations.

Construction

Sources of GHG emissions during Project construction will include heavy-duty off-road diesel equipment and vehicular travel to and from the Project site. GHG emissions that would be generated during Project construction were estimated using CalEEMod. The construction emissions analysis was based on a combination of detailed information provided by the Project team and CalEEMod default assumptions related to typical construction activities. Details of modeling assumptions and emissions factors are provided in the **Appendix**.

Construction Equipment Exhaust Emissions

Construction of the Project would result in short-term GHG emissions produced by construction equipment exhaust. CalEEMod calculates emissions of CO_2, CH_4, and N_2O from construction equipment using the following equation, where the emission factors (EFs) for CO_2, CH_4, and N_2O are populated from the CARB OFFROAD model and incorporated into CalEEMod for each type of equipment:

$$Emission_{DieselEx}[MTCO_2e] = \frac{\sum_i (EF_i \times GWP \times Pop_i \times AvgHp_i \times Load_i \times Activity_i)}{10^6}$$

[74] Los Angeles Department of Transportation, *Transportation Assessment Guidelines (Table 2.2-1: VMT Impact Criteria [15% Below APC Average])*, July 2020.

Where:

EF_i	=	Emission factor in grams per horsepower-hour [g/hp-hr.] from OFFROAD2017
GWP	=	Global Warming Potential Value (CO_2 = 1, CH_4 = 25, N_2O = 298)
Pop_i	=	Population, or number of pieces of equipment
$AvgHP_i$	=	Maximum rated average horsepower [HP]
$Load_i$	=	Load factor (average ratio of actual output to the maximum output, unitless)
$Activity_i$	=	Hours of operation
I	=	Equipment type
10^{-6}	=	Conversion factor [g/MT]

The OFFROAD model is the statewide emissions inventory for off-road equipment compiled by the CARB; factors from OFFROAD are built into the CalEEMod software based on the Project location. CalEEMod provides options for specifying equipment types, horsepower ratings, load factors, and operational hours per day during each activity. Construction equipment inventories were provided by the Applicant for each phase of construction, and default average equipment horsepower and default load factors derived from the statewide inventory for each type of equipment were relied upon to estimate daily emissions. Daily emissions from construction equipment during each phase were estimated using the equation above and converted from grams to pounds.

On-Road Vehicle Trips Mobile Source Emissions

Additionally, construction activities generate GHG emissions from on-road vehicle trips from personal vehicles for worker commuting, vendor deliveries of equipment and materials, and trucks for soil and debris hauling. These GHG emissions are based on the number of trips and the vehicle miles traveled (VMT), along with emission factors from EMFAC for CO_2, CH_4, and N_2O. CalEEMod accounts for running exhaust and evaporative emissions, as well as vehicle starts. Running exhaust GHG emissions are estimated in CalEEMod using the following equation:

$$Emissions_{Pollutant}[MTCO_2e] = \frac{VMT \times EF_{running,pollutant} \times GWP}{10^6}$$

Where:

VMT	=	Vehicle miles traveled [miles]
$Emissions_{pollutant}$	=	Emissions from vehicle running for each pollutant [grams]
$EF_{running,pollutant}$	=	Emission factor for running exhaust emissions in grams per mile [g/mi]
GWP	=	Global Warming Potential Value (CO_2 = 1, CH_4 = 25, N_2O = 298)
10^{-6}	=	Conversion factor [g/MT]

The CalEEMod program contains default trip lengths for workers, vendors, and material hauling based on regional survey data when project-specific information is not available. VMT are estimated multiplying the total vehicle trips by the average trip length.

Operations

Sources of GHG emissions during Project operation will include energy consumption, landscaping equipment, residential vehicular travel, water use, and waste generation.

Emissions from Energy Consumption

GHG emissions from electricity and natural gas use are based on the size of the land uses, the electrical demand factors for the land uses, the GHG emission factors for the utility provider, and the GWP values for the pollutants analyzed. Electricity and natural gas emissions were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the energy usage by applicable emissions factors corresponding to the utility companies serving the Project. CalEEMod contains default CH_4 and N_2O intensity factors of 0.049 lbs./MWh and 0.0069 lbs./MWh, respectively, and the CO_2 intensity factor was estimated to be approximately 567 lbCO_2e/MWh for the baseline year of 2027 using the LADWP 2022 Power Content Label. Electricity emissions were generally estimated in CalEEMod using the following equation:

$$Annual\ Emissions\ [MTCO_2e] = \frac{\sum_i (Units\ \times D_E\ \times EF_E\ \times GWP\ )}{2{,}204.62}$$

Where:

Units	=	Number of land use units [dwelling units (DU) or 1,000-sq.ft. (ksf), depending on use]
D_E	=	Electrical demand factor [MWh/DU or MWh/ksf, depending on use]
EF_E	=	GHG emission factor (lb./MWh)
GWP	=	Global Warming Potential Value (CO_2 = 1, CH_4 = 25, N_2O = 298)
i	=	Summation index
2,204.62	=	Conversion factor [lb./MT]

Building electricity and natural gas consumption is separated into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building, such as plug-in appliances. CalEEMod calculates electricity consumption from systems covered by Title 24 (e.g., heating, ventilation, and air conditioning system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources are not covered by Title 24 or lighting. CalEEMod electricity and natural gas usage rates are based on the California Commercial End-Use Survey and California Residential Appliance Saturation Survey studies sponsored by the California Energy Commission.

The Project will be subject to the 2022 Title 24 standards that will be even more efficient than the 2019 standards, which are the most recently adopted standards accounted for in CalEEMod. Therefore, operational electricity and natural gas use calculated for the Project—and corresponding GHG emissions—represent conservative estimates relative to expected energy use in 2027 when operations begin. CalEEMod contains natural gas usage factors for end uses regulated by Title 24 standards and those that are not, by land use type. Annual GHG emissions from natural gas consumption are generally calculated using the following equation:

$$Annual\ Emissions\ [MTCO_2e] = \frac{\sum_i (Units\ \times D_{NG}\ \times EF_{NG}\ \times GWP\ )}{2{,}204.62}$$

Where:

Units	=	Number of land use units [dwelling units (DU) or 1,000-sq.ft. (ksf)]
D_E	=	Electrical demand factor [MMBtu/DU or MMBtu/ksf, depending on use]
EF_E	=	GHG emission factor (lb./MMBtu)
GWP	=	Global Warming Potential Value (CO_2 = 1, CH_4 = 25, N_2O = 298)
i	=	Summation index
2,204.62	=	Conversion factor [lbs./MT]

Emissions from Mobile Vehicle Trips

A *Transportation Assessment* was prepared for the Project that included an analysis of daily vehicle trips and VMT during future operation and for existing uses on the site after an initial Transportation Assessment Memorandum of Understanding (MOU) was submitted to LADOT. Annual GHG emissions associated with mobile vehicle trips and VMT were estimated in CalEEMod for the Project.

Emissions from Water Use

Emissions related to water usage and wastewater generation were calculated using CalEEMod emission inventory model which multiplies an estimate of the water usage by the applicable energy intensity factor to determine the embodied energy necessary to supply potable water. GHG emissions are related to the energy used to convey, treat, and distribute water and wastewater. Thus, the emissions are generally indirect emissions from the production of electricity to power these systems. GHG emissions are then calculated based on the amount of electricity consumed multiplied by the GHG intensity factors for the utility provider. In this case, embodied energy for Southern California supplied water and GHG intensity factors for LADWP were selected in CalEEMod.

Emissions from Solid Waste Disposal

Emissions related to solid waste were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the waste generated by applicable emissions factors, provided in Section 2.4 of USEPA's AP-42, Compilation of Air Pollutant Emission Factors. CalEEMod solid waste generation rates for each applicable land use type were selected for this analysis.

3.4.2.3. Project Design Features

The Project would incorporate several features to reduce energy demands and associated GHG emissions. Primarily, the entire campus will be constructed to the LEED Gold Standard, exceeding the energy efficiency requirements established by Title 24 and the LAGBC. Furthermore, the Project would comply with all applicable state and local regulatory requirements, including the provisions set forth in the Green Building Code. The Project would comply with the CalGreen Code and City's EV charging requirements. Finally, water conservation strategies including drought-tolerant, native landscaping features and water-efficient irrigation systems would reduce outdoor water use.

3.4.3. Analysis of Project Impacts

[a] Would the Proposed generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment? (Less-Than-Significant Impact)

Impact Analysis

The quantitative estimation of the amount of GHG emissions that would be attributable to construction and long-term operation of the Project using recommended air quality models is described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate a project's GHG emissions. Again, however, the significance of the Project's GHG emissions is not based on the mass quantity of emissions generated but rather its consistency with applicable plans and reduction strategies, as well as per-capita VMT. The Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water/wastewater, off-road equipment supporting production studio activities, and temporary emissions from construction equipment.

Construction

Construction activities are anticipated to begin in the second quarter of 2025 and last for approximately 27.5 months, with phases roughly following the preliminary schedule presented in **Table 3-6**, *Construction Schedule Summary*. The table also shows daily equipment and vehicle inventories that would be required during each phase of construction. Because impacts from construction activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. Therefore, the SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies.[75]

TABLE 3-6: CONSTRUCTION SCHEDULE SUMMARY

Phase Description	Duration (Months)	Maximum Daily Equipment	Maximum Daily One-Way Trips*		
			Workers	Haul Trucks	Vendor Deliveries
Demolition & Clearing	3.5	16	80	80	16
Excavation & Grading	3.5	15	80	120	16
Building Construction*	20.5	6	160	0	64
Paving & Finishing*	2	15	40	0	16

Note: Emissions modeling assumed simultaneous overlap of building construction and paving/finishing/landscaping activities.
SOURCE: Jenkins Gales and Martinez, Inc. Architects, November 2023.

The construction-related GHG emissions were included in the analysis based on a 30-year amortization rate as recommended by SCAQMD staff to the GHG Working Group. The construction-related GHG emissions were calculated using CalEEMod and information provided by the Applicant outlining the forecasted construction schedule and off-road equipment and on-road vehicle inventories required to construct the Project. Construction of the Project would generate a total of 3,347 metric tons of carbon dioxide equivalents ($MTCO_2e$), which would equate to 112 $MTCO_2e$

[75] South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

annually over a 30-year operational period. The amortized annual rate associated with construction-related sources is included in **Table 3-7**, *Estimated Annual Greenhouse Gas Emissions*. Detailed construction inputs can be found in the CalEEMod detailed report included in Appendix E.

TABLE 3-7: ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS

Emissions Source	Source Type	Project Annual GHG Emissions ($MTCO_2e$)
Construction Emissions Amortized[/a/]	Direct	111.6
Area Source Emissions	Direct	7.2
Energy Source Emissions	Indirect	1,336.7
Mobile Source Emissions	Direct	2,542.5
Waste Disposal Emissions	Indirect	117.5
Water Conveyance Emissions	Indirect	161.8
Refrigerants	Direct	5.5
Total Emissions		**4,733.0**

[/a/] Based on SCAQMD guidance, the emissions summary includes construction emissions amortized over a 30-year span.
SOURCE: TAHA, 2022.

Operations

CalEEMod was used to prepare estimates of annual GHG emissions for Project operations in 2027 **Table 3-7**, *Estimated Annual Greenhouse Gas Emissions*, presents the estimated emissions of GHGs that would be released to the atmosphere on an annual basis for the Project and existing conditions. Detailed CalEEMod output files for the Project and 2019 existing uses are provided in the **Appendix**. The results shown for Project emissions in **Table 3-7**, *Estimated Annual Greenhouse Gas Emissions*, are conservative, as they do not account for the 2022 Title 24 energy efficiency standards, nor do they account for the design elements that collectively satisfy the LEED Gold Certification standard. Estimates of the Project's GHG emissions have been quantified in accordance with the CEQA Guidelines and are presented for informational purposes only.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

The impact determination is made based on consistency with applicable plans related to the reduction of GHG emissions at the state, regional, and local levels.

[b] Would the Project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs? (Less-Than-Significant Impact)

Impact Analysis

As stated above, the City has determined to assess the significance of the Project's GHG emissions based on its consistency with statewide, regional, and local plans and policies adopted for the purpose of reducing and/or mitigating GHG emissions as the sole basis for determining whether the Project's GHG emissions would be cumulatively considerable. Applicable plans adopted for the purpose of reducing GHG emissions include the CARB 2022 Scoping Plan, the *Connect SoCal* 2020–2045 RTP/SCS, and the City of Los Angeles Sustainable City pLAn/Green New Deal, as discussed below.

CARB's Climate Change Scoping Plan

The Scoping Plan includes a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a Cap-and-Trade system, and an AB 32 implementation fee to fund the program. The following discussion demonstrates how the pertinent reduction actions relate to and reduce Project-related GHG emissions.

The following analysis describes the extent to which the Project complies with or does not conflict with adopted plans and policies to reduce GHG emissions, including Executive Orders S-3-05 and B-30-15, the AB 32 *Climate Change Scoping Plan*, SCAG's *Connect SoCal* 2020–2045 RTP/SCS, the *Sustainable City pLAn*, and the *Los Angeles Green Building Code (LAGBC*). As shown below, the Project would be consistent with and would not conflict with the applicable GHG reduction plans, policies and regulations.

Generally Applicable Regulations. The following applicable mandatory reduction actions and strategies would serve to reduce Project GHG emissions:

- ***Renewable Portfolio Standard (RPS) and Senate Bill (SB) 2X:*** The California RPS program (Updated under Senate Bill (SB) 2X) requires both public and investor-owned utilities in California to receive at least 33 percent of their electricity from renewable sources by the year 2020. SB 350 further requires 50 percent renewables by 2030. In 2022, LADWP indicated that 35 percent of its electricity came from eligible renewable resources when combined with the in-basin renewable energy generation sources. Under SB 100, LADWP is required to generate electricity that would increase renewable energy resources 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045. The Project complies with these interim renewable energy targets because it would rely entirely on power provided by LADWP, and would not interfere with LADWP's initiatives to expand its renewable energy portfolio. LADWP achieved and exceeded the GHG emission reduction target set by SB 32 to reduce GHG emissions to 40 percent below 1990 levels by 2030 in 2016, 14 years ahead of schedule. Given LADWP's demonstrated progress towards meeting and exceeding the established targets, as well as potential penalties for non-compliance, it is reasonably assumed that LADWP will comply.
- ***SB 350:*** As required under SB 350, doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under CCR Title 24, Part 6 (discussed below) and utility-sponsored programs such as rebates for high-efficiency appliances, HVAC systems, and insulation. The Project would further support this action/strategy because it includes energy-efficient light-emitting diode (LED) lighting as well as Energy Star–labeled appliances for the Project.

- ***Cap-and-Trade Program:*** The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, this regulatory program applies to electric service providers and not directly to the Project. That being said, while not quantified in this analysis, the Project would benefit from this regulatory program in that the GHG emissions associated with the Project's electricity usage per year presented in Section VI, Energy, would indirectly be covered by the Cap-and-Trade Program.
- ***Advanced Clean Cars Program:*** In 2012, CARB approved the Advanced Clean Cars Program, which establishes an emissions control program for model years 2017 through 2025 and increases the number of zero emission vehicles manufactured in the 2018 through 2025 model years. Standards under the Advanced Clean Cars Program apply to all passenger vehicles and light duty trucks within California and indirectly used by employees and deliveries to the Project. Since the CalEEMod model default fleet mix for the South Coast Air Basin does not yet account for this regulation, the Project's mobile source GHG emissions provided in **Table 3-7**, *Estimated Annual Greenhouse Gas Emissions*, above are conservative because they could not be adjusted to include this additional 34-percent reduction, even though the Project's emissions would be reduced as a result of this Program. The Project would further support this regulation since the Applicant would provide 22 parking spaces with electric vehicle (EV) charging stations.
- ***Los Carbon Fuel Standard (LCFS):*** The current LCFS requires a reduction of at least 8.75 percent in the carbon intensity (CI) of California's transportation fuels by 2021. The LCFS was amended in September 2018 to target a 20 percent reduction in CI from a 2010 baseline by 2030. The Project's emissions inventory conservatively does not take credit for additional GHG reductions due to the more recent LCFS requirements, but this additional 10-percent reduction in CI would indirectly reduce the Project's mobile source emissions.
- ***California Integrated Waste Management Act of 1989:*** The regulation requires each jurisdiction's source reduction and recycling element to include a diversion of 50 percent of all solid waste by 2000. AB 341 (2011) amended the regulation to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter. The Project would comply with these percentage recycling requirements inasmuch as the Project is served by the City of Los Angeles, which currently achieves a diversion rate of at least 76 percent. The Applicant must also only contract for waste disposal services with a company that recycles solid waste in compliance with AB 34. In addition, the Project would provide recycling bins at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. Consistent with CALGreen requirements, the Project would recycle and/or salvage at least 65 percent of non-hazardous construction and demolition debris, and the Applicant would prepare a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials would be sorted on-site or comingled.

Applicable Scoping Plan Measures. Further evaluation of specific applicable polices and measures in the Scoping Plan is provided below. As shown below, the Project would not conflict with the policies included in the Scoping Plan.

- ***CCR, Title 24, Building Standards Code:*** The 2022 Building Energy Efficiency Standards contained in Title 24, Part 6 (also known as the California Energy Code), requires the design of building shells and building components to conserve energy. The Project would not conflict with these regulatory requirements as the Project must comply with applicable provisions of the 2020 LAGBC that in turn require compliance with mandatory standards included in the California Green Building Standards such as automatic lighting controls, electric vehicle

charging requirements and reduced flow rate of plumbing fixtures to conserve water.[76] The Project would further support this regulation since the Project would incorporate energy-efficient LED lighting throughout the Project, reducing overall energy usage compared to baseline conditions. In addition, lighting and energy usage for new structures would comply with 2022 Title 24 standards.

- ***SB 375:*** SB 375 requires integration of planning processes for transportation, land- use and housing. Under SB 375, each Metropolitan Planning Organization (MPO) would be required to adopt an SCS to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet a target, created by CARB, for reducing GHG emissions. The Project represents an infill development on a site located within an existing urbanized area that would introduce new employment within both a Transit Priority Area (TPA) and a Neighborhood Mobility Area (NMA), consistent with the overall growth pattern encouraged in the RTP/SCS. As a general principle, SCAG acknowledges that being in multiple PDAs indicates a greater alignment with *Connect SoCal* policies and goals. The Project site is also well served by public transportation and the Project provides the required short- and long- term bicycle parking spaces in compliance with the requirements of the LAMC. These and other Project characteristics would further promote a reduction in VMT and subsequent reduction in GHG emissions. Therefore, the Project would be consistent with SB 375 and the reduction in passenger vehicle GHG emissions provided in the 2020–2045 RTP/SCS.
- ***SB X7-7:*** The Water Conservation Act of 2009 set an overall goal of reducing per-capita urban water use by 20 percent by December 31, 2020. The state was required to make incremental progress toward this goal by reducing per-capita water use by at least 10 percent by December 31, 2015. This senate bill was an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy and the associated emissions necessary to convey, treat, and distribute the water; it also reduces emissions from wastewater treatment. The Project would comply with the LAGBC, which requires a 20 percent reduction in water usage.[77]

As shown above, the Project would be consistent with the applicable measures established in the Scoping Plan.

SCAG *Connect SoCal* RTP/SCS

The purpose of SB 375 is to implement the state's GHG emissions reduction goals by integrating land use planning with the goal of reducing car and light-duty truck travel. Reflecting that purpose, the primary goal of the *Connect SoCal* RTP/SCS is to provide a framework for future growth that will decrease per capita GHG emissions from cars and light-duty trucks based on land use planning and transportation options. To accomplish this goal, the *Connect SoCal* RTP/SCS identifies various strategies to reduce per capita VMT. The *Connect SoCal* RTP/SCS is expected to help SCAG reach its GHG reduction goals, as identified by CARB, with reductions in per capita passenger vehicle GHG emissions for specified target years.

In addition to demonstrating the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB—a reduction of at least 19 percent in light duty vehicle per capita GHG emissions relative to 2005 levels by 2035—the *Connect SoCal* RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the *Connect SoCal* RTP/SCS would result in more complete

[76] Los Angeles Municipal Code (LAMC), Chapter IX, Article 9.
[77] Los Angeles Municipal Code (LAMC), Section 99.04.303.

communities with a variety of transportation and housing choices, while reducing automobile use. With regard to individual developments, such as the Project, strategies and policies set forth in the *Connect SoCal* RTP/SCS can be grouped into the following three categories: (1) reduction of vehicle trips and VMT; (2) increased use of alternative fuel vehicles; and (3) improved energy efficiency. These strategies and policies are addressed below. Also, as explained immediately below, the Project is consistent with applicable growth forecasts.

Consistency with the Integrated Growth Forecast

The *Connect SoCal* RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. As discussed in Response to Checklist Question XIV.A, Population and Housing, below, the 889 employees generated by the Project is consistent with the regional growth projections for the Los Angeles Subregion. Additionally, the Project would increase job density on a site that is located in both a TPA and NMA, signifying that future employees and patrons would have several options to access the proposed land uses via public transportation. The Project would satisfy the objectives of the *Connect SoCal* plan to concentrate new growth in areas that would decrease reliance on single-occupancy vehicles.

Consistency with VMT Reduction Strategies and Policies

The Project is designed and would be constructed to incorporate features to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that is well served by public transportation and located adjacent to several Metro bus stops. As discussed in Response to Checklist XVII.A, Transportation, below, the Project is estimated to generate lower VMT per employee for employees than the average for the area. Additionally, the Project incorporates several TDM measures (e.g., provide required short- and long-term bicycle parking spaces in compliance with the requirements of the LAMC) to reduce the number of single occupancy vehicle trips to the Project site. Trip generation and VMT were calculated using the LADOT VMT Calculator which accounts for project features such as increased density and proximity to transit. As shown in Appendix E, incorporation of reduction features applicable to the Project results in reduction in overall VMT and resultant GHG emissions, which is consistent with the GHG reduction strategies provided in the *Connect SoCal* RTP/SCS. The Project would also be consistent with the following key GHG reduction strategies in the 2020–2045 RTP/SCS, which are based on changing the region's land use and travel patterns:

- New housing and job growth focused in proximity to transit;
- Limit total acreage of greenfield or otherwise rural land uses converted to urban use; and,
- Reduce VMT per capita.

The Project's *Transportation Assessment* was prepared in accordance with the City *TAG* to analyze vehicle trips and VMT and evaluate reductions that would result from design features and the TDM strategies, as well as the Metro K Line rail station located on Crenshaw Boulevard. Based on the Project location and TDM strategies including provision of bicycle parking and pedestrian network improvements, the *Transportation Assessment* determined that the Project would generate approximately 2,935 daily vehicle trips and 26,618 VMT. The Project's work VMT per capita would be approximately 10.4, which is approximately 10 percent lower than the South LA APC screening threshold of 11.6 that represents a 15 percent reduction from the *TAG* baseline. Therefore, the Project would be consistent with regional VMT reduction strategies.

As discussed above, the Project represents an infill development within an existing urbanized area that would introduce new employment, in an area that is well served by public transportation. Furthermore, the Project VMT per capita would be well below the APC average designated for the Project area. The Project would also provide required short- and long-term bicycle parking spaces in compliance with the requirements of the LAMC. These and other measures would further promote a reduction in VMT and subsequent reduction in GHG emissions, which would be consistent with the goals of the 2020–2045 RTP/SCS.

Increase Use of Alternative Fueled Vehicles Policy Initiative

The second goal of the 2020–2045 RTP/SCS, with regard to individual development projects such as the Project, is to increase alternative fueled vehicles to reduce per capita GHG emissions. The 2020–2045 RTP/SCS policy initiative focuses on providing charge port infrastructure and accelerating fleet conversion to electric or other near zero-emission technologies. Implementation of the Project would not interfere with the market penetration of alternatively fueled vehicles, and would provide 22 parking spaces equipped with electric vehicles charging stations.

Energy Efficiency Strategies and Policies

The third important goal within the 2020–2045 RTP/SCS for individual developments, such as the Project, involves improving energy efficiency (e.g., reducing energy consumption) to reduce GHG emissions. The 2020–2045 RTP/SCS goal is to actively encourage and create incentives for energy efficiency, where possible. As discussed above, the Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the LAGBC and CALGreen Code. These standards would reduce energy and water usage and waste and, thereby, reduce associated GHG emissions and help minimize the impact on natural resources and infrastructure. The sustainability features to be incorporated into the Project would include, but not limited to; high-performance glazing as well as enhanced façade, roof and deck insulation values. The air conditioning system would be comprised of highly efficient Variable Refrigerant Flow (VRF) systems allowing for minimal electrical consumption, particularly when the building is lightly occupied. The building systems would increase the filtration of outside air being delivered to the occupied areas, and operable windows and large expanses of sliding glass doors would improve the natural ventilation whenever weather conditions permit. The glazing features would also promote daylighting and access to quality views, both of which are essential for occupant wellness and productivity.

Indoor water usage would be minimized via the use of low-flow plumbing fixtures installed throughout the Project. The irrigation system would be designed to meet or exceed the state Model Water Efficient Landscape Ordinance (MWELO). The irrigation system would utilize a dedicated landscape water meter and automatic weather-based controllers with electronically operated control valves and seasonal irrigation schedules. All areas would include high efficiency irrigation emitters, including micro spray and drip irrigation.

Land Use Assumptions

At the regional level, the 2020–2045 RTP/SCS is a plan adopted for the purpose of reducing GHGs. In order to assess the Project's consistency with the 2020–2045 RTP/SCS, this IS/MND also analyzes the Project's land use characteristics for consistency with those utilized by SCAG in its SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as the 2020–2045 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. As discussed in Response to Checklist Question XI.B, Land Use and Planning,

below, the Project is consistent with the land use goals and principles set forth in the 2020–2045 RTP/SCS that pertain to GHG emissions.

The Project site is located within an HQTA as designated by the 2016 RTP/SCS. As discussed previously, the Project site is an urban center location close to jobs, off-site housing, shopping and entertainment uses and in close proximity to public transit stops, which would result in reduced VMT, as compared to a project of similar size and land uses at a location without close and walkable access to off-site destinations and public transit stops. The 2020-2045 RTP/SCS projects that these urban center/infill areas, while comprising only four percent of land area in the region make up 58.2 percent of household growth and 45.2 percent of job growth.

Further, the vertical integration of land uses on the Project Site would produce substantial reductions in auto mode share to and from the Project Site that would help the region accommodate growth and promote public transit ridership that would minimize GHG emission increases and reduce per capita emissions consistent with the 2020–2045 RTP/SCS, shown in the Transportation Assessment. Additionally, the inclusion of electric vehicle charging infrastructure (per LAGBC) will support the penetration of electric zero-emission vehicles into the vehicle fleet.

Additionally, the Project would be located on an infill site in an area well-served by public transit. Specifically, there is a Metro 102 bus stop on Stocker Street in front of the southern boundary of the Project site (Stocker Street/Don Felipe Drive) for westbound travel, and across the street to the south for eastbound travel. There is also a Crenshaw Clockwise DASH north-south stop at the eastern corner of the Project site at Santa Rosalia Drive/Stocker Street. The Project would also include bicycle facilities and would create a pedestrian-friendly environment by providing landscaped walkways. The Project site is located adjacent to a mature network of streets that include vehicular, pedestrian and bicycle facilities. Development of the Project within this established community would promote a variety of travel choices and would create new employment and housing opportunities in the area. The Project would not conflict with RTP/SCS goals to maximize mobility and accessibility for all people and goods in the region, ensure travel safety and reliability, preserve and ensure a sustainable regional transportation system, protect the environment, encourage energy efficiency and facilitate the use of alternative modes of transportation.

As demonstrated above, the Project would be consistent with the applicable goals, including those pertaining to reductions in GHG emissions, in the 2020–2045 RTP/SCS. The Project is the type of land use development that is encouraged by the 2020–2045 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the state's long-term climate policies. By furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions consistent with state regulatory requirements.

Sustainable City pLAn/L.A.'s Green New Deal

On April 8, 2015, Los Angeles released the Sustainable City pLAn, which covers a multitude of environmental, social, and economic sustainability issues related to GHG emission reduction either specifically or by association. Applicable goals include increasing the green building standard for new construction, creating a benchmarking policy for building energy use, developing "blue, green, and black" waste bin infrastructure, reducing water use by 20 percent, and possibly requiring LEED Silver or better certification for new construction. While not a plan adopted solely to reduce GHG emissions or directly applicable to private development projects, within L.A.'s Green New Deal (Sustainable City pLAn, 2019), climate mitigation is one of eight explicit benefits that help define its strategies and goals.

The 2019 pLAn, L.A.'s New Green Deal, was the first four-year update to the Sustainable City pLAn. It augments, expands, and elaborates in more detail the City's vision for a sustainable future, and it addresses the climate emergency with accelerated targets and new aggressive goals. The Project would contribute toward the attainment of the aspirations and goals by:

- Obtaining power from a utility provider that supplies 55 percent renewable energy by 2025.
- Including components that will reduce building energy use per square foot 22 percent by 2025.
- Reducing VMT per capita by at least 13 percent by 2025.
- Ensuring 57 percent of new housing units are built within 1,500 feet of transit.

Through the Green New Deal, the City would reduce an additional 30 percent in GHG emissions above and beyond the 2015 pLAn and ensure that the City stays within its carbon budget between 2020 and 2050. The Project would use energy from the LADWP, which currently provides approximately 35 percent of electricity via renewable sources and has committed to providing an increasing percentage from renewable sources that exceed the RPS requirements by providing 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036. Therefore, by the time the Project is operational in 2027, it is reasonable to assume that LADWP's delivered power mix will be comprised of at least 50 percent renewably-derived electricity. The Project would be designed and constructed to meet LAGBC standards, where applicable, by including several measures designed to reduce energy consumption. The Project would include Energy Star® appliances where applicable and would be a modern development with energy efficient heaters and air conditioning systems. As such, the Project would be consistent with the goals and initiatives in the Sustainable City pLAn/L.A.'s Green New Deal.

A discussion of the Project's consistency with the Sustainable City pLAn/Green New Deal targets is provided below in **Table 3-8**, *Project Consistency with the Sustainable City pLAn*.

TABLE 3-8: PROJECT CONSISTENCY WITH THE SUSTAINABLE CITY PLAN

Targets/Goals	Project Consistency
Local Water. Achieve a 20 percent reduction in water use per capita by 2017; 22.5 percent reduction by 2025; and 25 percent reduction by 2035.	**No Conflict**. The Project would be consistent with the LAMC to reduce water consumption by 20 percent. The Project is required to follow CALGreen Standards which mandates a 20 percent reduction in indoor water use. Therefore, the Project would also be consistent with the LA Sustainable City pLAn/Green New Deal.
Solar Power. Increase cumulative total megawatts of local solar photovoltaic power to between 900-1,500 megawatts by 2025 and 1,500 to 1,800 megawatts by 2035 as well as increasing the cumulative total megawatts of energy storage capacity to at least 1,654 to 1,750 megawatts by 2025.	**No Conflict.** The Project design would comply with the LAGBC and CALGreen Code—as well as qualifying for LEED Gold certification or equivalent—ensuring that applicable energy efficiency standards are met and/or exceeded. The Project would feature an air-tight and insulated building envelope for all structures, Low-E windows, Energy Star appliances, and LED lighting. Implementation of the Project would not interfere with City or LADWP programs involving the development of additional solar energy installations. Therefore, the Project would also be consistent with the LA Sustainable City pLAn/Green New Deal.

TABLE 3-8: PROJECT CONSISTENCY WITH THE SUSTAINABLE CITY PLAN

Targets/Goals	Project Consistency
Energy Efficient Buildings. Reduce energy use per square foot below 2013 baseline levels for all building types by at least 14 percent by 2025 and 30 percent by 2035, and use energy efficiency to deliver 15 percent of all of the City's projected electricity needs by 2020.	**No Conflict.** The Project design would comply with the LAGBC and CALGreen Code, ensuring that it would meet energy efficiency requirements. The Project would feature an air-tight and insulated building envelope for all structures, Low-E windows, Energy Star appliances, and LED lighting. Implementation of the Project would not interfere with City or LADWP programs involving the development of additional solar energy installations. Therefore, the Project would also be consistent with the LA Sustainable City pLAn/Green New Deal.
Carbon and Climate Leadership. Reduce GHG emissions below 1990 baseline by at least 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050. Improve GHG efficiency of the City from 2009 levels by 55 percent by 2025 and 75 percent by 2035.	**No Conflict.** The Project would be designed to incorporate energy and water efficient design that meet or exceed the 2022 Title 24 Building Energy Efficiency Standards and CALGreen Code standards and incorporate energy and water efficiency measures. The Project would employ measures which comply with Code measures that will assist in the reduction of Project-related GHG emissions. Some of these measures include enhanced energy-efficiency via high-performance glazing as well as enhanced façade, roof and deck insulation values. The glazing features would also promote daylighting and access to quality views, both of which are essential for occupant wellness and productivity. Indoor water usage would be minimized via the use of ultra-low flow plumbing fixtures installed throughout the Project. The irrigation system would be designed to meet or exceed the state MWELO. The irrigation system would utilize a dedicated landscape water meter and automatic weather-based controllers with electronically operated control valves and seasonal irrigation schedules. All areas would include high efficiency irrigation emitters, including micro spray and drip irrigation. Bubblers may be used for trees or shrubs where drip irrigation is not feasible. Irrigation valves would be located in inconspicuous areas, and would be parallel to adjacent structures and paving.
Waste and Landfills. Increase landfill diversion rates to at least 90 percent by 2025 and 95 percent by 2035, as well as increasing proportion of waste products and recyclable commodities productively reused and repurposed within the County of Los Angeles to at least 25 percent by 2025 and 50 percent by 2035.	**No Conflict.** The Project would be required to implement recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341). The Project would be served by a solid waste collection and recycling service that may include mixed-waste processing, and that yields waste diversion results comparable to source separation and consistent with citywide recycling targets. The Project would also comply with the City of Los Angeles Space Allocation Ordinance (171,687) which requires that developments include a recycling area or a room of a specified size on the Project Site.
Housing and Development. Increase cumulative new housing unit construction to 100,000 by 2021, 150,000 by 2025, and 275,000 by 2035. Ensure proportion of new housing units built within 1,500 feet of transit is at least 57 percent by 2025 and 65 percent by 2035.	**No Conflict.** The project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities, which would reduce vehicle miles traveled for the office space.
Mobility and Transit. Reduce daily VMT per capita by at least 5 percent by 2025 and 10 percent by 2035. Increase the percentage of all trips made by walking, biking, or transit to at least 35 percent by 2025 and 50 percent by 2035.	**No Conflict.** The Project is an urban center/infill development located in close proximity to transit. The Project's development on a site in an infill location would promote the concentration of development in an urban location with extensive infrastructure and access to diverse uses and public transit facilities, which would promote multi-modal travel and reduce vehicle miles traveled for the office and retail spaces.

TABLE 3-8: PROJECT CONSISTENCY WITH THE SUSTAINABLE CITY PLAN

Targets/Goals	Project Consistency
Air Quality. Increase the percentage of electric and zero emissions vehicles in the city to 10 percent by 2025 and 25 percent by 2035 as well as increasing the percentage of port-related goods movement trips that use zero-emissions technology to at least 15 percent in 2025 and 25 percent in 2035.	**No Conflict.** The Project will comply with applicable LAGBC provisions pertaining to building code requirements for charging station prewiring and installation of charging stations at workplaces. Therefore, the Project would also be consistent with the Sustainable City pLAn/Green New Deal.

SOURCE: City of Los Angeles, 2019; TAHA, 2024.

The analysis above describes the consistency of the Project with the City's Sustainable City pLAn. As discussed in **Table 3-8**, *Project Consistency with the Sustainable City pLAn*, generally the Project's consistency with the plans and policies is shown through a combination of regulatory compliance (green building code etc.) as well as Project- specific characteristics (water conservation, energy conservation, and other features consistent with these plans). Therefore, the Project would be consistent with the City's applicable plans, policies, or regulations for the reduction of GHG emissions.

As discussed above, the Project would comply with the LAGBC and CALGreen Code which would ensure energy efficiency and installation of water conserving fixtures. Moreover, the Project site would utilize electricity and water from LADWP, which is actively increasing its use of renewable sources. The Project would locate a production studio and creative office campus close to transit opportunities. The Project site is located in an area well-served by public transit. The Project would provide long-term and short-term bicycle parking spaces and lockers for employees of the commercial, retail, and studio spaces. The Project would create a pedestrian-friendly environment by providing landscaped walkways along all street frontages. The Project site is located adjacent to a mature network of streets that include vehicular, pedestrian and bicycle facilities. Therefore, the Project would be consistent with the goals of the LA Green New Deal/Sustainable City pLAn.

Conclusion

As demonstrated above, the Project would be consistent with the 2022 Scoping Plan, the 2020–2045 RTP/SCS, and the *Sustainable City pLAn/L.A.'s Green New Deal*. Thus, the Project would be consistent with these applicable regulatory plans and policies intended to reduce GHG emissions. Therefore, the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The Project also would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Furthermore, because the Project is consistent and does not conflict with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not be cumulatively considerable or result in a significant impact on the environment. Project-specific impacts with respect to GHG emissions would be less than significant, and no mitigation measures are required.

Mitigation Measures

no mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant without mitigation.

3.4.4. Cumulative Impacts

The primary focus of many of the statewide and regional plans, policies, and regulations is to address issues related to global climate change. Due to the complex physical and chemical mechanisms involved in how GHG emissions influence climate change at the global scale, there is no contextual basis for determining the extent to which the Project's net increase in GHG emissions would affect climate patterns. The emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG emissions from more than one project and many sources in the atmosphere that may result in global climate change. The consequences of climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to State or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change.

Pursuant to CEQA Guidelines Section 15064(h)(3) a project's incremental contribution to cumulative impacts can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem with the geographic area of the project. The State has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce is predicted to continue to expand. AB 32 has acknowledged that GHG emissions are a statewide impact. Emissions generated by the Project in combination with past, present, and reasonably probable future related projects could contribute to this impact. The CEQA Guidelines emphasize that the effects of GHG emissions are cumulative in nature and should be analyzed in the context of CEQA's existing cumulative impacts analysis. The Office of Planning and Research acknowledges that although climate change is cumulative in nature, not every individual Project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment. As discussed above, the Project's incremental contribution to the statewide cumulative impact would not be cumulatively considerable.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Cumulative impacts would be less than significant without mitigation.

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Stocker Street Creative
Construction Start Date	5/12/2025
Operational Year	2027
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.4
Location	34.00694939890681, -118.33858716362877
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4449
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.22

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Office Park	44.4	1000sqft	0.55	44,400	0.00	0.00	—	BLDG B Support
Unenclosed Parking with Elevator	122	1000sqft	0.67	122,200	0.00	0.00	—	BLDG F
Strip Mall	0.50	1000sqft	0.01	500	0.00	0.00	—	BLDG A
Arena	32.0	1000sqft	0.75	32,000	0.00	0.00	—	BLDG D
General Office Building	90.1	1000sqft	0.00	90,060	0.00	0.00	—	BLDG B Office
High Turnover (Sit Down Restaurant)	9.50	1000sqft	0.22	9,500	0.00	0.00	—	BLDG A
High Turnover (Sit Down Restaurant)	9.00	1000sqft	0.00	9,000	2,500	2,500	—	BLDG B Rooftop Restaurant
Office Park	0.30	1000sqft	0.01	300	0.00	0.00	—	BLDG C
Arena	19.2	1000sqft	0.44	19,200	0.00	0.00	—	BLDG E Studio
Manufacturing	13.0	1000sqft	0.00	13,000	0.00	0.00	—	BLDG E Workshop
Office Park	7.60	1000sqft	0.00	7,600	0.00	0.00	—	BLDG E Support
Strip Mall	3.00	1000sqft	0.00	3,000	0.00	0.00	—	BLDG F Retail
Office Park	2.70	1000sqft	0.00	2,700	0.00	0.00	—	BLDG F Support
Other Non-Asphalt Surfaces	81.5	1000sqft	1.87	0.00	23,500	23,500	—	Ground level hardscape

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-4*	Use Local and Sustainable Building Materials
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Transportation	T-31-A*	Locate Project in Area with High Destination Accessibility
Transportation	T-32*	Orient Project Toward Transit, Bicycle, or Pedestrian Facility
Transportation	T-34*	Provide Bike Parking
Transportation	T-53*	Electrify Loading Docks

Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Energy	E-2	Require Energy Efficient Appliances
Water	W-4	Require Low-Flow Water Fixtures
Water	W-5	Design Water-Efficient Landscapes

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.76	29.8	54.0	81.4	0.14	1.63	6.14	6.75	1.50	1.17	2.31	—	16,598	16,598	0.68	1.44	24.8	16,786
Mit.	7.76	29.8	54.0	81.4	0.14	1.63	6.14	6.75	1.50	1.17	2.31	—	16,598	16,598	0.68	1.44	24.8	16,786
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.06	5.03	40.6	56.2	0.10	1.30	4.68	5.70	1.19	1.02	1.96	—	13,248	13,248	0.66	1.45	0.64	13,696
Mit.	6.06	5.03	40.6	56.2	0.10	1.30	4.68	5.70	1.19	1.02	1.96	—	13,248	13,248	0.66	1.45	0.64	13,696
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.10	5.54	27.9	39.8	0.07	0.84	1.91	2.70	0.76	0.45	1.21	—	8,622	8,622	0.36	0.43	3.93	8,726
Mit.	4.10	5.54	27.9	39.8	0.07	0.84	1.91	2.70	0.76	0.45	1.21	—	8,622	8,622	0.36	0.43	3.93	8,726

% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.75	1.01	5.09	7.26	0.01	0.15	0.35	0.49	0.14	0.08	0.22	—	1,428	1,428	0.06	0.07	0.65	1,445
Mit.	0.75	1.01	5.09	7.26	0.01	0.15	0.35	0.49	0.14	0.08	0.22	—	1,428	1,428	0.06	0.07	0.65	1,445
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.60	2.61	29.4	32.6	0.09	1.02	6.14	6.75	0.94	1.17	1.96	—	13,302	13,302	0.66	1.44	24.8	13,774
2026	5.74	4.75	38.8	56.8	0.10	1.17	2.64	3.81	1.07	0.64	1.71	—	12,153	12,153	0.50	0.43	12.7	12,305

2027	7.76	29.8	54.0	81.4	0.14	1.63	3.40	5.03	1.50	0.81	2.31	—	16,598	16,598	0.68	0.53	14.7	16,786
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	6.06	5.03	40.6	56.2	0.10	1.30	4.68	5.70	1.19	1.02	1.96	—	13,248	13,248	0.66	1.45	0.64	13,696
2026	5.74	4.74	39.0	55.3	0.10	1.17	2.64	3.81	1.07	0.64	1.71	—	12,041	12,041	0.50	0.43	0.33	12,181
2027	5.51	4.56	37.8	54.4	0.10	1.05	2.64	3.69	0.97	0.64	1.61	—	11,962	11,962	0.44	0.41	0.30	12,096
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.55	1.19	12.1	14.5	0.03	0.42	1.91	2.32	0.38	0.39	0.78	—	4,728	4,728	0.23	0.43	3.47	4,866
2026	4.10	3.39	27.9	39.8	0.07	0.84	1.86	2.70	0.76	0.45	1.21	—	8,622	8,622	0.36	0.30	3.93	8,726
2027	3.02	5.54	20.8	30.3	0.05	0.59	1.43	2.02	0.54	0.35	0.89	—	6,539	6,539	0.24	0.22	2.75	6,614
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.28	0.22	2.21	2.64	0.01	0.08	0.35	0.42	0.07	0.07	0.14	—	783	783	0.04	0.07	0.57	806
2026	0.75	0.62	5.09	7.26	0.01	0.15	0.34	0.49	0.14	0.08	0.22	—	1,428	1,428	0.06	0.05	0.65	1,445
2027	0.55	1.01	3.80	5.54	0.01	0.11	0.26	0.37	0.10	0.06	0.16	—	1,083	1,083	0.04	0.04	0.45	1,095

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.60	2.61	29.4	32.6	0.09	1.02	6.14	6.75	0.94	1.17	1.96	—	13,302	13,302	0.66	1.44	24.8	13,774
2026	5.74	4.75	38.8	56.8	0.10	1.17	2.64	3.81	1.07	0.64	1.71	—	12,153	12,153	0.50	0.43	12.7	12,305
2027	7.76	29.8	54.0	81.4	0.14	1.63	3.40	5.03	1.50	0.81	2.31	—	16,598	16,598	0.68	0.53	14.7	16,786
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	6.06	5.03	40.6	56.2	0.10	1.30	4.68	5.70	1.19	1.02	1.96	—	13,248	13,248	0.66	1.45	0.64	13,696

2026	5.74	4.74	39.0	55.3	0.10	1.17	2.64	3.81	1.07	0.64	1.71	—	12,041	12,041	0.50	0.43	0.33	12,181
2027	5.51	4.56	37.8	54.4	0.10	1.05	2.64	3.69	0.97	0.64	1.61	—	11,962	11,962	0.44	0.41	0.30	12,096
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.55	1.19	12.1	14.5	0.03	0.42	1.91	2.32	0.38	0.39	0.78	—	4,728	4,728	0.23	0.43	3.47	4,866
2026	4.10	3.39	27.9	39.8	0.07	0.84	1.86	2.70	0.76	0.45	1.21	—	8,622	8,622	0.36	0.30	3.93	8,726
2027	3.02	5.54	20.8	30.3	0.05	0.59	1.43	2.02	0.54	0.35	0.89	—	6,539	6,539	0.24	0.22	2.75	6,614
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.28	0.22	2.21	2.64	0.01	0.08	0.35	0.42	0.07	0.07	0.14	—	783	783	0.04	0.07	0.57	806
2026	0.75	0.62	5.09	7.26	0.01	0.15	0.34	0.49	0.14	0.08	0.22	—	1,428	1,428	0.06	0.05	0.65	1,445
2027	0.55	1.01	3.80	5.54	0.01	0.11	0.26	0.37	0.10	0.06	0.16	—	1,083	1,083	0.04	0.04	0.45	1,095

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.5	18.6	24.0	110	0.21	0.77	15.3	16.1	0.72	3.89	4.61	311	29,574	29,885	33.2	1.06	84.2	31,115
Mit.	14.5	18.6	24.0	110	0.21	0.77	15.3	16.1	0.72	3.89	4.61	302	29,239	29,541	32.2	1.04	84.2	30,739
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	3%	1%	1%	3%	3%	—	1%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.7	16.0	24.5	89.9	0.21	0.75	15.3	16.1	0.70	3.89	4.59	311	28,817	29,128	33.2	1.10	34.3	30,320
Mit.	11.7	16.0	24.4	89.9	0.20	0.74	15.3	16.1	0.70	3.89	4.59	302	28,482	28,784	32.2	1.07	34.3	29,943
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	3%	1%	1%	3%	2%	—	1%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.3	16.6	19.5	90.4	0.19	0.61	14.1	14.7	0.57	3.57	4.15	311	26,789	27,101	33.1	1.04	53.5	28,291
Mit.	12.3	16.6	19.5	90.4	0.19	0.61	14.1	14.7	0.57	3.57	4.14	302	26,455	26,757	32.1	1.01	53.5	27,915
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	3%	1%	1%	3%	3%	—	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.24	3.03	3.56	16.5	0.03	0.11	2.57	2.68	0.10	0.65	0.76	51.6	4,435	4,487	5.48	0.17	8.86	4,684
Mit.	2.24	3.03	3.56	16.5	0.03	0.11	2.57	2.68	0.10	0.65	0.76	50.0	4,380	4,430	5.32	0.17	8.86	4,622
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	3%	1%	1%	3%	3%	—	1%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,000
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Yes

Mit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Yes

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.82	8.99	6.03	69.6	0.16	0.10	15.3	15.4	0.10	3.89	3.99	—	16,790	16,790	0.84	0.68	51.2	17,065
Area	2.74	8.08	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	—	63.2	63.2	< 0.005	< 0.005	—	63.4
Energy	0.21	0.10	1.87	1.57	0.01	0.14	—	0.14	0.14	—	0.14	—	8,309	8,309	0.72	0.08	—	8,350
Water	—	—	—	—	—	—	—	—	—	—	—	109	606	715	11.2	0.27	—	1,076
Waste	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Off-Road	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819
Total	14.5	18.6	24.0	110	0.21	0.77	15.3	16.1	0.72	3.89	4.61	311	29,574	29,885	33.2	1.06	84.2	31,115
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.72	8.88	6.59	64.8	0.16	0.10	15.3	15.4	0.10	3.89	3.99	—	16,096	16,096	0.88	0.71	1.33	16,332
Area	—	5.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.21	0.10	1.87	1.57	0.01	0.14	—	0.14	0.14	—	0.14	—	8,309	8,309	0.72	0.08	—	8,350
Water	—	—	—	—	—	—	—	—	—	—	—	109	606	715	11.2	0.27	—	1,076
Waste	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Off-Road	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819
Total	11.7	16.0	24.5	89.9	0.21	0.75	15.3	16.1	0.70	3.89	4.59	311	28,817	29,128	33.2	1.10	34.3	30,320
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	8.96	8.18	6.17	61.5	0.15	0.10	14.1	14.2	0.09	3.57	3.66	—	15,120	15,120	0.81	0.66	20.5	15,359
Area	1.87	7.28	0.09	10.5	< 0.005	0.02	—	0.02	0.01	—	0.01	—	43.3	43.3	< 0.005	< 0.005	—	43.5
Energy	0.21	0.10	1.87	1.57	0.01	0.14	—	0.14	0.14	—	0.14	—	8,309	8,309	0.72	0.08	—	8,350
Water	—	—	—	—	—	—	—	—	—	—	—	109	606	715	11.2	0.27	—	1,076
Waste	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Off-Road	1.25	1.05	11.4	16.8	0.03	0.36	—	0.36	0.33	—	0.33	—	2,711	2,711	0.11	0.02	—	2,720
Total	12.3	16.6	19.5	90.4	0.19	0.61	14.1	14.7	0.57	3.57	4.15	311	26,789	27,101	33.1	1.04	53.5	28,291
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.63	1.49	1.13	11.2	0.03	0.02	2.57	2.58	0.02	0.65	0.67	—	2,503	2,503	0.13	0.11	3.40	2,543
Area	0.34	1.33	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.17	7.17	< 0.005	< 0.005	—	7.19
Energy	0.04	0.02	0.34	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,376	1,376	0.12	0.01	—	1,382
Water	—	—	—	—	—	—	—	—	—	—	—	18.0	100	118	1.85	0.05	—	178
Waste	—	—	—	—	—	—	—	—	—	—	—	33.6	0.00	33.6	3.36	0.00	—	117
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.46	5.46
Off-Road	0.23	0.19	2.08	3.06	< 0.005	0.07	—	0.07	0.06	—	0.06	—	449	449	0.02	< 0.005	—	450
Total	2.24	3.03	3.56	16.5	0.03	0.11	2.57	2.68	0.10	0.65	0.76	51.6	4,435	4,487	5.48	0.17	8.86	4,684

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.82	8.99	6.03	69.6	0.16	0.10	15.3	15.4	0.10	3.89	3.99	—	16,790	16,790	0.84	0.68	51.2	17,065
Area	2.74	8.08	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	—	63.2	63.2	< 0.005	< 0.005	—	63.4
Energy	0.20	0.10	1.84	1.54	0.01	0.14	—	0.14	0.14	—	0.14	—	8,034	8,034	0.70	0.08	—	8,074
Water	—	—	—	—	—	—	—	—	—	—	—	99.3	547	646	10.2	0.25	—	976

Waste	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Off-Road	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819
Total	14.5	18.6	24.0	110	0.21	0.77	15.3	16.1	0.72	3.89	4.61	302	29,239	29,541	32.2	1.04	84.2	30,739
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.72	8.88	6.59	64.8	0.16	0.10	15.3	15.4	0.10	3.89	3.99	—	16,096	16,096	0.88	0.71	1.33	16,332
Area	—	5.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.20	0.10	1.84	1.54	0.01	0.14	—	0.14	0.14	—	0.14	—	8,034	8,034	0.70	0.08	—	8,074
Water	—	—	—	—	—	—	—	—	—	—	—	99.3	547	646	10.2	0.25	—	976
Waste	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Off-Road	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819
Total	11.7	16.0	24.4	89.9	0.20	0.74	15.3	16.1	0.70	3.89	4.59	302	28,482	28,784	32.2	1.07	34.3	29,943
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.96	8.18	6.17	61.5	0.15	0.10	14.1	14.2	0.09	3.57	3.66	—	15,120	15,120	0.81	0.66	20.5	15,359
Area	1.87	7.28	0.09	10.5	< 0.005	0.02	—	0.02	0.01	—	0.01	—	43.3	43.3	< 0.005	< 0.005	—	43.5
Energy	0.20	0.10	1.84	1.54	0.01	0.14	—	0.14	0.14	—	0.14	—	8,034	8,034	0.70	0.08	—	8,074
Water	—	—	—	—	—	—	—	—	—	—	—	99.3	547	646	10.2	0.25	—	976
Waste	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Off-Road	1.25	1.05	11.4	16.8	0.03	0.36	—	0.36	0.33	—	0.33	—	2,711	2,711	0.11	0.02	—	2,720
Total	12.3	16.6	19.5	90.4	0.19	0.61	14.1	14.7	0.57	3.57	4.14	302	26,455	26,757	32.1	1.01	53.5	27,915
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.63	1.49	1.13	11.2	0.03	0.02	2.57	2.58	0.02	0.65	0.67	—	2,503	2,503	0.13	0.11	3.40	2,543
Area	0.34	1.33	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.17	7.17	< 0.005	< 0.005	—	7.19
Energy	0.04	0.02	0.34	0.28	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,330	1,330	0.12	0.01	—	1,337

Water	—	—	—	—	—	—	—	—	—	—	—	16.4	90.6	107	1.69	0.04	—	162
Waste	—	—	—	—	—	—	—	—	—	—	—	33.6	0.00	33.6	3.36	0.00	—	117
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.46	5.46
Off-Road	0.23	0.19	2.08	3.06	< 0.005	0.07	—	0.07	0.06	—	0.06	—	449	449	0.02	< 0.005	—	450
Total	2.24	3.03	3.56	16.5	0.03	0.11	2.57	2.68	0.10	0.65	0.76	50.0	4,380	4,430	5.32	0.17	8.86	4,622

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.51	2.09	18.8	24.2	0.04	0.81	—	0.81	0.74	—	0.74	—	3,535	3,535	0.14	0.03	—	3,547
Dust From Material Movemen	—	—	—	—	—	—	0.28	0.28	—	0.03	0.03	—	—	—	—	—	—	—
Demolitio n	—	—	—	—	—	—	1.23	1.23	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.57	0.57	< 0.005	0.06	0.06	—	16.9	16.9	< 0.005	< 0.005	0.03	17.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	0.34	3.09	3.97	0.01	0.13	—	0.13	0.12	—	0.12	—	581	581	0.02	< 0.005	—	583

Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.20	0.20	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.09	0.09	< 0.005	0.01	0.01	—	2.78	2.78	< 0.005	< 0.005	< 0.005	2.93
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.06	0.56	0.72	< 0.005	0.02	—	0.02	0.02	—	0.02	—	96.2	96.2	< 0.005	< 0.005	—	96.5
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.35	5.57	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,106	1,106	0.05	0.04	4.05	1,123
Vendor	0.04	0.01	0.58	0.28	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	1.39	531
Hauling	0.17	0.03	2.72	1.06	0.01	0.03	0.59	0.62	0.03	0.16	0.19	—	2,217	2,217	0.12	0.35	5.15	2,329
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.81	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	175	175	0.01	0.01	0.29	177
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	83.5	83.5	< 0.005	0.01	0.10	87.1

Hauling	0.03	0.01	0.47	0.17	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	364	364	0.02	0.06	0.36	382
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.0	29.0	< 0.005	< 0.005	0.05	29.3
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.8	13.8	< 0.005	< 0.005	0.02	14.4
Hauling	0.01	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.3	60.3	< 0.005	0.01	0.06	63.3

3.2. Demolition (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.51	2.09	18.8	24.2	0.04	0.81	—	0.81	0.74	—	0.74	—	3,535	3,535	0.14	0.03	—	3,547
Dust From Material Movemen	—	—	—	—	—	—	0.28	0.28	—	0.03	0.03	—	—	—	—	—	—	—
Demolitio n	—	—	—	—	—	—	1.23	1.23	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.57	0.57	< 0.005	0.06	0.06	—	16.9	16.9	< 0.005	< 0.005	0.03	17.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	0.34	3.09	3.97	0.01	0.13	—	0.13	0.12	—	0.12	—	581	581	0.02	< 0.005	—	583

Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.20	0.20	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.09	0.09	< 0.005	0.01	0.01	—	2.78	2.78	< 0.005	< 0.005	< 0.005	2.93
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.06	0.56	0.72	< 0.005	0.02	—	0.02	0.02	—	0.02	—	96.2	96.2	< 0.005	< 0.005	—	96.5
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	0.46	0.46	< 0.005	< 0.005	< 0.005	0.48
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.35	5.57	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,106	1,106	0.05	0.04	4.05	1,123
Vendor	0.04	0.01	0.58	0.28	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	1.39	531
Hauling	0.17	0.03	2.72	1.06	0.01	0.03	0.59	0.62	0.03	0.16	0.19	—	2,217	2,217	0.12	0.35	5.15	2,329
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.81	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	175	175	0.01	0.01	0.29	177
Vendor	0.01	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	83.5	83.5	< 0.005	0.01	0.10	87.1

Hauling	0.03	0.01	0.47	0.17	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	364	364	0.02	0.06	0.36	382
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.0	29.0	< 0.005	< 0.005	0.05	29.3
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.8	13.8	< 0.005	< 0.005	0.02	14.4
Hauling	0.01	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.3	60.3	< 0.005	0.01	0.06	63.3

3.3. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.69	1.41	12.5	16.4	0.02	0.53	—	0.53	0.49	—	0.49	—	2,419	2,419	0.10	0.02	—	2,428
Dust From Material Movemen	—	—	—	—	—	—	0.14	0.14	—	0.01	0.01	—	—	—	—	—	—	—
Demolitio n	—	—	—	—	—	—	2.48	2.48	—	0.38	0.38	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	16.9	16.9	< 0.005	< 0.005	0.03	17.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.51	0.67	< 0.005	0.02	—	0.02	0.02	—	0.02	—	99.4	99.4	< 0.005	< 0.005	—	99.8

Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.10	0.10	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	—	0.70	0.70	< 0.005	< 0.005	< 0.005	0.73
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.5	16.5	< 0.005	< 0.005	—	16.5
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.35	5.57	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,106	1,106	0.05	0.04	4.05	1,123
Vendor	0.04	0.01	0.58	0.28	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	1.39	531
Hauling	0.43	0.09	6.80	2.65	0.04	0.07	1.48	1.55	0.07	0.41	0.48	—	5,542	5,542	0.30	0.87	12.9	5,822
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43.7	43.7	< 0.005	< 0.005	0.07	44.3
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.9	20.9	< 0.005	< 0.005	0.02	21.8

Hauling	0.02	< 0.005	0.29	0.11	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	228	228	0.01	0.04	0.23	239
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.24	7.24	< 0.005	< 0.005	0.01	7.34
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.45	3.45	< 0.005	< 0.005	< 0.005	3.61
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	37.7	37.7	< 0.005	0.01	0.04	39.6

3.4. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.69	1.41	12.5	16.4	0.02	0.53	—	0.53	0.49	—	0.49	—	2,419	2,419	0.10	0.02	—	2,428
Dust From Material Movemen	—	—	—	—	—	—	0.14	0.14	—	0.01	0.01	—	—	—	—	—	—	—
Demolitio n	—	—	—	—	—	—	2.48	2.48	—	0.38	0.38	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	16.9	16.9	< 0.005	< 0.005	0.03	17.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.51	0.67	< 0.005	0.02	—	0.02	0.02	—	0.02	—	99.4	99.4	< 0.005	< 0.005	—	99.8

Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.10	0.10	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	—	0.70	0.70	< 0.005	< 0.005	< 0.005	0.73
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.5	16.5	< 0.005	< 0.005	—	16.5
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.35	5.57	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,106	1,106	0.05	0.04	4.05	1,123
Vendor	0.04	0.01	0.58	0.28	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	1.39	531
Hauling	0.43	0.09	6.80	2.65	0.04	0.07	1.48	1.55	0.07	0.41	0.48	—	5,542	5,542	0.30	0.87	12.9	5,822
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43.7	43.7	< 0.005	< 0.005	0.07	44.3
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.9	20.9	< 0.005	< 0.005	0.02	21.8

Hauling	0.02	< 0.005	0.29	0.11	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	228	228	0.01	0.04	0.23	239
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.24	7.24	< 0.005	< 0.005	0.01	7.34
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.45	3.45	< 0.005	< 0.005	< 0.005	3.61
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	37.7	37.7	< 0.005	0.01	0.04	39.6

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.53	2.12	18.3	22.7	0.03	0.90	—	0.90	0.83	—	0.83	—	3,358	3,358	0.14	0.03	—	3,370
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	16.9	16.9	< 0.005	< 0.005	0.03	17.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.53	2.12	18.3	22.7	0.03	0.90	—	0.90	0.83	—	0.83	—	3,358	3,358	0.14	0.03	—	3,370
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	17.0	17.0	< 0.005	< 0.005	< 0.005	17.8

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	0.44	3.75	4.67	0.01	0.19	—	0.19	0.17	—	0.17	—	690	690	0.03	0.01	—	692
Dust From Material Movement	—	—	—	—	—	—	0.09	0.09	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.17	0.17	< 0.005	0.02	0.02	—	3.48	3.48	< 0.005	< 0.005	< 0.005	3.66
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.68	0.85	< 0.005	0.03	—	0.03	0.03	—	0.03	—	114	114	< 0.005	< 0.005	—	115
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	—	0.58	0.58	< 0.005	< 0.005	< 0.005	0.61
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.35	5.57	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,106	1,106	0.05	0.04	4.05	1,123
Vendor	0.04	0.01	0.58	0.28	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	1.39	531
Hauling	0.65	0.13	10.2	3.97	0.06	0.11	2.22	2.33	0.11	0.61	0.71	—	8,313	8,313	0.45	1.30	19.3	8,732
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.38	4.72	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,048	1,048	0.05	0.04	0.10	1,062
Vendor	0.04	0.01	0.60	0.29	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	0.04	530
Hauling	0.63	0.12	10.6	4.01	0.06	0.11	2.22	2.33	0.11	0.61	0.71	—	8,316	8,316	0.45	1.30	0.50	8,717

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.02	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	219	219	0.01	0.01	0.36	222
Vendor	0.01	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	104	104	< 0.005	0.01	0.12	109
Hauling	0.13	0.03	2.20	0.82	0.01	0.02	0.45	0.47	0.02	0.12	0.15	—	1,708	1,708	0.09	0.27	1.71	1,792
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.2	36.2	< 0.005	< 0.005	0.06	36.7
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	17.3	17.3	< 0.005	< 0.005	0.02	18.0
Hauling	0.02	< 0.005	0.40	0.15	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	283	283	0.02	0.04	0.28	297

3.6. Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.53	2.12	18.3	22.7	0.03	0.90	—	0.90	0.83	—	0.83	—	3,358	3,358	0.14	0.03	—	3,370
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	16.9	16.9	< 0.005	< 0.005	0.03	17.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.53	2.12	18.3	22.7	0.03	0.90	—	0.90	0.83	—	0.83	—	3,358	3,358	0.14	0.03	—	3,370

Dust From Material Movemen	—	—	—	—	—	—	0.42	0.42	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	17.0	17.0	< 0.005	< 0.005	< 0.005	17.8
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	0.44	3.75	4.67	0.01	0.19	—	0.19	0.17	—	0.17	—	690	690	0.03	0.01	—	692
Dust From Material Movemen	—	—	—	—	—	—	0.09	0.09	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.17	0.17	< 0.005	0.02	0.02	—	3.48	3.48	< 0.005	< 0.005	< 0.005	3.66
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.68	0.85	< 0.005	0.03	—	0.03	0.03	—	0.03	—	114	114	< 0.005	< 0.005	—	115
Dust From Material Movemen	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	—	0.58	0.58	< 0.005	< 0.005	< 0.005	0.61
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.35	5.57	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,106	1,106	0.05	0.04	4.05	1,123
Vendor	0.04	0.01	0.58	0.28	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	1.39	531
Hauling	0.65	0.13	10.2	3.97	0.06	0.11	2.22	2.33	0.11	0.61	0.71	—	8,313	8,313	0.45	1.30	19.3	8,732
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.38	0.34	0.38	4.72	0.00	0.00	1.05	1.05	0.00	0.25	0.25	—	1,048	1,048	0.05	0.04	0.10	1,062
Vendor	0.04	0.01	0.60	0.29	< 0.005	0.01	0.14	0.14	< 0.005	0.04	0.04	—	508	508	0.02	0.07	0.04	530
Hauling	0.63	0.12	10.6	4.01	0.06	0.11	2.22	2.33	0.11	0.61	0.71	—	8,316	8,316	0.45	1.30	0.50	8,717
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.02	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	219	219	0.01	0.01	0.36	222
Vendor	0.01	< 0.005	0.12	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	104	104	< 0.005	0.01	0.12	109
Hauling	0.13	0.03	2.20	0.82	0.01	0.02	0.45	0.47	0.02	0.12	0.15	—	1,708	1,708	0.09	0.27	1.71	1,792
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.2	36.2	< 0.005	< 0.005	0.06	36.7
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	17.3	17.3	< 0.005	< 0.005	0.02	18.0
Hauling	0.02	< 0.005	0.40	0.15	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	283	283	0.02	0.04	0.28	297

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.16	4.29	37.4	45.6	0.09	1.28	—	1.28	1.17	—	1.17	—	7,989	7,989	0.32	0.06	—	8,017
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.17	0.14	1.25	1.52	< 0.005	0.04	—	0.04	0.04	—	0.04	—	266	266	0.01	< 0.005	—	267
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.23	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	44.0	44.0	< 0.005	< 0.005	—	44.2
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.76	0.68	0.77	9.44	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,097	2,097	0.10	0.08	0.21	2,123
Vendor	0.14	0.06	2.41	1.14	0.01	0.03	0.55	0.58	0.01	0.15	0.17	—	2,031	2,031	0.08	0.28	0.14	2,119
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.03	0.33	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.8	70.8	< 0.005	< 0.005	0.12	71.7
Vendor	< 0.005	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	67.6	67.6	< 0.005	0.01	0.08	70.5
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.7	11.7	< 0.005	< 0.005	0.02	11.9
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.2	11.2	< 0.005	< 0.005	0.01	11.7
Hauling	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	0.00

3.8. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.16	4.29	37.4	45.6	0.09	1.28	—	1.28	1.17	—	1.17	—	7,989	7,989	0.32	0.06	—	8,017
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.25	1.52	< 0.005	0.04	—	0.04	0.04	—	0.04	—	266	266	0.01	< 0.005	—	267
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.23	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	44.0	44.0	< 0.005	< 0.005	—	44.2
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.76	0.68	0.77	9.44	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,097	2,097	0.10	0.08	0.21	2,123
Vendor	0.14	0.06	2.41	1.14	0.01	0.03	0.55	0.58	0.01	0.15	0.17	—	2,031	2,031	0.08	0.28	0.14	2,119

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.03	0.33	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.8	70.8	< 0.005	< 0.005	0.12	71.7
Vendor	< 0.005	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	67.6	67.6	< 0.005	0.01	0.08	70.5
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.7	11.7	< 0.005	< 0.005	0.02	11.9
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.2	11.2	< 0.005	< 0.005	0.01	11.7
Hauling	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	0.00

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.93	4.10	36.0	45.4	0.09	1.14	—	1.14	1.05	—	1.05	—	7,990	7,990	0.32	0.06	—	8,017
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.93	4.10	36.0	45.4	0.09	1.14	—	1.14	1.05	—	1.05	—	7,990	7,990	0.32	0.06	—	8,017
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.52	2.93	25.7	32.4	0.06	0.82	—	0.82	0.75	—	0.75	—	5,707	5,707	0.23	0.05	—	5,727
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.53	4.69	5.92	0.01	0.15	—	0.15	0.14	—	0.14	—	945	945	0.04	0.01	—	948
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.59	0.62	10.3	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,168	2,168	0.09	0.08	7.33	2,200
Vendor	0.14	0.06	2.20	1.06	0.01	0.03	0.55	0.58	0.01	0.15	0.17	—	1,995	1,995	0.08	0.28	5.39	2,088
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.59	0.70	8.82	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,055	2,055	0.09	0.08	0.19	2,080
Vendor	0.14	0.06	2.30	1.09	0.01	0.03	0.55	0.58	0.01	0.15	0.17	—	1,996	1,996	0.08	0.28	0.14	2,083
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.47	0.42	0.54	6.59	0.00	0.00	1.48	1.48	0.00	0.35	0.35	—	1,490	1,490	0.07	0.05	2.27	1,510
Vendor	0.10	0.04	1.65	0.77	0.01	0.02	0.39	0.41	0.01	0.11	0.12	—	1,426	1,426	0.06	0.20	1.66	1,489
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.20	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	247	247	0.01	0.01	0.38	250
Vendor	0.02	0.01	0.30	0.14	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	236	236	0.01	0.03	0.28	247
Hauling	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	0.00

3.10. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.93	4.10	36.0	45.4	0.09	1.14	—	1.14	1.05	—	1.05	—	7,990	7,990	0.32	0.06	—	8,017
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.93	4.10	36.0	45.4	0.09	1.14	—	1.14	1.05	—	1.05	—	7,990	7,990	0.32	0.06	—	8,017
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.52	2.93	25.7	32.4	0.06	0.82	—	0.82	0.75	—	0.75	—	5,707	5,707	0.23	0.05	—	5,727
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.53	4.69	5.92	0.01	0.15	—	0.15	0.14	—	0.14	—	945	945	0.04	0.01	—	948
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.59	0.62	10.3	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,168	2,168	0.09	0.08	7.33	2,200
Vendor	0.14	0.06	2.20	1.06	0.01	0.03	0.55	0.58	0.01	0.15	0.17	—	1,995	1,995	0.08	0.28	5.39	2,088
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.59	0.70	8.82	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,055	2,055	0.09	0.08	0.19	2,080
Vendor	0.14	0.06	2.30	1.09	0.01	0.03	0.55	0.58	0.01	0.15	0.17	—	1,996	1,996	0.08	0.28	0.14	2,083
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.47	0.42	0.54	6.59	0.00	0.00	1.48	1.48	0.00	0.35	0.35	—	1,490	1,490	0.07	0.05	2.27	1,510
Vendor	0.10	0.04	1.65	0.77	0.01	0.02	0.39	0.41	0.01	0.11	0.12	—	1,426	1,426	0.06	0.20	1.66	1,489
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.20	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	247	247	0.01	0.01	0.38	250
Vendor	0.02	0.01	0.30	0.14	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	236	236	0.01	0.03	0.28	247
Hauling	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	0.00

3.11. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	4.74	3.95	34.9	45.2	0.09	1.04	—	1.04	0.95	—	0.95	—	7,989	7,989	0.32	0.06	—	8,016
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.74	3.95	34.9	45.2	0.09	1.04	—	1.04	0.95	—	0.95	—	7,989	7,989	0.32	0.06	—	8,016
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.28	1.90	16.8	21.8	0.04	0.50	—	0.50	0.46	—	0.46	—	3,846	3,846	0.16	0.03	—	3,859
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.35	3.07	3.97	0.01	0.09	—	0.09	0.08	—	0.08	—	637	637	0.03	0.01	—	639
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.64	0.57	0.55	9.61	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,126	2,126	0.09	0.08	6.63	2,158
Vendor	0.13	0.06	2.11	1.00	0.01	0.01	0.55	0.56	0.01	0.15	0.17	—	1,957	1,957	0.08	0.27	5.10	2,044
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.64	0.56	0.69	8.14	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,016	2,016	0.03	0.08	0.17	2,039

Vendor	0.13	0.06	2.19	1.03	0.01	0.01	0.55	0.56	0.01	0.15	0.17	—	1,958	1,958	0.08	0.27	0.13	2,041
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.27	0.33	4.12	0.00	0.00	0.99	0.99	0.00	0.23	0.23	—	985	985	0.01	0.04	1.37	997
Vendor	0.06	0.03	1.06	0.49	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	942	942	0.04	0.13	1.06	983
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.75	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	163	163	< 0.005	0.01	0.23	165
Vendor	0.01	0.01	0.19	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	156	156	0.01	0.02	0.18	163
Hauling	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	0.00

3.12. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.74	3.95	34.9	45.2	0.09	1.04	—	1.04	0.95	—	0.95	—	7,989	7,989	0.32	0.06	—	8,016
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.74	3.95	34.9	45.2	0.09	1.04	—	1.04	0.95	—	0.95	—	7,989	7,989	0.32	0.06	—	8,016
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.28	1.90	16.8	21.8	0.04	0.50	—	0.50	0.46	—	0.46	—	3,846	3,846	0.16	0.03	—	3,859
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.35	3.07	3.97	0.01	0.09	—	0.09	0.08	—	0.08	—	637	637	0.03	0.01	—	639
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.64	0.57	0.55	9.61	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,126	2,126	0.09	0.08	6.63	2,158
Vendor	0.13	0.06	2.11	1.00	0.01	0.01	0.55	0.56	0.01	0.15	0.17	—	1,957	1,957	0.08	0.27	5.10	2,044
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.64	0.56	0.69	8.14	0.00	0.00	2.09	2.09	0.00	0.49	0.49	—	2,016	2,016	0.03	0.08	0.17	2,039
Vendor	0.13	0.06	2.19	1.03	0.01	0.01	0.55	0.56	0.01	0.15	0.17	—	1,958	1,958	0.08	0.27	0.13	2,041
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.27	0.33	4.12	0.00	0.00	0.99	0.99	0.00	0.23	0.23	—	985	985	0.01	0.04	1.37	997
Vendor	0.06	0.03	1.06	0.49	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	942	942	0.04	0.13	1.06	983
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.06	0.75	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	163	163	< 0.005	0.01	0.23	165

Vendor	0.01	0.01	0.19	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	156	156	0.01	0.02	0.18	163
Hauling	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	0.00

3.13. Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.05	1.72	15.8	22.9	0.04	0.58	—	0.58	0.53	—	0.53	—	3,505	3,505	0.14	0.03	—	3,517
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.01	0.01	—	—	—	—	—	—	—
Paving	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.21	1.95	2.82	< 0.005	0.07	—	0.07	0.07	—	0.07	—	432	432	0.02	< 0.005	—	434
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.36	0.52	< 0.005	0.01	—	0.01	0.01	—	0.01	—	71.5	71.5	< 0.005	< 0.005	—	71.8
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.14	2.40	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	532	532	0.02	0.02	1.66	539
Vendor	0.03	0.01	0.53	0.25	< 0.005	< 0.005	0.14	0.14	< 0.005	0.04	0.04	—	489	489	0.02	0.07	1.28	511
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	63.0	63.0	< 0.005	< 0.005	0.09	63.9
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.3	60.3	< 0.005	0.01	0.07	62.9
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.6
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.99	9.99	< 0.005	< 0.005	0.01	10.4
Hauling	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	0.00

3.14. Paving (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.05	1.72	15.8	22.9	0.04	0.58	—	0.58	0.53	—	0.53	—	3,505	3,505	0.14	0.03	—	3,517
Dust From Material Movemen	—	—	—	—	—	—	0.10	0.10	—	0.01	0.01	—	—	—	—	—	—	—
Paving	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.21	1.95	2.82	< 0.005	0.07	—	0.07	0.07	—	0.07	—	432	432	0.02	< 0.005	—	434
Dust From Material Movemen	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.36	0.52	< 0.005	0.01	—	0.01	0.01	—	0.01	—	71.5	71.5	< 0.005	< 0.005	—	71.8

Dust From Material Movemen	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.14	2.40	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	532	532	0.02	0.02	1.66	539
Vendor	0.03	0.01	0.53	0.25	< 0.005	< 0.005	0.14	0.14	< 0.005	0.04	0.04	—	489	489	0.02	0.07	1.28	511
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	63.0	63.0	< 0.005	< 0.005	0.09	63.9
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.3	60.3	< 0.005	0.01	0.07	62.9
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.6
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.99	9.99	< 0.005	< 0.005	0.01	10.4
Hauling	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	0.00

3.15. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.46	4.30	4.51	0.01	0.10	—	0.10	0.09	—	0.09	—	707	707	0.03	0.01	—	709
Architectural Coatings	—	24.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.53	0.56	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.2	87.2	< 0.005	< 0.005	—	87.5
Architectural Coatings	—	3.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.4	14.4	< 0.005	< 0.005	—	14.5
Architectural Coatings	—	0.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.16	0.14	0.14	2.40	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	532	532	0.02	0.02	1.66	539
Vendor	0.03	0.01	0.53	0.25	< 0.005	< 0.005	0.14	0.14	< 0.005	0.04	0.04	—	489	489	0.02	0.07	1.28	511
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	63.0	63.0	< 0.005	< 0.005	0.09	63.9
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.3	60.3	< 0.005	0.01	0.07	62.9
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.6
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.99	9.99	< 0.005	< 0.005	0.01	10.4
Hauling	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	0.00

3.16. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.46	4.30	4.51	0.01	0.10	—	0.10	0.09	—	0.09	—	707	707	0.03	0.01	—	709
Architectural Coatings	—	24.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.53	0.56	< 0.005	0.01	—	0.01	0.01	—	0.01	—	87.2	87.2	< 0.005	< 0.005	—	87.5
Architectural Coatings	—	3.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.4	14.4	< 0.005	< 0.005	—	14.5
Architectural Coatings	—	0.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.14	2.40	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	532	532	0.02	0.02	1.66	539
Vendor	0.03	0.01	0.53	0.25	< 0.005	< 0.005	0.14	0.14	< 0.005	0.04	0.04	—	489	489	0.02	0.07	1.28	511
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	63.0	63.0	< 0.005	< 0.005	0.09	63.9

Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.3	60.3	< 0.005	0.01	0.07	62.9
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.6
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.99	9.99	< 0.005	< 0.005	0.01	10.4
Hauling	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	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	1,361	1,361	0.12	0.02	—	1,369

Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	535	535	0.05	0.01	—	538
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	54.1	54.1	< 0.005	< 0.005	—	54.4
Arena	—	—	—	—	—	—	—	—	—	—	—	—	770	770	0.07	0.01	—	775
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2,228	2,228	0.19	0.03	—	2,241
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	936	936	0.08	0.01	—	941
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	196	196	0.02	< 0.005	—	197
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	6,080	6,080	0.52	0.07	—	6,116
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	1,361	1,361	0.12	0.02	—	1,369
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	535	535	0.05	0.01	—	538
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	54.1	54.1	< 0.005	< 0.005	—	54.4
Arena	—	—	—	—	—	—	—	—	—	—	—	—	770	770	0.07	0.01	—	775
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2,228	2,228	0.19	0.03	—	2,241

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	936	936	0.08	0.01	—	941
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	196	196	0.02	< 0.005	—	197
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	6,080	6,080	0.52	0.07	—	6,116
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	225	225	0.02	< 0.005	—	227
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	88.6	88.6	0.01	< 0.005	—	89.1
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	8.96	8.96	< 0.005	< 0.005	—	9.01
Arena	—	—	—	—	—	—	—	—	—	—	—	—	128	128	0.01	< 0.005	—	128
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	369	369	0.03	< 0.005	—	371
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	155	155	0.01	< 0.005	—	156
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	32.4	32.4	< 0.005	< 0.005	—	32.6
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,007	1,007	0.09	0.01	—	1,013

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	1,324	1,324	0.11	0.02	—	1,332
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	535	535	0.05	0.01	—	538
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	52.5	52.5	< 0.005	< 0.005	—	52.8
Arena	—	—	—	—	—	—	—	—	—	—	—	—	751	751	0.06	0.01	—	755
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2,168	2,168	0.19	0.03	—	2,181
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	819	819	0.07	0.01	—	824
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	191	191	0.02	< 0.005	—	192
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,840	5,840	0.50	0.07	—	5,874
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	1,324	1,324	0.11	0.02	—	1,332

Unenclos Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	535	535	0.05	0.01	—	538
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	52.5	52.5	< 0.005	< 0.005	—	52.8
Arena	—	—	—	—	—	—	—	—	—	—	—	—	751	751	0.06	0.01	—	755
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	2,168	2,168	0.19	0.03	—	2,181
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	819	819	0.07	0.01	—	824
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	191	191	0.02	< 0.005	—	192
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,840	5,840	0.50	0.07	—	5,874
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	219	219	0.02	< 0.005	—	221
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	88.6	88.6	0.01	< 0.005	—	89.1
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	8.69	8.69	< 0.005	< 0.005	—	8.74
Arena	—	—	—	—	—	—	—	—	—	—	—	—	124	124	0.01	< 0.005	—	125
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	359	359	0.03	< 0.005	—	361

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	136	136	0.01	< 0.005	—	136
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	31.6	31.6	< 0.005	< 0.005	—	31.7
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	967	967	0.08	0.01	—	973

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.03	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	354	354	0.03	< 0.005	—	355
Unenclosed Parking with Elevator	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
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.52	5.52	< 0.005	< 0.005	—	5.54
Arena	0.05	0.03	0.49	0.41	< 0.005	0.04	—	0.04	0.04	—	0.04	—	580	580	0.05	< 0.005	—	581
General Office Building	0.05	0.03	0.49	0.41	< 0.005	0.04	—	0.04	0.04	—	0.04	—	580	580	0.05	< 0.005	—	582
High Turnover (Sit Down Restaurant)	0.05	0.03	0.47	0.40	< 0.005	0.04	—	0.04	0.04	—	0.04	—	562	562	0.05	< 0.005	—	563

Manufact	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	147	147	0.01	< 0.005	—	148
Other Non-Asphalt Surfaces	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
Total	0.21	0.10	1.87	1.57	0.01	0.14	—	0.14	0.14	—	0.14	—	2,228	2,228	0.20	< 0.005	—	2,234
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.03	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	354	354	0.03	< 0.005	—	355
Unenclosed Parking with Elevator	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
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.52	5.52	< 0.005	< 0.005	—	5.54
Arena	0.05	0.03	0.49	0.41	< 0.005	0.04	—	0.04	0.04	—	0.04	—	580	580	0.05	< 0.005	—	581
General Office Building	0.05	0.03	0.49	0.41	< 0.005	0.04	—	0.04	0.04	—	0.04	—	580	580	0.05	< 0.005	—	582
High Turnover (Sit Down Restaurant)	0.05	0.03	0.47	0.40	< 0.005	0.04	—	0.04	0.04	—	0.04	—	562	562	0.05	< 0.005	—	563
Manufacturing	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	147	147	0.01	< 0.005	—	148
Other Non-Asphalt Surfaces	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
Total	0.21	0.10	1.87	1.57	0.01	0.14	—	0.14	0.14	—	0.14	—	2,228	2,228	0.20	< 0.005	—	2,234
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.01	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	58.6	58.6	0.01	< 0.005	—	58.8

Unenclosed Parking with Elevator	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
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.91	0.91	< 0.005	< 0.005	—	0.92
Arena	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	96.0	96.0	0.01	< 0.005	—	96.3
General Office Building	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	96.0	96.0	0.01	< 0.005	—	96.3
High Turnover (Sit Down Restaurant)	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	93.0	93.0	0.01	< 0.005	—	93.2
Manufacturing	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.4	24.4	< 0.005	< 0.005	—	24.4
Other Non-Asphalt Surfaces	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
Total	0.04	0.02	0.34	0.29	< 0.005	0.03	—	0.03	0.03	—	0.03	—	369	369	0.03	< 0.005	—	370

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	343	343	0.03	< 0.005	—	344
Unenclosed Parking with Elevator	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

Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.51	5.51	< 0.005	< 0.005	—	5.52
Arena	0.05	0.03	0.48	0.41	< 0.005	0.04	—	0.04	0.04	—	0.04	—	576	576	0.05	< 0.005	—	577
General Office Building	0.05	0.03	0.47	0.40	< 0.005	0.04	—	0.04	0.04	—	0.04	—	562	562	0.05	< 0.005	—	564
High Turnover (Sit Down Restaurant)	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	561	561	0.05	< 0.005	—	562
Manufacturing	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	146	146	0.01	< 0.005	—	147
Other Non-Asphalt Surfaces	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
Total	0.20	0.10	1.84	1.54	0.01	0.14	—	0.14	0.14	—	0.14	—	2,194	2,194	0.19	< 0.005	—	2,200
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	343	343	0.03	< 0.005	—	344
Unenclosed Parking with Elevator	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
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.51	5.51	< 0.005	< 0.005	—	5.52
Arena	0.05	0.03	0.48	0.41	< 0.005	0.04	—	0.04	0.04	—	0.04	—	576	576	0.05	< 0.005	—	577
General Office Building	0.05	0.03	0.47	0.40	< 0.005	0.04	—	0.04	0.04	—	0.04	—	562	562	0.05	< 0.005	—	564
High Turnover (Sit Down Restaurant)	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	561	561	0.05	< 0.005	—	562

Manufacturing	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	146	146	0.01	< 0.005	—	147
Other Non-Asphalt Surfaces	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
Total	0.20	0.10	1.84	1.54	0.01	0.14	—	0.14	0.14	—	0.14	—	2,194	2,194	0.19	< 0.005	—	2,200
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	56.8	56.8	0.01	< 0.005	—	57.0
Unenclosed Parking with Elevator	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
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.91	0.91	< 0.005	< 0.005	—	0.91
Arena	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95.3	95.3	0.01	< 0.005	—	95.6
General Office Building	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	93.1	93.1	0.01	< 0.005	—	93.3
High Turnover (Sit Down Restaurant)	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	92.8	92.8	0.01	< 0.005	—	93.1
Manufacturing	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.2	24.2	< 0.005	< 0.005	—	24.3
Other Non-Asphalt Surfaces	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
Total	0.04	0.02	0.34	0.28	< 0.005	0.03	—	0.03	0.03	—	0.03	—	363	363	0.03	< 0.005	—	364

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	4.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.74	2.52	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	—	63.2	63.2	< 0.005	< 0.005	—	63.4
Total	2.74	8.08	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	—	63.2	63.2	< 0.005	< 0.005	—	63.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	4.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	5.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipme	0.34	0.32	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.17	7.17	< 0.005	< 0.005	—	7.19
Total	0.34	1.33	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.17	7.17	< 0.005	< 0.005	—	7.19

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	4.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.74	2.52	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	—	63.2	63.2	< 0.005	< 0.005	—	63.4
Total	2.74	8.08	0.13	15.4	< 0.005	0.03	—	0.03	0.02	—	0.02	—	63.2	63.2	< 0.005	< 0.005	—	63.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	4.96	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	5.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer	—	0.90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.34	0.32	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.17	7.17	< 0.005	< 0.005	—	7.19
Total	0.34	1.33	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.17	7.17	< 0.005	< 0.005	—	7.19

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	18.7	103	122	1.93	0.05	—	184
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.50	2.74	3.24	0.05	< 0.005	—	4.89
Arena	—	—	—	—	—	—	—	—	—	—	—	42.3	233	275	4.35	0.11	—	416
General Office Building	—	—	—	—	—	—	—	—	—	—	—	30.7	169	200	3.16	0.08	—	302

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	10.8	60.0	70.8	1.11	0.03	—	107
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	5.76	31.8	37.6	0.59	0.01	—	56.7
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	6.04	6.04	< 0.005	< 0.005	—	6.07
Total	—	—	—	—	—	—	—	—	—	—	—	109	606	715	11.2	0.27	—	1,076
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	18.7	103	122	1.93	0.05	—	184
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.50	2.74	3.24	0.05	< 0.005	—	4.89
Arena	—	—	—	—	—	—	—	—	—	—	—	42.3	233	275	4.35	0.11	—	416
General Office Building	—	—	—	—	—	—	—	—	—	—	—	30.7	169	200	3.16	0.08	—	302
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	10.8	60.0	70.8	1.11	0.03	—	107
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	5.76	31.8	37.6	0.59	0.01	—	56.7
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	6.04	6.04	< 0.005	< 0.005	—	6.07
Total	—	—	—	—	—	—	—	—	—	—	—	109	606	715	11.2	0.27	—	1,076

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	3.10	17.1	20.2	0.32	0.01	—	30.5
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.08	0.45	0.54	0.01	< 0.005	—	0.81
Arena	—	—	—	—	—	—	—	—	—	—	—	7.00	38.6	45.6	0.72	0.02	—	68.9
General Office Building	—	—	—	—	—	—	—	—	—	—	—	5.08	28.0	33.1	0.52	0.01	—	50.0
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	1.78	9.94	11.7	0.18	< 0.005	—	17.6
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	0.95	5.26	6.22	0.10	< 0.005	—	9.38
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	1.00	1.00	< 0.005	< 0.005	—	1.01
Total	—	—	—	—	—	—	—	—	—	—	—	18.0	100	118	1.85	0.05	—	178

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	17.0	93.8	111	1.75	0.04	—	167

Unenclosed	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.45	2.49	2.94	0.05	< 0.005	—	4.44
Arena	—	—	—	—	—	—	—	—	—	—	—	38.3	212	250	3.95	0.10	—	377
General Office Building	—	—	—	—	—	—	—	—	—	—	—	27.9	154	182	2.88	0.07	—	275
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	9.76	54.5	64.3	1.01	0.02	—	96.7
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	5.76	31.8	37.6	0.59	0.01	—	56.7
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	-1.42	-1.42	> -0.005	> -0.005	—	-1.43
Total	—	—	—	—	—	—	—	—	—	—	—	99.3	547	646	10.2	0.25	—	976
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	17.0	93.8	111	1.75	0.04	—	167
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.45	2.49	2.94	0.05	< 0.005	—	4.44
Arena	—	—	—	—	—	—	—	—	—	—	—	38.3	212	250	3.95	0.10	—	377
General Office Building	—	—	—	—	—	—	—	—	—	—	—	27.9	154	182	2.88	0.07	—	275

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	9.76	54.5	64.3	1.01	0.02	—	96.7
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	5.76	31.8	37.6	0.59	0.01	—	56.7
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	-1.42	-1.42	> -0.005	> -0.005	—	-1.43
Total	—	—	—	—	—	—	—	—	—	—	—	99.3	547	646	10.2	0.25	—	976
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	2.81	15.5	18.3	0.29	0.01	—	27.7
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.07	0.41	0.49	0.01	< 0.005	—	0.73
Arena	—	—	—	—	—	—	—	—	—	—	—	6.35	35.0	41.4	0.65	0.02	—	62.5
General Office Building	—	—	—	—	—	—	—	—	—	—	—	4.63	25.5	30.2	0.48	0.01	—	45.5
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	1.62	9.03	10.6	0.17	< 0.005	—	16.0
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	0.95	5.26	6.22	0.10	< 0.005	—	9.38
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	-0.24	-0.24	> -0.005	> -0.005	—	-0.24
Total	—	—	—	—	—	—	—	—	—	—	—	16.4	90.6	107	1.69	0.04	—	162

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	27.6	0.00	27.6	2.76	0.00	—	96.4
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.98	0.00	1.98	0.20	0.00	—	6.93
Arena	—	—	—	—	—	—	—	—	—	—	—	0.76	0.00	0.76	0.08	0.00	—	2.66
General Office Building	—	—	—	—	—	—	—	—	—	—	—	45.1	0.00	45.1	4.51	0.00	—	158
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	119	0.00	119	11.9	0.00	—	415
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	8.69	0.00	8.69	0.87	0.00	—	30.4
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Office Park	—	—	—	—	—	—	—	—	—	—	—	27.6	0.00	27.6	2.76	0.00	—	96.4
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.98	0.00	1.98	0.20	0.00	—	6.93
Arena	—	—	—	—	—	—	—	—	—	—	—	0.76	0.00	0.76	0.08	0.00	—	2.66
General Office Building	—	—	—	—	—	—	—	—	—	—	—	45.1	0.00	45.1	4.51	0.00	—	158
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	119	0.00	119	11.9	0.00	—	415
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	8.69	0.00	8.69	0.87	0.00	—	30.4
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	4.56	0.00	4.56	0.46	0.00	—	16.0
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.33	0.00	0.33	0.03	0.00	—	1.15
Arena	—	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.44
General Office Building	—	—	—	—	—	—	—	—	—	—	—	7.47	0.00	7.47	0.75	0.00	—	26.1

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	19.6	0.00	19.6	1.96	0.00	—	68.7
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	1.44	0.00	1.44	0.14	0.00	—	5.03
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	33.6	0.00	33.6	3.36	0.00	—	117

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	27.6	0.00	27.6	2.76	0.00	—	96.4
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.98	0.00	1.98	0.20	0.00	—	6.93
Arena	—	—	—	—	—	—	—	—	—	—	—	0.76	0.00	0.76	0.08	0.00	—	2.66
General Office Building	—	—	—	—	—	—	—	—	—	—	—	45.1	0.00	45.1	4.51	0.00	—	158
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	119	0.00	119	11.9	0.00	—	415

Manufact	—	—	—	—	—	—	—	—	—	—	—	8.69	0.00	8.69	0.87	0.00	—	30.4
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	27.6	0.00	27.6	2.76	0.00	—	96.4
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.98	0.00	1.98	0.20	0.00	—	6.93
Arena	—	—	—	—	—	—	—	—	—	—	—	0.76	0.00	0.76	0.08	0.00	—	2.66
General Office Building	—	—	—	—	—	—	—	—	—	—	—	45.1	0.00	45.1	4.51	0.00	—	158
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	119	0.00	119	11.9	0.00	—	415
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	8.69	0.00	8.69	0.87	0.00	—	30.4
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	203	0.00	203	20.3	0.00	—	709
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	4.56	0.00	4.56	0.46	0.00	—	16.0

Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.33	0.00	0.33	0.03	0.00	—	1.15
Arena	—	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.44
General Office Building	—	—	—	—	—	—	—	—	—	—	—	7.47	0.00	7.47	0.75	0.00	—	26.1
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	19.6	0.00	19.6	1.96	0.00	—	68.7
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	1.44	0.00	1.44	0.14	0.00	—	5.03
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	33.6	0.00	33.6	3.36	0.00	—	117

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02

Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.9	28.9
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.38	3.38
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.9	28.9
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.38	3.38
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.79	4.79
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.56	0.56
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.46	5.46

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.9	28.9
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.38	3.38
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13	0.13
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.9	28.9
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.38	3.38
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33.0	33.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.79	4.79
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.56	0.56
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.46	5.46

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.94	0.79	7.47	12.4	0.02	0.32	—	0.32	0.30	—	0.30	—	1,829	1,829	0.07	0.01	—	1,836
Rough Terrain Forklifts	0.27	0.23	3.29	6.53	0.01	0.07	—	0.07	0.06	—	0.06	—	1,074	1,074	0.04	0.01	—	1,078
Aerial Lifts	0.18	0.15	2.89	3.09	0.01	0.02	—	0.02	0.02	—	0.02	—	590	590	0.02	< 0.005	—	592
Generator Sets	0.36	0.29	2.36	1.56	< 0.005	0.09	—	0.09	0.09	—	0.09	—	312	312	0.01	< 0.005	—	313
Total	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.94	0.79	7.47	12.4	0.02	0.32	—	0.32	0.30	—	0.30	—	1,829	1,829	0.07	0.01	—	1,836
Rough Terrain Forklifts	0.27	0.23	3.29	6.53	0.01	0.07	—	0.07	0.06	—	0.06	—	1,074	1,074	0.04	0.01	—	1,078
Aerial Lifts	0.18	0.15	2.89	3.09	0.01	0.02	—	0.02	0.02	—	0.02	—	590	590	0.02	< 0.005	—	592
Generator Sets	0.36	0.29	2.36	1.56	< 0.005	0.09	—	0.09	0.09	—	0.09	—	312	312	0.01	< 0.005	—	313
Total	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.12	0.10	0.97	1.61	< 0.005	0.04	—	0.04	0.04	—	0.04	—	216	216	0.01	< 0.005	—	216
Rough Terrain Forklifts	0.04	0.03	0.43	0.85	< 0.005	0.01	—	0.01	0.01	—	0.01	—	127	127	0.01	< 0.005	—	127
Aerial Lifts	0.02	0.02	0.38	0.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	69.6	69.6	< 0.005	< 0.005	—	69.9
Generator Sets	0.05	0.04	0.31	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	36.7	36.7	< 0.005	< 0.005	—	36.9
Total	0.23	0.19	2.08	3.06	< 0.005	0.07	—	0.07	0.06	—	0.06	—	449	449	0.02	< 0.005	—	450

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.94	0.79	7.47	12.4	0.02	0.32	—	0.32	0.30	—	0.30	—	1,829	1,829	0.07	0.01	—	1,836
Rough Terrain Forklifts	0.27	0.23	3.29	6.53	0.01	0.07	—	0.07	0.06	—	0.06	—	1,074	1,074	0.04	0.01	—	1,078
Aerial Lifts	0.18	0.15	2.89	3.09	0.01	0.02	—	0.02	0.02	—	0.02	—	590	590	0.02	< 0.005	—	592
Generator Sets	0.36	0.29	2.36	1.56	< 0.005	0.09	—	0.09	0.09	—	0.09	—	312	312	0.01	< 0.005	—	313
Total	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Forklifts	0.94	0.79	7.47	12.4	0.02	0.32	—	0.32	0.30	—	0.30	—	1,829	1,829	0.07	0.01	—	1,836
Rough Terrain Forklifts	0.27	0.23	3.29	6.53	0.01	0.07	—	0.07	0.06	—	0.06	—	1,074	1,074	0.04	0.01	—	1,078
Aerial Lifts	0.18	0.15	2.89	3.09	0.01	0.02	—	0.02	0.02	—	0.02	—	590	590	0.02	< 0.005	—	592
Generator Sets	0.36	0.29	2.36	1.56	< 0.005	0.09	—	0.09	0.09	—	0.09	—	312	312	0.01	< 0.005	—	313
Total	1.75	1.47	16.0	23.6	0.04	0.50	—	0.50	0.46	—	0.46	—	3,806	3,806	0.15	0.03	—	3,819
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.12	0.10	0.97	1.61	< 0.005	0.04	—	0.04	0.04	—	0.04	—	216	216	0.01	< 0.005	—	216
Rough Terrain Forklifts	0.04	0.03	0.43	0.85	< 0.005	0.01	—	0.01	0.01	—	0.01	—	127	127	0.01	< 0.005	—	127
Aerial Lifts	0.02	0.02	0.38	0.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	69.6	69.6	< 0.005	< 0.005	—	69.9
Generator Sets	0.05	0.04	0.31	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	36.7	36.7	< 0.005	< 0.005	—	36.9
Total	0.23	0.19	2.08	3.06	< 0.005	0.07	—	0.07	0.06	—	0.06	—	449	449	0.02	< 0.005	—	450

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetatio	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	5/19/2025	8/8/2025	5.00	60.0	Demolish existing buildings & hardscape.
Site Preparation	Site Preparation	8/11/2025	8/29/2025	5.00	15.0	Shoring.
Grading	Grading	9/1/2025	12/12/2025	5.00	75.0	Earthwork.
Building Construction	Building Construction	12/15/2025	9/3/2027	5.00	450	Construct buildings.
Paving	Paving	5/3/2027	7/2/2027	5.00	45.0	Pave access & service areas.
Architectural Coating	Architectural Coating	7/5/2027	9/3/2027	5.00	45.0	Apply coatings & finishes to structures.

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	2.00	7.00	33.0	0.73
Demolition	Excavators	Diesel	Average	2.00	7.00	36.0	0.38
Demolition	Crawler Tractors	Diesel	Average	2.00	8.00	87.0	0.43
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	4.00	7.00	84.0	0.37
Demolition	Rough Terrain Forklifts	Diesel	Average	2.00	7.00	96.0	0.40
Demolition	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74
Demolition	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Site Preparation	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	7.00	84.0	0.37
Site Preparation	Excavators	Diesel	Average	2.00	7.00	36.0	0.38
Site Preparation	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Site Preparation	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74
Site Preparation	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Crawler Tractors	Diesel	Average	2.00	8.00	87.0	0.43
Grading	Tractors/Loaders/Backhoes	Diesel	Average	4.00	7.00	84.0	0.37
Grading	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Grading	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Grading	Plate Compactors	Diesel	Average	1.00	7.00	8.00	0.43
Grading	Generator Sets	Diesel	Average	2.00	7.00	14.0	0.74
Grading	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Building Construction	Cranes	Diesel	Average	3.00	7.00	367	0.29
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74

Building Construction	Tractors/Loaders/Backh	Diesel	Average	4.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	10.0	7.00	46.0	0.45
Building Construction	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Building Construction	Rough Terrain Forklifts	Diesel	Average	4.00	7.00	96.0	0.40
Building Construction	Cement and Mortar Mixers	Diesel	Average	3.00	7.00	10.0	0.56
Building Construction	Plate Compactors	Diesel	Average	1.00	6.00	8.00	0.43
Building Construction	Air Compressors	Diesel	Average	3.00	7.00	37.0	0.48
Building Construction	Generator Sets	Diesel	Average	3.00	7.00	14.0	0.74
Paving	Pavers	Diesel	Average	2.00	7.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	7.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Paving	Generator Sets	Diesel	Average	2.00	7.00	14.0	0.74
Paving	Plate Compactors	Diesel	Average	1.00	7.00	8.00	0.43
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	7.00	10.0	0.56
Paving	Excavators	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Paving	Graders	Diesel	Average	1.00	6.00	148	0.41
Paving	Rough Terrain Forklifts	Diesel	Average	2.00	7.00	96.0	0.40
Architectural Coating	Air Compressors	Diesel	Average	2.00	6.00	37.0	0.48
Architectural Coating	Generator Sets	Diesel	Average	2.00	7.00	14.0	0.74
Architectural Coating	Aerial Lifts	Diesel	Average	2.00	7.00	46.0	0.31

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

Demolition	Concrete/Industrial Saws	Diesel	Average	2.00	7.00	33.0	0.73
Demolition	Excavators	Diesel	Average	2.00	7.00	36.0	0.38
Demolition	Crawler Tractors	Diesel	Average	2.00	8.00	87.0	0.43
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	4.00	7.00	84.0	0.37
Demolition	Rough Terrain Forklifts	Diesel	Average	2.00	7.00	96.0	0.40
Demolition	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74
Demolition	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Site Preparation	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	7.00	84.0	0.37
Site Preparation	Excavators	Diesel	Average	2.00	7.00	36.0	0.38
Site Preparation	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Site Preparation	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74
Site Preparation	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Crawler Tractors	Diesel	Average	2.00	8.00	87.0	0.43
Grading	Tractors/Loaders/Backhoes	Diesel	Average	4.00	7.00	84.0	0.37
Grading	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Grading	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Grading	Plate Compactors	Diesel	Average	1.00	7.00	8.00	0.43
Grading	Generator Sets	Diesel	Average	2.00	7.00	14.0	0.74
Grading	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Building Construction	Cranes	Diesel	Average	3.00	7.00	367	0.29
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74

Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	4.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	10.0	7.00	46.0	0.45
Building Construction	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Building Construction	Rough Terrain Forklifts	Diesel	Average	4.00	7.00	96.0	0.40
Building Construction	Cement and Mortar Mixers	Diesel	Average	3.00	7.00	10.0	0.56
Building Construction	Plate Compactors	Diesel	Average	1.00	6.00	8.00	0.43
Building Construction	Air Compressors	Diesel	Average	3.00	7.00	37.0	0.48
Building Construction	Generator Sets	Diesel	Average	3.00	7.00	14.0	0.74
Paving	Pavers	Diesel	Average	2.00	7.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	7.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Air Compressors	Diesel	Average	2.00	7.00	37.0	0.48
Paving	Generator Sets	Diesel	Average	2.00	7.00	14.0	0.74
Paving	Plate Compactors	Diesel	Average	1.00	7.00	8.00	0.43
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	7.00	10.0	0.56
Paving	Excavators	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Paving	Graders	Diesel	Average	1.00	6.00	148	0.41
Paving	Rough Terrain Forklifts	Diesel	Average	2.00	7.00	96.0	0.40
Architectural Coating	Air Compressors	Diesel	Average	2.00	6.00	37.0	0.48
Architectural Coating	Generator Sets	Diesel	Average	2.00	7.00	14.0	0.74
Architectural Coating	Aerial Lifts	Diesel	Average	2.00	7.00	46.0	0.31

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	80.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	16.0	10.2	HHDT,MHDT
Demolition	Hauling	32.0	20.0	HHDT
Demolition	Onsite truck	2.00	2.00	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	80.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	16.0	10.2	HHDT,MHDT
Site Preparation	Hauling	80.0	20.0	HHDT
Site Preparation	Onsite truck	2.00	2.00	HHDT
Grading	—	—	—	—
Grading	Worker	80.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	16.0	10.2	HHDT,MHDT
Grading	Hauling	120	20.0	HHDT
Grading	Onsite truck	2.00	2.00	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	160	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	64.0	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	0.00	0.00	HHDT
Paving	—	—	—	—
Paving	Worker	40.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	16.0	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	0.00	0.00	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	40.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	16.0	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	0.00	0.00	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	80.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	16.0	10.2	HHDT,MHDT
Demolition	Hauling	32.0	20.0	HHDT
Demolition	Onsite truck	2.00	2.00	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	80.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	16.0	10.2	HHDT,MHDT
Site Preparation	Hauling	80.0	20.0	HHDT
Site Preparation	Onsite truck	2.00	2.00	HHDT
Grading	—	—	—	—
Grading	Worker	80.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	16.0	10.2	HHDT,MHDT
Grading	Hauling	120	20.0	HHDT
Grading	Onsite truck	2.00	2.00	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	160	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	64.0	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT

Building Construction	Onsite truck	0.00	0.00	HHDT
Paving	—	—	—	—
Paving	Worker	40.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	16.0	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	0.00	0.00	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	40.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	16.0	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	0.00	0.00	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	57%	57%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	348,203	115,776	6,641

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Ton of Debris)	Material Exported (Ton of Debris)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	60.0	123,000	—
Site Preparation	0.00	2,840	7.50	2,840	—
Grading	0.00	69,000	113	0.00	—
Paving	0.00	0.00	16.9	0.00	2.54

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Office Park	0.00	0%
Unenclosed Parking with Elevator	0.67	0%
Strip Mall	0.00	0%
Arena	0.00	0%
General Office Building	0.00	0%
High Turnover (Sit Down Restaurant)	0.00	0%
High Turnover (Sit Down Restaurant)	0.00	0%
Office Park	0.00	0%
Arena	0.00	0%
Manufacturing	0.00	0%
Office Park	0.00	0%
Strip Mall	0.00	0%
Office Park	0.00	0%

Other Non-Asphalt Surfaces	1.87	50%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	567	0.05	0.01
2026	0.00	567	0.05	0.01
2027	0.00	567	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	2,953	2,215	2,215	1,000,882	21,618	16,214	16,214	7,327,010

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	2,953	2,215	2,215	1,000,882	21,618	16,214	16,214	7,327,010

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	348,203	115,776	6,641

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Office Park	707,236	567	0.0489	0.0069	892,079
Unenclosed Parking with Elevator	344,360	567	0.0489	0.0069	0.00
Strip Mall	4,978	567	0.0489	0.0069	2,462
Arena	309,960	567	0.0489	0.0069	1,130,768
General Office Building	1,434,543	567	0.0489	0.0069	1,809,473
High Turnover (Sit Down Restaurant)	309,416	567	0.0489	0.0069	899,932

High Turnover (Sit Down Restaurant)	293,131	567	0.0489	0.0069	852,567
Office Park	4,779	567	0.0489	0.0069	6,028
Arena	185,976	567	0.0489	0.0069	678,461
Manufacturing	125,921	567	0.0489	0.0069	459,374
Office Park	121,058	567	0.0489	0.0069	152,698
Strip Mall	29,870	567	0.0489	0.0069	14,772
Office Park	43,008	567	0.0489	0.0069	54,248
Other Non-Asphalt Surfaces	0.00	567	0.0489	0.0069	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Office Park	688,167	567	0.0489	0.0069	864,867
Unenclosed Parking with Elevator	344,360	567	0.0489	0.0069	0.00
Strip Mall	4,827	567	0.0489	0.0069	2,455
Arena	302,009	567	0.0489	0.0069	1,122,499
General Office Building	1,395,862	567	0.0489	0.0069	1,754,278
High Turnover (Sit Down Restaurant)	270,734	567	0.0489	0.0069	898,412
High Turnover (Sit Down Restaurant)	256,485	567	0.0489	0.0069	851,127
Office Park	4,650	567	0.0489	0.0069	5,844
Arena	181,205	567	0.0489	0.0069	673,499
Manufacturing	122,691	567	0.0489	0.0069	456,015
Office Park	117,794	567	0.0489	0.0069	148,040
Strip Mall	28,963	567	0.0489	0.0069	14,732
Office Park	41,848	567	0.0489	0.0069	52,593

Other Non-Asphalt Surfaces	0.00	567	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Office Park	7,891,378	0.00
Unenclosed Parking with Elevator	0.00	0.00
Strip Mall	37,036	0.00
Arena	13,784,644	0.00
General Office Building	16,006,701	0.00
High Turnover (Sit Down Restaurant)	2,883,570	0.00
High Turnover (Sit Down Restaurant)	2,731,803	77,914
Office Park	53,320	0.00
Arena	8,270,786	0.00
Manufacturing	3,006,250	0.00
Office Park	1,350,776	0.00
Strip Mall	222,218	0.00
Office Park	479,881	0.00
Other Non-Asphalt Surfaces	0.00	732,395

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Office Park	7,157,480	0.00
Unenclosed Parking with Elevator	0.00	0.00
Strip Mall	33,607	0.00
Arena	12,508,186	0.00

General Office Building	14,582,105	0.00
High Turnover (Sit Down Restaurant)	2,616,552	0.00
High Turnover (Sit Down Restaurant)	2,478,838	77,914
Office Park	48,361	0.00
Arena	7,504,911	0.00
Manufacturing	3,006,250	0.00
Office Park	1,225,154	0.00
Strip Mall	201,640	0.00
Office Park	435,252	0.00
Other Non-Asphalt Surfaces	0.00	-172,771

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Office Park	41.3	—
Unenclosed Parking with Elevator	0.00	—
Strip Mall	0.53	—
Arena	0.88	—
General Office Building	83.8	—
High Turnover (Sit Down Restaurant)	113	—
High Turnover (Sit Down Restaurant)	107	—
Office Park	0.28	—
Arena	0.53	—
Manufacturing	16.1	—
Office Park	7.07	—
Strip Mall	3.15	—

Office Park	2.51	—
Other Non-Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Office Park	41.3	—
Unenclosed Parking with Elevator	0.00	—
Strip Mall	0.53	—
Arena	0.88	—
General Office Building	83.8	—
High Turnover (Sit Down Restaurant)	113	—
High Turnover (Sit Down Restaurant)	107	—
Office Park	0.28	—
Arena	0.53	—
Manufacturing	16.1	—
Office Park	7.07	—
Strip Mall	3.15	—
Office Park	2.51	—
Other Non-Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Arena	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Arena	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Arena	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Arena	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Arena	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Arena	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Manufacturing	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Arena	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Arena	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Arena	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Arena	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Arena	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Arena	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Manufacturing	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Office Park	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Office Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Diesel	Average	12.0	8.00	82.0	0.20
Rough Terrain Forklifts	Diesel	Average	4.00	6.00	96.0	0.40
Aerial Lifts	Diesel	Average	4.00	8.00	46.0	0.31
Generator Sets	Diesel	Average	4.00	6.00	14.0	0.74

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Diesel	Average	12.0	8.00	82.0	0.20
Rough Terrain Forklifts	Diesel	Average	4.00	6.00	96.0	0.40
Aerial Lifts	Diesel	Average	4.00	8.00	46.0	0.31
Generator Sets	Diesel	Average	4.00	6.00	14.0	0.74

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.47	annual days of extreme heat
Extreme Precipitation	5.55	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth

Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	3	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	2	1
Wildfire	2	2	2	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	1	2	1

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	4	1

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	2	1
Wildfire	2	2	2	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	3	1

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

6.4.1. Temperature and Extreme Heat

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
D-3: Install Drought Resistant Landscaping	Water Conservation	—	1.00	1.00
EH-4: Enhance Building Envelope Efficiency	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	—	—	1.00
EH-9: Expand Urban Tree Canopy	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	1.00	1.00	—
EH-10: Install Covered Parking	Improved Air Quality, Improved Public Health	—	—	1.00

6.4.2. Air Quality Degradation

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase

EH-4: Enhance Building Envelope Efficiency	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	—	—	1.00

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	40.0
AQ-PM	73.9
AQ-DPM	30.1
Drinking Water	92.5
Lead Risk Housing	86.1
Pesticides	38.3
Toxic Releases	82.4
Traffic	28.4
Effect Indicators	—
CleanUp Sites	20.5
Groundwater	50.1
Haz Waste Facilities/Generators	64.6
Impaired Water Bodies	0.00
Solid Waste	9.67
Sensitive Population	—
Asthma	95.7
Cardio-vascular	71.3
Low Birth Weights	98.3

Socioeconomic Factor Indicators	—
Education	61.7
Housing	98.4
Linguistic	56.3
Poverty	82.4
Unemployment	94.3

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	22.98216348
Employed	17.64403952
Median HI	0.731425638
Education	—
Bachelor's or higher	50.28872065
High school enrollment	100
Preschool enrollment	17.78519184
Transportation	—
Auto Access	1.924804312
Active commuting	80.85461311
Social	—
2-parent households	3.926600796
Voting	10.6249198
Neighborhood	—
Alcohol availability	63.18490953
Park access	81.35506224

Retail density	78.8399846
Supermarket access	43.15411267
Tree canopy	55.97330938
Housing	—
Homeownership	9.162068523
Housing habitability	22.0069293
Low-inc homeowner severe housing cost burden	85.34582317
Low-inc renter severe housing cost burden	15.10329783
Uncrowded housing	69.47260362
Health Outcomes	—
Insured adults	43.44924933
Arthritis	3.0
Asthma ER Admissions	7.0
High Blood Pressure	1.0
Cancer (excluding skin)	25.9
Asthma	3.8
Coronary Heart Disease	5.2
Chronic Obstructive Pulmonary Disease	6.6
Diagnosed Diabetes	0.9
Life Expectancy at Birth	5.2
Cognitively Disabled	7.9
Physically Disabled	2.9
Heart Attack ER Admissions	51.9
Mental Health Not Good	24.7
Chronic Kidney Disease	1.7
Obesity	5.4
Pedestrian Injuries	97.4

Physical Health Not Good	14.8
Stroke	0.9
Health Risk Behaviors	—
Binge Drinking	97.9
Current Smoker	26.1
No Leisure Time for Physical Activity	21.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	51.6
Elderly	12.6
English Speaking	23.3
Foreign-born	31.7
Outdoor Workers	87.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	15.7
Traffic Density	65.8
Traffic Access	87.4
Other Indices	—
Hardship	70.0
Other Decision Support	—
2016 Voting	12.6

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	90.0
Healthy Places Index Score for Project Location (b)	8.00

Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Utility Information	Source: LADWP 2022 Power Content Label
Land Use	Project elements obtained from Site Plan & Project Description.
Construction: Construction Phases	Schedule provided by Applicant.
Construction: Off-Road Equipment	Equipment inventories provided by Applicant.
Construction: Dust From Material Movement	Demolition and Paving phases added due to ground-disturbing equipment.
Construction: Trips and VMT	Conservative estimates of construction trips.
Construction: On-Road Fugitive Dust	Vehicle speeds on unpaved surfaces limited to 15 mph per SCAQMD Rule 403 (57% reduction based on Table XI-A).
Construction: Paving	Parking structure will not be asphalt; Portions of service roads will be.
Construction: Electricity	Source: LADWP 2022 Power Content Label
Construction: Demolition	Existing hardscape (asphalt & concrete) to be removed during site preparation.
Operations: Off-Road Equipment	On-site operational equipment supporting studio productions & mill shop.
Construction: Architectural Coatings	SCAQMD Rule 1113 requires a VOC content less than or equal to 50 g/L effective January 1, 2019.

APPENDIX G

Noise and Vibration Study

STOCKER STREET CREATIVE PROJECT

Noise & Vibration Impact Study

Prepared for:

The City of Los Angeles Department of City Planning

Prepared by:

Terry A. Hayes Associates Inc.

September 2025

taha
environmental planners

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1.0 SUMMARY OF FINDINGS

Terry A. Hayes Associates Inc. (TAHA) has completed a noise and vibration impact analysis for the proposed Stocker Street Creative Project (Project). A summary of potential impacts is provided in **Table 1-1**. Project design features and mitigation measures are listed after the table.

TABLE 1-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance After Mitigation
Would the Project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? **Potentially Significant Impact – Construction** **Potentially Significant Impact – Operation**	**N-1** through **N-4**	Less-Than-Significant with Mitigation Incorporated – Construction Less-Than-Significant with Mitigation Incorporated – Operations
Would the Project result in the generation of excessive ground-borne vibration or ground-borne noise levels? **Potentially Significant Impact – Construction Vibration Damage** **Less-Than-Significant Impact – Construction Vibration Annoyance and Operation**	**N-5**	Less-Than-Significant with Mitigation Incorporated – Construction Vibration Damage No Mitigation Required – Construction Vibration Annoyance and Operations
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels. **No Impact**	None	No Impact

SOURCE: TAHA, 2024.

Project Design Features

PDF-NOI-1 A 40-foot temporary construction noise barrier will be installed along the Project's northern property line.

Mitigation Measures

N-1 Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

N-2 A temporary construction noise barrier, or equivalent noise reduction strategy, shall be installed on the northern property line that is capable of reducing noise by 10 dBA or greater as needed at affected residences.

N-3 Noise and vibration construction activities whose specific location on the Project site may be flexible (e.g., operation of compressors and generators) shall be conducted as far away as possible from the nearest sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses. The construction contractor shall locate construction staging areas away from noise-sensitive uses.

N-4 Amplified sound shall not be permitted after 10:00 pm and special events with no amplified sound equipment shall not be permitted after 12:00 am without further study. The applicant shall prepare an acoustical study to predict operational noise levels of outdoor gathering spaces once the acoustical equipment layout and anticipated event hours and occupancy have been identified. The acoustical study shall predict noise levels based on amplified sound equipment locations, equipment maximum noise level, number of pieces of equipment, and occupancy of each of the outdoor gathering spaces. The acoustical study shall identify any additional mitigation measures to ensure ambient noise levels at sensitive receptors would not result in an incremental increase in community noise equivalent level of 5 dBA or more at surrounding sensitive receptors. Noise reduction methods that may be implemented include, but are not limited to:

- Time restrictions on operation of amplified sound and events.
- Design features, such as solid barriers to reduce noise at off-site sensitive receptors.
- Restrictions on decibel levels of amplified sound equipment.

N-5 Prior to commencement of construction activity, a qualified structural engineer licensed in California shall survey the existing foundation and other structural aspects of the Sanchez Ranch Adobe. The survey shall provide a shoring design to protect the identified land uses from potential damage. The qualified structural engineer shall submit a pre-construction survey letter establishing baseline conditions at the historic buildings. These baseline conditions shall be forwarded to the lead agency and to the mitigation monitor prior to issuance of any foundation only or building permit. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to the historic buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs to shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24) prior to issuance of any temporary or permanent certificate of occupancy for the new building.

2.0 INTRODUCTION

2.1 PURPOSE OF REPORT

The purpose of this report is to evaluate the potential noise and vibration impacts associated with the Project in accordance with the California Environmental Quality Act (CEQA). Included in this report is a description of the existing noise environment within the Project site area, an estimation of future noise and vibration levels at surrounding sensitive land uses associated with construction and operation of the Project, a description of the potential significant impacts, and the inclusion of mitigation measures to address any identified potential significant impacts.

2.2 PROJECT DESCRIPTION

The Project consists of the demolition of five substantially unoccupied office buildings, totaling approximately 123,354 square feet and the construction of a campus for studio and sound stage production, totaling approximately 256,758 square feet exclusive of the parking garage (114,405 square feet), on an approximately five-acre site that slopes about approximately 35 feet northwest to northeast.

- Building A would be a three-story office building that would include retail space and a food court on the first floor.
- Building B would be a seven-story building with studio production support facilities on the first two floors and office space above. The roof (partial 7th floor) would include an enclosed restaurant with an adjacent open/garden area that would provide outdoor seating for the restaurant and be used for special events.
- Building C would be a one-story security office that would include a restroom, breakroom and surveillance monitors and computer equipment.
- Building D would be a one-story building with studio sound stages and back-of-house facilities.
- Building E would be a one-story building with a basement and mezzanine with studio sound stages, a mill shop for set production.
- Building F would be a five-story, open parking garage with 344 parking stalls, (including eight Americans with Disabilities Act (ADA) stalls and 79 electric vehicles charging stalls) a retail/community room at street level, and back-of-house facilities. Five additional car parking spaces, including one ADA stall would be provided within the Upper Service Plaza Level. Parking spaces for the restaurant would only be available after 6:00 pm, the rest of the time it would be used by tenants of Buildings A and B.
- There would also be an open space area between Buildings A, B, and F designed for community gatherings and special events.

Vehicular access for visitors and tenants would be provided from Santa Rosalia Drive to the existing alley along the northern property line and then to the parking structure/garage (Building F). All vehicular access would be controlled through a ticketed gateway prior to entering the parking garage. Access to the existing alley from Don Felipe Drive would be limited to emergency vehicles and occasional VIP access.

Delivery trucks and studio trailers would access the Project site from a right turn in only via a truck-only entry driveway off Stocker Street. The truck entry driveway would be wide enough for two semi-trucks to pull off Stocker Street, if necessary. All trucks entering from Stocker Street would exit on

Santa Rosalia Drive via the existing fire road along the northern property line. No traffic would exit Stocker Street; only emergency vehicles and occasional VIP vehicles would exit on Don Felipe Drive.

The Project would operate a movie production studio containing a mix of uses, including restaurant and retail uses open to the public. The proposed studio would have operations 24 hours per day, seven days per week, but generally occur nine months per year. Staff members would manage studio and stage operations daily from 9:00 am to 6:00 pm.

Public visitors to the campus would have (controlled) access to Building A and Building F and the Green Plaza during daytime hours. The rooftop restaurant would be open to on-site employees during daytime hours and open to the public after 6:00 pm. Access to Building D and Building E and the Upper Service Plaza Level would be restricted to on-site office tenants, movie production talent and staff, and delivery vehicles during all hours of operation. The food court in Building A would operate 12 hours per day from 8:00 am to 8:00 pm. The community room located in Building F would be open for public use between 8:00 am and 8:00 pm.

Special events for both building tenants and the public would occasionally occur within the Green Plaza. Additionally, the restaurant and green space on the rooftop of Building B could be utilized for private special events. Sound amplifying equipment during special events would be prohibited between the hours of 10:00 pm and 7:00 am.

Figure 2-1, *Regional and Site Location,* shows the regional and project location and **Figure 2-2**, *Site Plan,* shows the site plan.



Source: TAHA, 2024.

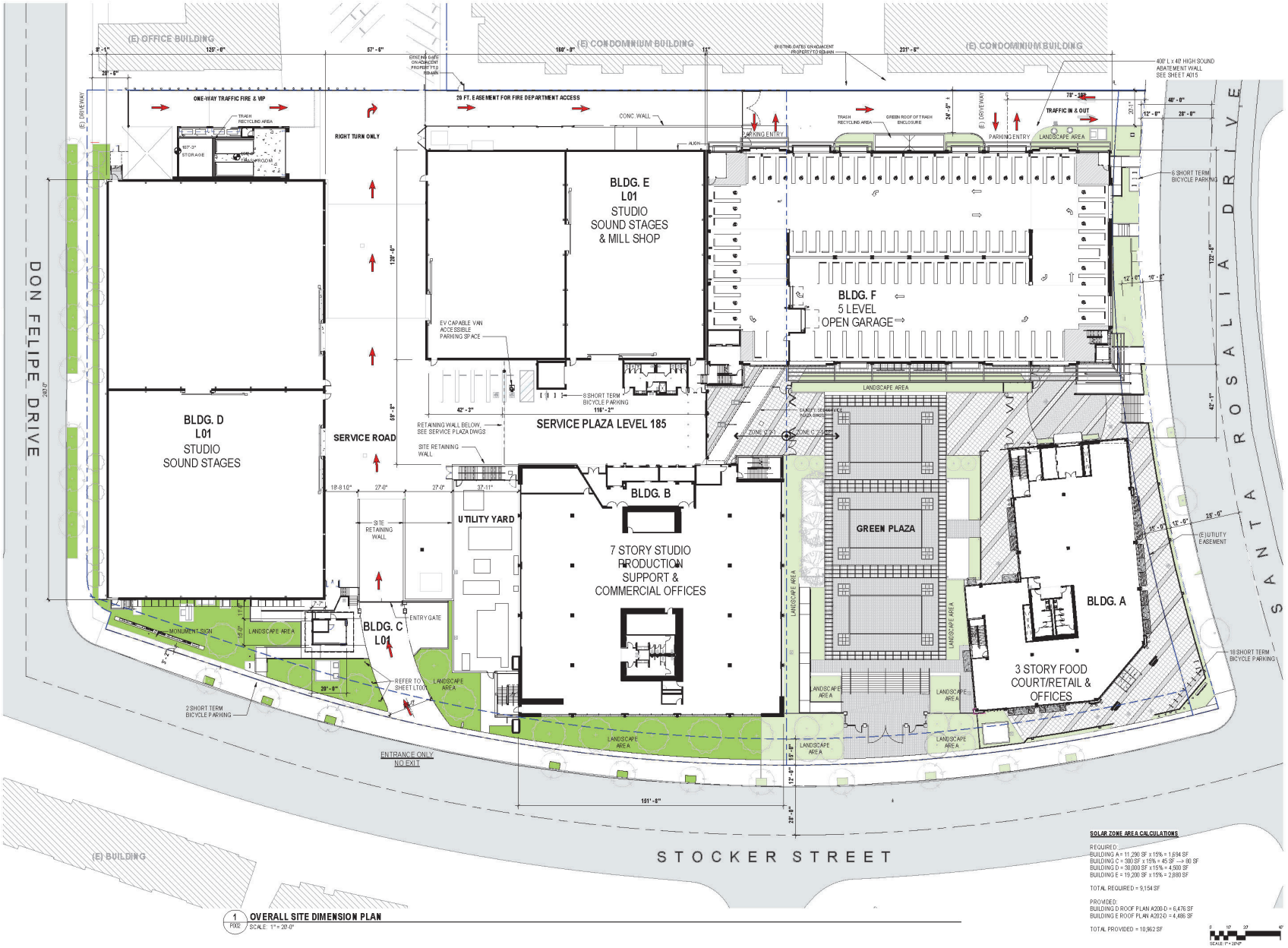
Stocker Street Creative
Noise & Vibration Impact Study

TAHA 2022-019

CITY OF LOS ANGELES

FIGURE 2-1

REGIONAL AND SITE LOCATION



Source: JGM Inc, 2025.

taha environmental planners

TAHA 2022-019

Stocker Street Creative
Noise & Vibration Impact Study

CITY OF LOS ANGELES

FIGURE 2-2

SITE PLAN

3.0 NOISE AND VIBRATION

This section describes the characteristics and effects of noise and vibration, the applicable regulatory setting, the existing setting, and evaluates noise and vibration levels associated with the Project.

3.1 NOISE AND VIBRATION BASICS

3.1.1 Noise Principles and Descriptors

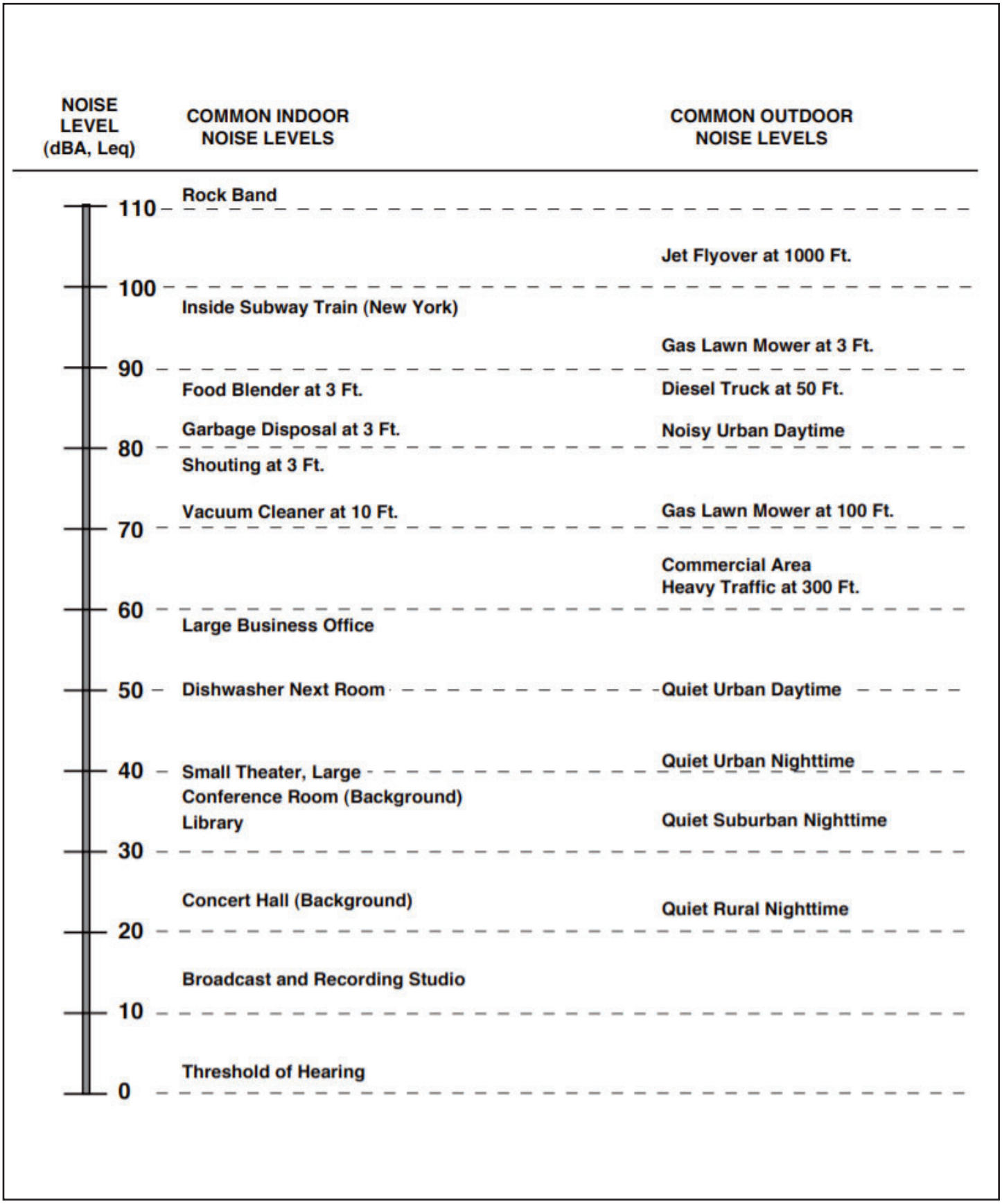
The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determine the sound level and characteristics of the noise perceived by the receiver.

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement and reflects the way people perceive changes in sound amplitude.[1] The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of feeling pain. Pressure waves traveling through air exert a force registered by the human ear as sound.[2]

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but, rather, a broad band of frequencies varying in levels of magnitude. When all of the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequencies spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.[3]

The typical human ear is not equally sensitive to the frequency range from 20 to 20,000 Hz. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to these extremely low and extremely high frequencies. This method of frequency filtering or weighting is referred to as A-weighting, expressed in units of A-weighted decibels (dBA), which is typically applied to community noise measurements.[4] Some representative common outdoor and indoor noise sources and their corresponding A-weighted noise levels are shown in **Figure 3-1**, *Decibel Scale and Common Noise Sources*.

[1]All sound levels measured in decibel (dB), as identified in the noise calculation worksheets included in Appendix A, are relative to $2x10^{-5}$ N/m^2.
[2]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.3*, September 2013.
[3]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.3*, September 2013.
[4]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.3*, September 2013.



Source: California Department of Transportation, Technical Noise Supplement, October 1998.

FIGURE 3-1
A-WEIGHTED DECIBEL SCALE

3.1.2 Noise Exposure and Community Noise

Community noise exposure is typically measured over a period of time; a noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the sound sources contributing to the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with many unidentifiable individual contributors. Single-event noise sources, such as aircraft flyovers, sirens, etc., may cause sudden changes in background noise level.[5] However, generally, background noise levels change gradually throughout the day, corresponding with the addition and subtraction of distant noise sources, such as changes in traffic volume.

These successive additions of sound to the community noise environment change the community noise level from moment to moment, requiring the noise exposure to be measured over periods of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. The following noise descriptors are used to characterize environmental noise levels over time.[6]

L_{eq}: The equivalent sound level over a specified period of time, typically, 1 hour (L_{eq}). The L_{eq} may also be referred to as the energy-average sound level.

L_{max}: The maximum, instantaneous noise level experienced during a given period of time.

L_{min}: The minimum, instantaneous noise level experienced during a given period of time.

L_x: The noise level exceeded a percentage of a specified time period. For instance, L_{50} and L_{90} represent the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

L_{dn}: The average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dBA to measured noise levels between the hours of 10:00 pm and 7:00 am to account for nighttime noise sensitivity. The L_{dn} is also termed the day-night average noise level (DNL).

CNEL: The Community Noise Equivalent Level (CNEL) is the time average A-weighted noise level during a 24-hour day that includes an addition of 5 dBA to measured noise levels between the hours of 7:00 pm and 10:00 pm and an addition of 10 dBA to noise levels between the hours of 10:00 pm and 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

3.1.3 Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance);
- Interference effects (e.g., communication, sleep, and learning interference);
- Physiological effects (e.g., startled response); and
- Physical effects (e.g., hearing loss).

[5]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.2.1*, September 2013.
[6]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, *Section 2.2.2*, September 2013.

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects interrupt daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep.

The World Health Organization's Guidelines for Community Noise details the adverse health effects of high noise levels, which include hearing impairment, speech intelligibility, sleep disturbance, physiological functions (e.g., hypertension and cardiovascular effects), mental illness, performance of cognitive tasks, social and behavioral effects (e.g., feelings of helplessness, aggressive behavior), and annoyance.[7]

With regard to the subjective effects, the responses of individuals to similar noise events are diverse and influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity. Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:[8]

- Except in carefully controlled laboratory experiments, a change of 1 dBA in ambient noise levels cannot be perceived;
- Outside of the laboratory, a change of 3 dBA in ambient noise levels is considered to be a barely perceivable difference;
- A change of 5 dBA in ambient noise levels is considered to be a readily perceivable difference; and
- A change of 10 dBA in ambient noise levels is subjectively heard as doubling of the perceived loudness.

These relationships between change in noise level and human hearing response occur in part because of the logarithmic nature of sound and the dB scale. Because the dBA scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but, rather, logarithmically. Under the dBA scale, a doubling of sound energy corresponds to a 3-dBA increase. In other words, when two sources are each producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. Under the dB scale, three sources of equal loudness together produce a sound level of approximately 5 dBA louder than one source, and

[7]World Health Organization Team, edited by Berglund, Birgitta; Lindvall, Thomas; Schwela, Dietrich H, *Guidelines for Community Noise*, 1999.
[8]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.2.1*, 2013.

10 sources of equal loudness together produce a sound level of approximately 10 dBA louder than the single source.[9]

3.1.4 Noise Attenuation

When noise propagates over a distance, the noise level reduces with distance depending on the type of noise source and the propagation path. Noise from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, referred to as "spherical spreading." The rate of sound attenuation for a point source, such as a piece of mechanical or electrical equipment (e.g., air conditioner) or idling vehicle (e.g., bulldozer), is 6 dBA per doubling of distance from the noise source to the receptor over acoustically "hard" sites and 7.5 dBA per doubling of distance from the noise source to the receptor over acoustically "soft" sites.[10] Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the reduction in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees, which in addition to geometric spreading, provides an excess ground attenuation value of 1.5 dBA (per doubling distance).[11] For example, an outdoor condenser fan that generates a sound level of 60 dBA at a distance of 50 feet from a point source at an acoustically hard site would attenuate to 54 dBA at a distance of 100 feet from the point source and attenuate to 48 dBA at 200 feet from the point source.

Roadways and highways consist of several localized noise sources on a defined path, and hence are treated as "line" sources, which approximate the effect of several point sources.[12] Noise from a line source propagates over a cylindrical surface, often referred to as "cylindrical spreading."[13] Line sources (e.g., traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.[14] Therefore, noise due to a line source attenuates less with distance than that of a point source with increased distance.

Structures (e.g., buildings and solid walls) and natural topography (e.g., hills and berms) that obstruct the line-of-sight between a noise source and a receptor further reduce the noise level if the receptor is located within the "shadow" of the obstruction, such as behind a sound wall. This type of sound attenuation is known as "barrier insertion loss." If a receptor is located behind the wall but still has a view of the source (i.e., the line-of-sight is not fully blocked), barrier insertion loss would still occur but to a lesser extent. Additionally, a receptor located on the same side of the wall as a noise source may actually experience an increase in the perceived noise level as the wall can reflect noise back to the receptor, thereby compounding the noise. Noise barriers can provide noise level reductions ranging from approximately 5 dBA (where the barrier just breaks the line-of-sight between the source

[9]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.2.1.1*, September 2013.
[10]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, *Section 2.1.4.2*, September 2013.
[11]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, *Section 2.1.4.2*, September 2013.
[12]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, *Section 2.1.4.1*, September 2013.
[13]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, *Section 2.1.4.1*, September 2013.
[14]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, *Section 2.1.4.1*, September 2013.

and receiver) to an upper range of 20 dBA with a larger barrier.[15] Additionally, structures with closed windows can further attenuate exterior noise by a minimum of 20 dBA to 30 dBA.[16]

Receptors located downwind from a noise source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels.[17] Atmospheric temperature inversion (i.e., increasing temperature with elevation) can increase sound levels at long distances. Other factors such as air temperature, humidity, and turbulence can, under the right conditions, also have substantial effects on noise levels.[18]

3.1.5 Vibration Fundamentals

Vibration can be interpreted as energy transmitted in waves through the ground or man-made structures, which generally dissipate with distance from the vibration source. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Since energy is lost during its transfer from one particle to another, vibration becomes less perceptible with increasing distance from the source.

As described in the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual*, groundborne vibration can be a serious concern for nearby neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard.[19] In contrast to airborne noise, groundborne vibration is not a common environmental problem, as it is unusual for vibration from sources such as rubber-tired buses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains, heavy trucks traveling on rough roads, and certain construction activities, such as blasting, pile-driving, and operation of heavy earth-moving equipment.[20] Groundborne vibration generated by man-made activities (e.g., road traffic, construction operations) typically weakens with greater horizontal distance from the source of the vibration.

Several different methods are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal in inches per second (in/sec), and is most frequently used to describe vibration impacts to buildings.[21] The root mean square (RMS) amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body.[22] Decibel notation (VdB) is commonly used to express RMS vibration velocity amplitude. The relationship of PPV to RMS velocity is expressed in terms of the "crest factor," defined as the ratio of the PPV amplitude to the RMS amplitude. PPV is typically a factor of 1.7 to six times greater than RMS vibration velocity; FTA uses a crest factor of four.[23] The decibel notation VdB acts to compress the range of numbers required to describe vibration. Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration include buildings where vibration would interfere with operations within the building or cause damage (especially older

[15]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, *Section 2.1.4.2*, September 2013.
[16]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, *Section 2.1.4.2*, September 2013.
[17]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, *Section 2.1.4.3*, September 2013.
[18]California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, *Section 2.1.4.3*, September 2013.
[19]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, *Section 7*, September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.
[20]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, *Section 7*, September 2018.
[21]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, *Section 5.1*, September 2018.
[22]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, *Section 5.1*, September 2018.
[23]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual, Section 5.1*, September 2018.

masonry structures), locations where people sleep, and locations with vibration sensitive equipment.[24]

Groundborne noise specifically refers to the rumbling noise emanating from the motion of building room surfaces due to the vibration of floors and walls; it is perceptible only inside buildings.[25] The relationship between groundborne vibration and groundborne noise depends on the frequency of the vibration and the acoustical absorption characteristics of the receiving room. For typical buildings, groundborne vibration that causes low frequency noise (i.e., the vibration spectrum peak is less than 30 Hz) results in a groundborne noise level that is approximately 50 dB lower than the velocity level. For groundborne vibration that causes mid-frequency noise (i.e., the vibration spectrum peak is 30 to 60 Hz), the groundborne noise level will be approximately 35 to 37 dB lower than the velocity level.[26] Therefore, for typical buildings, the groundborne noise decibel level is lower than the groundborne vibration velocity level at low frequencies.

3.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Noise at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Noise Control Act of 1972
- Federal Transportation Administration Vibration Standards
- Occupational Safety and Health Act of 1970
- Office of Planning and Research Guidelines for Noise Compatible Land Use
- California Department of Transportation Vibration/Groundborne Noise Standards
- Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan
- Los Angeles Municipal Code
- City of Los Angeles General Plan Noise Element

3.2.1 Federal

Noise Control Act of 1972

Under the authority of the Noise Control Act of 1972, the United States Environmental Protection Agency (USEPA) established noise emission criteria and testing methods published in Parts 201 through 205 of Title 40 of the Code of Federal Regulations (CFR) that apply to some transportation equipment (e.g., interstate rail carriers, medium trucks, and heavy trucks) and construction equipment. In 1974, USEPA issued guidance levels for the protection of public health and welfare in residential areas of an outdoor L_{dn} of 55 dBA and an indoor L_{dn} of 45 dBA.[27] These guidance levels are not standards or regulations and were developed without consideration of technical or economic feasibility. There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Project. Moreover, the federal noise standards are not reflective of urban environments that range by land use, density, proximity to commercial or industrial centers, etc. As such, for purposes of determining acceptable sound levels to determine and evaluate intrusive noise sources and increases, this document utilizes the City of Los Angeles Noise Regulations, discussed below.

[24]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, *Sections 6.1*, *6.2*, and *6.3*, September 2018.
[25]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, *Section 5.4*, September 2018.
[26]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, *Table 6-3 and Table 6-14*, pages 126 and 146, September 2018.
[27]United States Environmental Protection Agency, *EPA Identifies Noise Levels Affecting Health and Welfare*, April 1974. https://archive.epa.gov/epa/aboutepa/epa-identifies-noise-levels-affecting-health-and-welfare.html.

Federal Transit Administration Vibration Standards

There are no federal vibration standards or regulations adopted by any agency that are applicable to evaluating vibration impacts from land use development projects such as the Project. However, the Federal Transit Administration (FTA) has adopted vibration criteria for use in evaluating vibration impacts from construction activities.[28] The vibration damage criteria adopted by the FTA are shown in **Table 3-1**, *Construction Vibration Damage Criteria***.**

TABLE 3-1: CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	PPV (inches/second)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

SOURCE: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Occupational Safety and Health Act of 1970

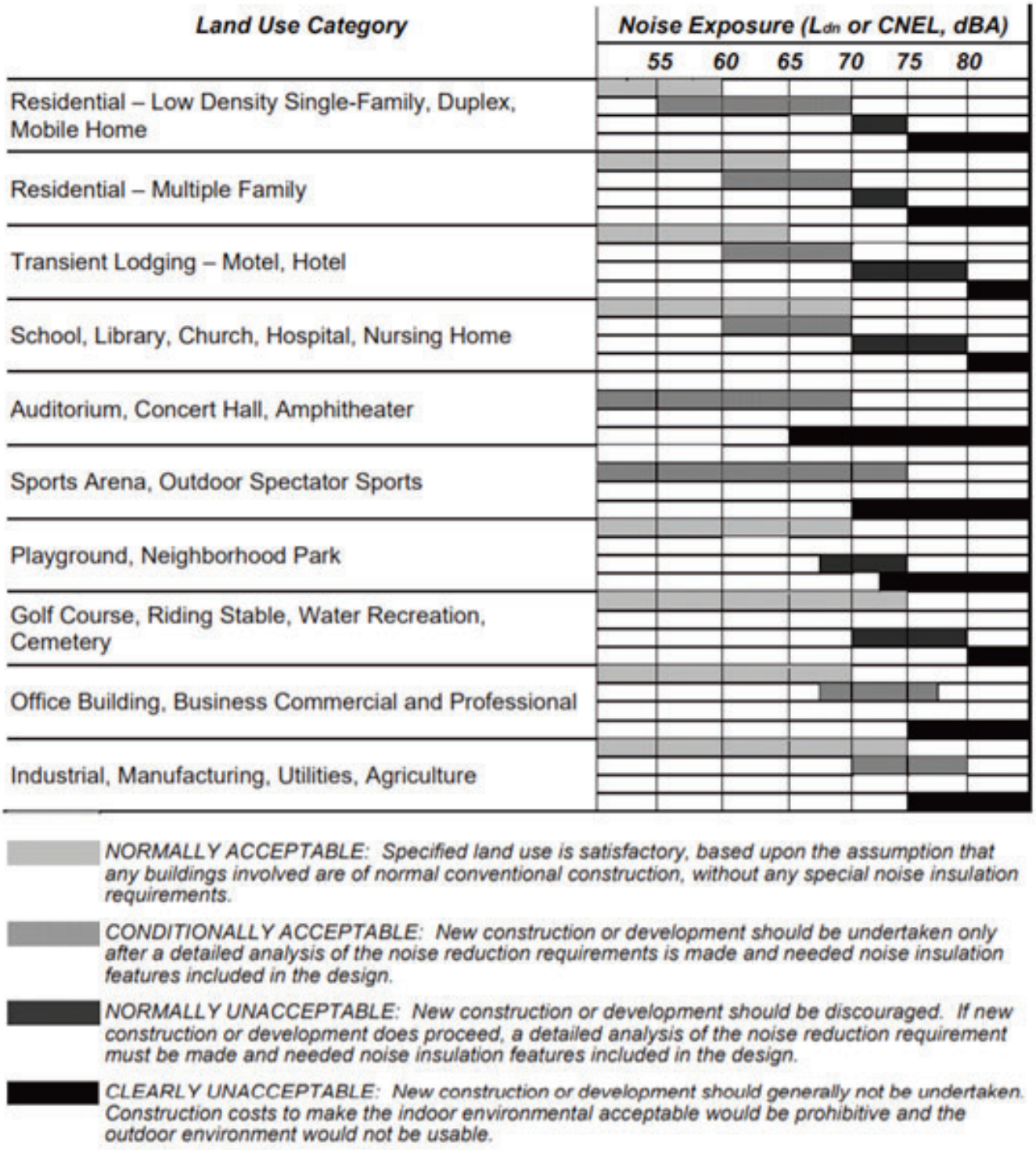
Under the Occupational Safety and Health Act of 1970 (29 U.S.C. §1919 et seq.), the Occupational Safety and Health Administration (OSHA) has adopted regulations designed to protect workers against the effects of occupational noise exposure. These regulations list permissible noise level exposure as a function of the amount of time during which the worker is exposed. The regulations further specify a hearing conservation program that involves monitoring noise to which workers are exposed, ensuring that workers are made aware of overexposure to noise, and periodically testing the workers' hearing to detect any degradation.[29]

3.2.2 State

Office of Planning and Research for Noise Compatible Land Use

The State of California has not adopted statewide standards for environmental noise, but the Governor's Office of Planning and Research (OPR) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure, as presented in **Figure 3-2***, Guidelines for Noise Compatible Land Use*.[30] The purpose of these guidelines is to maintain acceptable noise levels in a community setting for different land use types. Noise levels are divided into four general categories, which vary in range according to land use type: "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable." The City has developed its own compatibility guidelines in the Noise Element of the General Plan based in part on OPR Guidelines. California Government Code Section 65302 requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(f) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

[28]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, Table 7-5, page 186, September 2018.
[29]United States Department of Labor, *OSH Act of 1970.* https://www.osha.gov/laws-regs/oshact/completeoshact.
[30]State of California, Governor's Office of Planning and Research, *General Plan 2017 Guidelines*, page 377. http://opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf.



Source: State of California Governor's Office of Planning and Research, General Plan Guidelines, 2003.

FIGURE 3-2

GUIDELINES FOR NOISE COMPATIBLE LAND USE

The purpose of these guidelines is to maintain acceptable noise levels in a community setting for different land use types. Noise levels are divided into four general categories, which vary in range according to land use type: "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable." The City has developed its own compatibility guidelines in the Noise Element of the General Plan based in part on OPR Guidelines. California Government Code Section 65302 requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(f) requiring a noise element to be included in the general plan. The noise element must identify and appraise noise problems in the community and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels. These requirements are collectively known as the California Noise Insulation Standards (Title 24, California Code of Regulations). The noise insulation standards set forth an interior standard of 45 dBA CNEL in any habitable room. The standards require an acoustical analysis demonstrating that dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

California Department of Transportation Vibration/Groundborne Noise Standards

The State of California has not adopted Statewide standards or regulations for evaluating vibration or groundborne noise impacts from land use development projects such as the proposed Project. Although the State has not adopted any vibration standard, the California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual,* recommends the following vibration thresholds that are more practical than those provided by the FTA, as shown in **Table 3-2***, Guidelines Vibration Damage Potential Threshold Criteria.*

TABLE 3-2: GUIDELINES VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources /a/	Continuous/Frequent Intermittent Sources /b/
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

/a/ Transient sources create a single, isolated vibration event, such as blasting or drop balls.
/b/ Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.
SOURCE: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, 2013.

3.2.3 Regional

Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the county. The Airport Land Use Commission coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the area surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County Airport Land Use

Commission has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

3.2.4 Local

Los Angeles Municipal Code

The City of Los Angeles Noise Regulations are provided in Chapter XI of the Los Angeles Municipal Code (LAMC). LAMC Section 111.02 provides procedures and criteria for the measurement of the sound level of "offending" noise sources. In accordance with the LAMC, a noise source that causes a noise level increase of 5 dBA over the existing average ambient noise level as measured at an adjacent property line creates a noise violation. This standard applies to radios, television sets, air conditioning, refrigeration, heating, pumping and filtering equipment, powered equipment intended for repetitive use in residential areas, and motor vehicles driven on-site. To account for people's increased tolerance for short-duration noise events, the Noise Regulations provide a 5 dBA allowance for a noise source that causes noise lasting more than five minutes but less than 15 minutes in any one-hour period, and an additional 5 dBA allowance (for a total of 10 dBA) for a noise source that causes noise lasting five minutes or less in any one-hour period.[31]

The LAMC provides that in cases where the actual ambient conditions are not known, the City's presumed daytime (7:00 am to 10:00 pm) and nighttime (10:00 pm to 7:00 am) minimum ambient noise levels as defined in LAMC Section 111.03 should be used. The presumed ambient noise levels for these areas where the actual ambient conditions are not known as set forth in the LAMC Section 111.03 are provided in **Table 3-3**, *Presumed Existing Ambient Noise Levels*. For example, for residential-zoned areas, the presumed ambient noise level is 50 dBA during the daytime and 40 dBA during the nighttime.

TABLE 3-3: PRESUMED EXISTING AMBIENT NOISE LEVEL

		dBA	
Type	**Zones**	**Daytime (7:00 am to 10:00 pm)**	**Nighttime (10:00 pm to 7:00 am)**
Residential	A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50	40
Commercial	P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55
Industrial	M1, MR1, and MR2	60	55
	M2 and M3	65	65

SOURCE: Los Angeles Municipal Code, Section 111.03.

LAMC Section 112.01 limits noise from amplified voice and music and prohibits the operation of such devices (e.g., radio, musical instrument, phonograph, television receiver, or other machine) or other sounds in such a manner as to disturb the peace, quiet, and comfort of neighbors. Specifically, noise from such uses or operation which is audible at a distance in excess of 150 feet from the property line of the noise source within a residential zone of the City or within 500 feet thereof, is prohibited.

LAMC Section 112.02 limits increases in noise levels from air conditioning, refrigeration, heating, pumping and filtering equipment. Such equipment may not be operated in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dB.

[31]Los Angeles Municipal Code, *Chapter XI*, *Article I*, *Section 111.02-(b)*.

LAMC Section 112.05 sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard shall not apply where compliance therewith is technically infeasible.[32] LAMC Section 41.40 prohibits construction between the hours of 9:00 pm and 7:00 am Monday through Friday, 6:00 pm and 8:00 am on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 am to 9:00 pm; and Saturdays and federal holidays between 8:00 am to 6:00 pm). In general, the City's Department of Building and Safety enforces Noise Ordinance provisions relative to equipment and the Los Angeles Police Department enforces provisions relative to noise generated by people.

LAMC Section 112.06 set a maximum noise level of 95 dBA for sound amplifying equipment or similar devices in a place of public entertainment at any point that is normally occupied by a customer, unless a conspicuous and legible sign is located outside such place stating "WARNING: SOUND LEVELS WITHIN MAY CAUSE HEARING IMPAIREMENT".

LAMC Section 113.01 prohibits collecting or disposing of rubbish or garbage, operating any refuse disposal truck, or collecting, loading, picking up, transferring, unloading, dumping, discarding, or disposing of any rubbish or garbage, as such terms are defined in LAMC Section 66.00, within 200 feet of any residential building between the hours of 9:00 pm and 6:00 am of the following day, unless a permit therefore has been duly obtained beforehand from the Board of Police Commissioners.

LAMC Section 114.03 prohibits loading and unloading of any vehicle or operation of dollies, carts, forklifts and other wheel equipment which causes any impulsive sound, raucous, or unnecessary noise within 200 feet of any residential building between the hours of 10:00 pm and 7:00 am.

Section 91.1207.14.2 prohibits interior noise levels attributable to exterior sources from exceeding 45 dBA in any habitable room. The noise metric shall be either the day-night average sound level (L_{dn}) or the CNEL, consistent with the noise element of the local general plan.

City of Los Angeles General Plan Noise Element

The Noise Element of the City's General Plan policies include the CNEL guidelines for land use compatibility as shown in **Table 3-4**, *Guidelines for Noise Compatible Land Use***,** and includes a number of goals, objectives, and policies for land use planning purposes. The overall purpose of the Noise Element is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels.[33] The following objectives and policies from the Noise Element apply to the Project.

Objective 2 (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.

Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

Objective 3 (Land Use Development): Reduce or eliminate noise impact associated with proposed development of land and changes in land use.

Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

[32]In accordance with the City's Noise Ordinances, "technically feasible" means that the established noise limitations can be complied with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.

[33]City of Los Angeles, *General Plan*, *Noise Element,* adopted February 3, 1999. https://planning.lacity.org/odocument/b49a8631-19b2-4477-8c7f-08b48093cddd/Noise_Element.pdf.

TABLE 3-4: GUIDELINES FOR NOISE COMPATIBLE LAND USE

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

A = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
C = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
N = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
U = Clearly Unacceptable - New construction or development should generally not be undertaken.
SOURCE: City of Los Angeles, *General Plan*, *Noise Element*, February 1999.

Exhibit I of the Noise Element also contains guidelines for noise compatible land uses.[34] **Table 3-4**, above, summarizes these guidelines, which are based on OPR Guidelines from 1990.

City of Los Angeles Construction Noise and Vibration Thresholds and Methodology

In August 2024, the City of Los Angeles released updated guidance on construction noise and vibration thresholds and methodology. The construction noise thresholds are as follows:

- For construction activities occurring between 7:00 a.m. and 7:00 p.m. the threshold for daytime noise sensitive uses at the property line with outdoor uses or the exterior of the building is 80 dBA, L_{eq} 8-hour.
- For construction occurring between 7:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and anytime on Sundays or national holidays the threshold is a 5 dBA increase over the ambient noise level at the property line with outdoor uses or the exterior of the building.
    - The absolute threshold is 55 dBA, L_{eq} for sensitive uses within older buildings that have operable windows;
    - 65 dBA, L_{eq} for sensitive uses with windows closed that are not operable and single-glazed; and

[34]City of Los Angeles, *General Plan, Noise Element*, page I-1, 1999.

  - 70 dBA L_{eq} for sensitive uses that have newer construction and have been designed to ensure an interior noise level of 45 dBA.

- Mat pour activities that require an extended pour that are required to occur during nighttime hours for less than five days are exempt.

The vibration annoyance thresholds are as follows:

- Daytime construction activities are permitted to occur with no numerical threshold.

- Nighttime construction activities occurring 7:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and anytime on Sundays or national holidays is held to an 80 VdB threshold at the exterior of a vibration sensitive building.

The vibration damage thresholds are defined by one of four building categories:

- Fragile Buildings which are extremely susceptible to vibration damage and would include, but not be limited to, existing unreinforced masonry buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings. Vibration damage threshold of 0.1 inches per second PPV

- Historic Buildings which are considered potential historic resources pursuant to CEQA. Vibration damage threshold of 0.25 inches per second PPV

- Older Residential Structures which are 50 or more years in age. Vibration damage threshold of 0.3 inches per second PPV

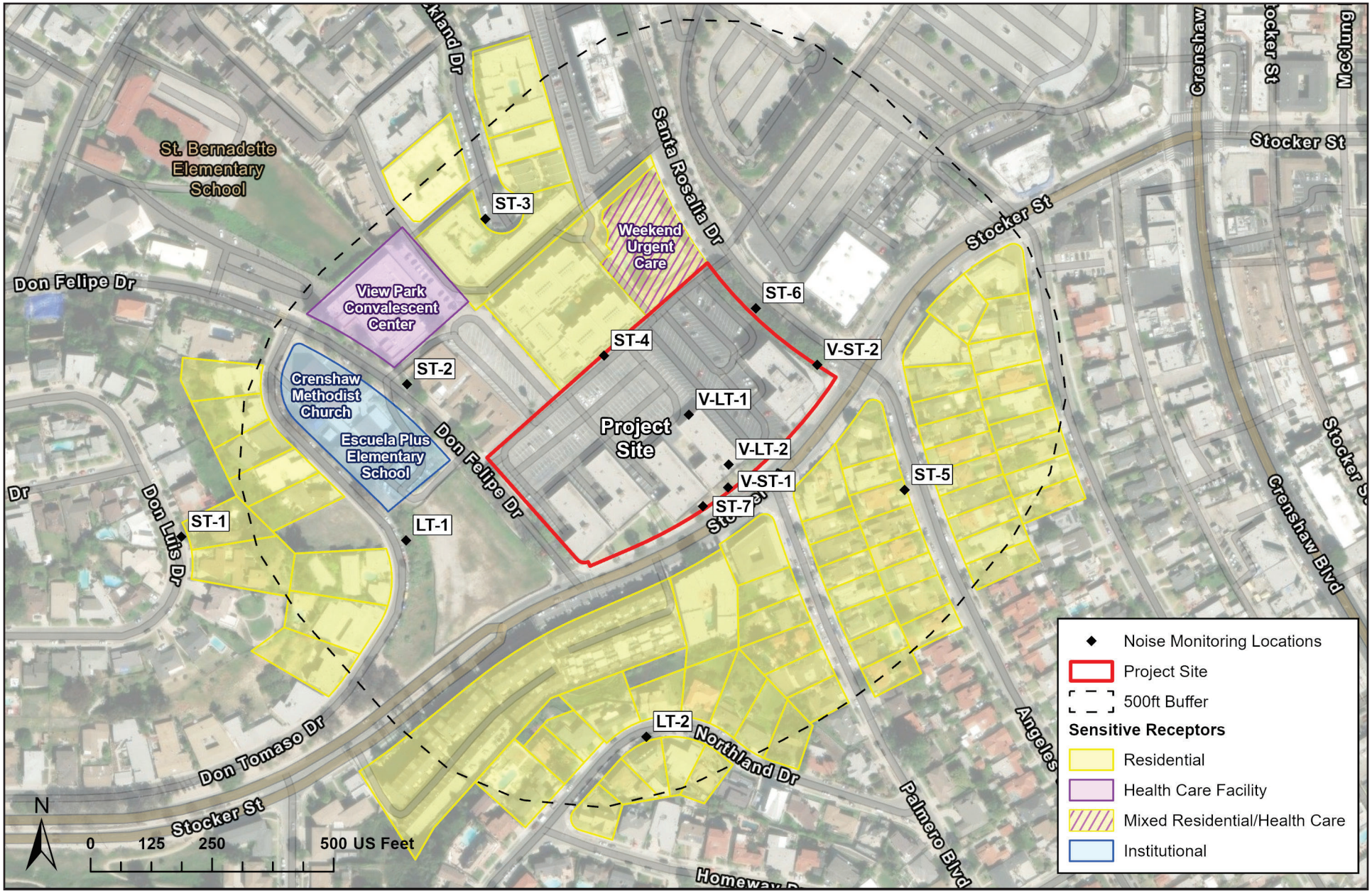
- New Residential Structures and Modern Industrial/Commercial Buildings which are less than 50 years in age. Vibration damage threshold of 0.5 inches per second PPV

3.3 EXISTING SETTING

3.3.1 Noise and Vibration Environment

Existing Ambient Noise Levels

The existing ambient noise environment near the Project site is predominantly characterized by vehicular traffic and to a lesser extent by occasional aircraft flyovers and other typical urban noise sources. Noise levels were monitored at short-term (ST) sites ST-1 to ST-5 on October 31, 2023 from 11:00 am to 1:00 pm and on November 1, 2023 between 12:30 pm and 1:30 pm in 15-minute increments. This time of day represents a typical construction time without the added noise source of peak hour traffic. Monitored noise levels ranged at short-term sites ranged from 52.7 to 71.8 dBA, L_{eq} during the daytime. Two 24-hour long-term (LT) sites were set up at LT-1 and LT-2 to capture nighttime noise. The long-term measurements represent multiple times of day when the proposed project would be in operation, including evening and nighttime hours. Long-term noise levels ranged from 59.9 dBA, CNEL along Don Tomaso Drive and 57.6 dBA, CNEL along Northland Drive. The monitoring locations are shown in **Figure 3-3**, *Noise Monitoring Locations and Sensitive Receptors*, and monitored noise levels are shown in **Table 3-5**, *Existing Ambient Noise Levels*.



Source: TAHA, 2024.

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TAHA 2022-019

Stocker Street Creative
Noise & Vibration Impact Study

CITY OF LOS ANGELES

FIGURE 3-3

NOISE MONITORING LOCATIONS AND SENSITIVE RECEPTORS

TABLE 3-5: EXISTING AMBIENT NOISE LEVELS

Noise Site	Noise Monitoring Location	Measured Noise Levels (dBA, L_{eq})	Measured Noise Levels (dBA, CNEL)
ST-1	Residence (4108 Don Luis Dr.)	52.7	50.7 /a/
ST-2	Sanchez Ranch Adobe (3725 Don Felipe Dr.)	57.9	56.9 /a/
ST-3	Residences (Lockland Dr. Cul De Sac)	47.9	45.9 /a/
ST-4	Project site northern property line	53.0	51.0 /a/
ST-5	Residence (4197 Angeles Vista Blvd.)	56.9	54.9 /a/
ST-6	Project site along Santa Rosalia Dr.	67.1	65.1 /a/
ST-7	Project site along Stocker St.	71.8	69.8 /a/
LT-1	Residence (3857 Don Tomaso Dr.)	56.6	59.9
LT-2	Residence (3668 Northland Dr.)	52.6	57.6
VENEKLASEN ASSOCIATES MEASUREMENTS			
V-LT-1	Project site interior	--	59.9
V-LT-2	Project site fronting Stocker St.	--	59.9
V-ST-1	Stocker St.	69.0	--
V-ST-2	Santa Rosalia Dr.	66.0	--

/a/ The CNEL noise levels for short-term (ST) measurements were estimated based on FTA procedures for calculating CNEL from short-term L_{eq} measurements.
SOURCE: TAHA, 2023; Veneklasen Associates, 2023.

Existing ambient nighttime noise levels for the hours of 7:00 pm to 10:00 pm are shown in **Table 3-6**, *Existing Ambient Noise Nighttime Noise Levels*. Noise levels during nighttime hours ranged from 51.4 dBA, L_{eq} to 52.2 dBA, L_{eq} at LT-1 along Don Tomaso Street and 48.8 dBA, L_{eq} to 52.6 dBA, L_{eq} at LT-2 along Northland Drive.

TABLE 3-6: EXISTING AMBIENT NIGHTTIME NOISE LEVELS

Time	Measured Noise Levels (dBA, L_{eq}) LT-1	Measured Noise Levels (dBA, L_{eq}) LT-2
7:00 pm to 8:00 pm	52.2	52.6
8:00 pm to 9:00 pm	51.4	48.8
9:00 pm to 10:00 pm	51.4	51.5
Average Nighttime Noise Level	51.7	51.0

SOURCE: TAHA, 2024.

Noise measurements were also completed by Veneklasen Associates on August 20, 2023 for the purposes of determining compliance with the California Green Building Code (CalGreen) acoustical requirements. Two long-term 48-hour measurements (V-LT-1 and V-LT-2) were completed on the Project site, one fronting Stocker Street and one facing the interior of the Project site. Two short-term measurements (V-ST-1 and V-ST-2) were completed over a period of 4-hours, one along Stocker Street and one along Santa Rosalia Drive. Veneklasen Associates measurements are shown in **Table 3-5**, above.

Existing Ground-Borne Vibration Levels

Based on field observations, the primary source of existing groundborne vibration in the vicinity of the Project site is vehicular travel (e.g., standard cars, refuse trucks, delivery trucks, construction trucks, school buses, buses) on local roadways. According to the FTA *Transit Noise and Vibration*

Impact Assessments guidance, typical road traffic-induced vibration levels are unlikely to be perceptible by people outside of the road right-of-way.[35] Trucks and buses typically generate groundborne vibration velocity levels of approximately 63 VdB at 50 feet, which can reach levels of 72 VdB when trucks and buses pass over bumps in the road. Per the FTA, 75 VdB is the dividing line between barely perceptible vibration to distinctly perceptible.[36] Therefore, existing ground vibration in the vicinity of the Project site is generally below the perceptible level.

3.3.2 Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Noise-sensitive uses include residences, transient lodgings (hotels), schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. Similarly, the Noise Element defines noise-sensitive land uses as single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodging, and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks.[37] These uses are generally considered more sensitive to noise than commercial and industrial land uses. LAMC Sections 112.04 and 41.40 indicate that 500 feet is an appropriate screening distance for assessing construction-related noise impacts in an urban environment. Special uses, such as recording studios, should be provided with special consideration as they require quiet as an essential function of their business. No such uses have been identified within 500 feet of the Project vicinity. Sensitive receptors within 500 feet of the Project site are included in **Table 3-7**, *Sensitive Receptors,* and shown in **Figure 3-3**, above.

TABLE 3-7: SENSITIVE RECEPTORS

Sensitive Receptor
Multi-family residences adjacent to the north
Baldwin Hills Urgent Care
Residences adjacent to the south
Escuela Plus Elementary School
Residences to the south
Multi-family residences to the southwest
View Park Convalescent Center
Single- and Multi-family residences to the west
Multi-family residences to the north
Single-family residences to the south
Single-family residences to the southeast
Crenshaw Methodist Church
Single-family residences to the east
Single- and Multi-family residences to the west
Single-family residences to the south
Single-family residences to the southeast
Multi-family residences to the north

SOURCE: TAHA, 2024.

[35]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment, page 112*, September 2018.
[36]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment, Table 5-5*, September 2018.
[37]City of Los Angeles, *General Plan, Noise Element*, Chapter IV, page 4-1.

3.4 METHODOLOGY AND SIGNIFICANCE THRESHOLDS

3.4.1 Methodology

On-Site Construction Noise

Noise levels associated with typical construction equipment were obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM).[38] This model predicts noise from construction based on a compilation of empirical data and the application of acoustical propagation formulas. Maximum equipment noise levels were adjusted based on anticipated percent of use. Combined construction activity noise levels were estimated by combining anticipated equipment for each activity using RCNM. The projected noise level during the construction period at receptors was calculated by using formula (1) which includes equipment usage, distance, and ground factor adjustments to the construction source sound level. Formula (2) is used to calculate the individual noise level for the loudest piece of construction equipment, which is the same as formula (1), but with an additional adjustment for time usage over 8-hours. The noise level from formula (1) and formula (2) were then combined using formula (3) to generate a combined construction noise level, which is the logarithmic sum of the construction equipment noise levels. According to Caltrans guidance, air temperature and humidity affect molecular absorption differently depending on the frequency spectrum and can vary significantly over long distances in a complex manner. Molecular absorption in air also reduces noise levels with distance. According to Caltrans, this process only accounts for about 1 dBA per 1,000 feet, which is an inaudible and negligible difference in noise levels. Noise levels have been estimated using a decrease of 6 dBA over hard surfaces for each doubling of the distance.

(1) $L_{eq(8\text{-}hour)} = L_{max}$ *at 50 feet – 20log (D/50) + 10log (UF) + 10Glog(D/50)*

Where:

> $L_{eq(8\text{-}hour)}$ *= calculated noise level,* $L_{eq(8\text{-}hr)}$*, at a receptor from the operation of a single piece of equipment, dBA.*
>
> L_{max} *at 50 feet = noise emission level of the construction equipment at the reference distance of 50 feet, dBA (from Table 1).*
>
> *D = distance from the receptor to the construction equipment, feet. To represent the average construction noise level, as construction equipment would move around the project site, the distance (D) is to be from the approximate center of the project site to the receptor location (maximum 500 feet from the interior of the Project site).*
>
> *UF = usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.*
>
> *G = a constant that accounts for topography and ground effects. For general assessment, assumed G = 0 assuming free-field conditions and without ground effects. If ground effects are of specific importance, use the FTA procedure for calculating G.*

[38] Federal Highway Administration, *Roadway Construction Noise Model*, Version 1.1, August 2008.

(2) $L_{eq(8\text{-}hr)} = L_{max}$ at 50 feet - 20log(D/50) + 10log(UF) + 10log(T/8) + 10Glog(D/50)

Where:

$L_{eq(8\text{-}hr)}$ = calculated noise level, Leq(8-hr), at a receptor from the operation of a single loudest piece of equipment, dBA.

L_{max} at 50 feet = noise emission level of the construction equipment at the reference distance of 50 feet, dBA.

D = distance from the receptor to the construction equipment, feet.

UF = usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

T = number of hours (within an 8-hour period) that the loudest equipment would be operating at the distance "D" above.

G = a constant that accounts for topography and ground effects.

(3) $L_{eq(8\text{-}hr)}$ total = 10log [∑all sources $10L_{eq(8\text{-}hr)}/10$]

Where:

$L_{eq(8\text{-}hr)}$ = calculated noise level, $L_{eq(8\text{-}hr)}$, at a receptor from the operation of a single loudest piece of equipment, dBA.

Off-Site Construction Haul Trucks

Off-site construction haul truck noise was assessed using the FHWA Traffic Noise Model Version 3.1 (TNM 3.1). TNM 3.1 is a computer model which incorporates acoustical algorithms to model roadway noise. Key inputs to the traffic noise model were roadway widths, traffic mix, and speed. Incremental increases in noise levels were estimated using TNM by adding haul truck volumes to Existing AM (2024) conditions along Stocker Street and Santa Rosalia Drive. The greatest number of hourly haul truck trips would occur during the excavation and grading phase, which would require approximately 60 daily truck round trips (120 one-way trips) or 24 haul trucks per hour during the AM Peak Hour.

On-Site Stationary Noise Sources (Operation)

On-site stationary noise sources were assessed using SoundPLAN Essential 4.1. SoundPLAN is a three-dimensional modeling software which allows the user to construct a project and add stationary noise sources where they are planned based on Project site plans. The model takes into account buildings, noise source heights, sensitive receptor distances and heights and includes a comprehensive reference noise level library created from numerous noise studies around the world. Stationary sources of noise that were assessed includes the rooftop restaurant outdoor dining, Building A outdoor dining, rooftop green patio, the green plaza, mechanical equipment, such as heating, ventilation, and air conditioning (HVAC), service plaza loading and unloading activity, and on-site vehicle movements. The mill shop would include the use of noise generating equipment such as power tools, but would be located on a semi-subterranean level. The mill shop is discussed qualitatively.

Outdoor gathering space noise was assessed for typical and special event operation. The primary source of noise would be conversational noise. Standard operation assumes a voice level of approximately 65 dBA at 3 feet for a person speaking at a normal voice level. Special event noise assumes a voice level of approximately 77 dBA at 3 feet for a person speaking with a raised voice along

with speaker noise associated with amplified sound. The speaker noise level was assumed to be 95 dBA, which is the maximum noise level permitted by the LAMC Section 112.06 (Places of Public Entertainment). Group conversational noise was calculated based on the anticipated occupancy of each outdoor gathering space as shown in **Table 3-8**, *Outdoor Gathering Space Occupancy*. The group conversational noise level for each outdoor gathering space was calculated with 50 percent of the total occupants speaking. Anticipated hours of operation for outdoor gathering spaces are 8:00 am to 2:00 am. Special event noise at outdoor gathering spaces was calculated based on the maximum occupancy, amplified sound and anticipated event activity between 3:00 pm. and 2:00 am.

TABLE 3-8: OUTDOOR GATHERING SPACE OCCUPANCY

Outdoor Gathering Space	Typical Occupancy /a/	Standard Occupancy Reference Conversational Noise Level	Maximum Occupancy	Maximum Occupancy Reference Conversational Noise Level
Rooftop Restaurant Outdoor Dining	40	78	80	93
Building A Outdoor Dining	40	78	80	93
Rooftop Green Patio	63	80	250	98
Green Plaza	150	84	600	107

/a/ Assumes 50% occupancy rate of maximum for dining areas and 25% for green roof and green plaza.
SOURCE: TAHA, 2024.

Parking activity noise was calculated utilizing guidance provided by the FTA Transit Noise and Vibration Impact Assessment Guidance. A reference noise level of 56.4 dBA, L_{eq} at 50 feet for a 1,000-car parking garage was used as the basis of the analysis. The noise level was adjusted based on the number of peak hour trips resulting in a noise level of 51.5 dBA, L_{eq} at 50 feet. Parking noise was predicted at sensitive receptors using the noise distance attenuation formula (1).[39]

On-Site Roadway Noise (Operation)

Noise generated by internal circulation of vehicles along the access roads were calculated utilizing the FHWA Traffic Noise Model Version 3.1 (TNM 3.1). TNM 3.1 is a computer model which incorporates acoustical algorithms to model roadway noise. Key inputs to the traffic noise model were roadway widths, traffic mix, and speed. The three modeled access roads include the truck access road from the Project driveway along Stocker Street, truck exit road along the northern property line, and the parking structure access road from the Project driveway along Santa Rosalia Drive. Noise levels were modeled at adjacent sensitive receptors because these receptors would have the highest potential for noise increases to occur.

Off-Site Roadway Noise (Operation)

Operational mobile noise was assessed using the FHWA TNM 3.1. Noise levels were modeled for Existing (2024) conditions; Future without Project (2029) conditions and Future with Project (2029) conditions.

Construction Vibration

Construction vibration was assessed for construction equipment and off-site haul trucks. Vibration impacts due to construction activity are evaluated by identifying sources, estimating vibration levels at receptors, and comparing the vibration levels to applicable vibration significance thresholds. Vibration levels were estimated using example vibration levels and propagation formulas provided

[39]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

by FTA.[40] Vibration damage is assessed using Formula (5) and vibration annoyance is assessed using Formula (4).

(4) *Vibration Damage Attenuation Formula:* $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

Where:

PPV_{equip} *= Peak particles velocity in inches per second of the equipment adjusted for distance*

PPV_{ref} *= Reference vibration level in inches per second at 25 feet*

D = Distance from the equipment to the receptor in feet

(5) *Vibration Annoyance Attenuation Formula:* $L_{vdistance} = L_{vref} - 30 \times LOG(D/25)$

Where:

$L_{vdistanc}$ *= the rms velocity level adjusted for distance in VdB*

L_{vref} *= Reference vibration level at 25 feet in VdB*

D = Distance from the equipment to the receptor in feet

Operational Vibration

Operational vibration is qualitatively discussed as the Project would not include significant sources of operational vibration, such as mobile industrial equipment or permanent heavy-duty mobile equipment. Mechanical equipment would be limited to HVAC equipment, which would not generate perceptible vibration.

3.4.2 Significance Thresholds

In accordance with the State CEQA Guidelines Appendix G, the Project would have a significant impact related to noise and vibration if it would:

- Result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Result in the generation of excessive ground-borne vibration or ground-borne noise levels; and/or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Noise Significance Thresholds

A project would normally have a significant impact on noise levels from construction if:

Construction Noise

- Construction activities would occur within 500 feet of a noise-sensitive use and outside the allowed hours in the LAMC. The allowable hours of construction in the LAMC include 7:00 am to 9:00 pm. Monday through Friday and 8:00 am to 6:00 pm on Saturday.
- Average equipment noise levels over an 8-hour period would exceed 80 dBA, L_{eq} at the property line of sensitive uses with outdoor uses or the exterior of the building.

[40]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

Operational Noise

A project would normally have a significant impact on noise levels from operation if:

- The Project (on-site and off-site sources) causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category (see **Figure 3-2** for a description of these categories); or
- The Project (on-site and off-site sources) causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 5 dBA in CNEL or greater for noise levels within the "conditionally acceptable" or "normally acceptable" category.

Vibration Significance Thresholds

The Project would result in a significant impact if vibration levels would exceed the limits below:

- Project construction activities cause ground-borne vibration levels to exceed 0.1 inches per second PPV at fragile buildings.
- Project construction activities cause ground-borne vibration levels to exceed .25 inches per second PPV at historic buildings.
- Project construction activities cause ground-borne vibration levels to exceed 0.3 inches per second PPV at older residential structures 50 years of age or more.
- Project construction activities cause ground-borne vibration levels to exceed 0.5 inches per second PPV at new residential structures.
- Project construction activities cause ground-borne vibration levels to exceed 0.5 inches per second PPV at modern industrial/commercial buildings.

3.5 ENVIRONMENTAL IMPACTS

3.5.1 Would the Project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Less-Than-Significant Impact with Mitigation Incorporated during Construction and Operations)

Impact Analysis

Construction. The Project would be constructed in a similar manner as other urban infill projects located in the City. Construction would typically begin with demolition of existing buildings and site preparation, followed by excavation, grading, and foundation work, construction of the buildings and project features, paving and finishing work such as landscaping and painting. A mix of typical construction equipment would be used during construction such as backhoes, graders, gradall forklifts, and dozers. A full list of anticipated construction equipment is included in **Table 3-9**, *Construction Equipment Noise Level Ranges*. **Table 3-9** shows noise levels associated with various pieces of construction equipment. Construction noise levels were calculated using the FHWA RCNM. Noise levels would fluctuate depending on equipment type, horsepower, and atmospheric conditions, among other factors. Construction equipment is expected to generate noise levels ranging from approximately 70.0 dBA L_{eq} to 82.6 dBA L_{eq} at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance. Noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Project Design Feature PDF-NOI-1 would prevent excessive exposure of sensitive receptors along the northern property line via installation of a 40-foot-tall temporary construction noise barrier.

TABLE 3-9: CONSTRUCTION EQUIPMENT NOISE LEVEL RANGES	
Construction Equipment	**Noise Levels at 50 feet (dBA)**
Aerial Lift	67.7
Auger Drill Rig	77.4
Backhoe	73.6
Compressor (air)	73.7
Concrete Mixer Truck	74.8
Concrete Saw	82.6
Crane	72.6
Dozer	77.7
Excavator	76.7
Flat Bed Truck	70.3
Front End Loader	75.1
Generator	77.6
Gradall (forklift)	79.4
Paver	74.2
Pickup Truck	71.0
Roller	73.0
Welder/Torch	70.0
SOURCE: Federal Highway Administration, *Roadway Construction Noise Model (RCNM) Version 1.1*, 2008.	

Construction activities typically require the use of numerous pieces of noise-generating equipment. The noise levels shown in **Table 3-10**, *Construction Noise Level By Phase,* take into account the likelihood that multiple pieces of construction equipment would be operating simultaneously and the typical overall noise levels that would be expected for each phase of construction over a standard 8-hour workday. Construction equipment would typically be dispersed throughout the site and would generally not present a concentrated noise source. Construction noise was predicted based on the distance from the center of the nearest work zone to the sensitive receptor. Additionally, the loudest piece of equipment was modeled near the perimeter of the project site and combined with the construction noise from the center of the work zone. When considered as an entire process with multiple pieces of equipment, building construction activity would be the loudest phase of construction and would generate a noise level of approximately 91.4 dBA L_{eq} at 50 feet.

Table 3-11, *Construction Noise Levels (Maximum and Intermittent) – Unmitigated,* presents the estimated noise levels at the sensitive receptors nearest to the Project site as well as the incremental increase in noise associated with Project construction. A reference construction noise level of 91.4 dBA was used to model noise of the loudest construction phase (building construction) at sensitive receptors. The most noise-intensive construction activities would occur during the early phases of construction (e.g., demolition, excavation and grading, exterior building construction). The majority of the latter phases of construction would occur interior to the Project site or within the newly constructed building, and result in lower noise levels than exterior construction. As part of the project, a 40-foot temporary construction noise barrier would be installed along the northern property line to reduce noise levels (PDF-NOI-1). Standard construction noise barriers provide approximately 10 dBA of reduction at the receptor.

TABLE 3-10: CONSTRUCTION NOISE LEVEL BY PHASE

Noise Source	Number of Pieces of Equipment	Noise Level (dBA) L_{eq} at 50 Feet /a/
DEMOLITION AND CLEARING		
Backhoe	4	79.6
Compressor (air)	2	76.7
Concrete Saw	2	85.6
Dozer	2	80.7
Excavator	2	79.7
Forklift	2	82.4
Generator	2	80.6
Demolition and Clearing Combined Noise Level		*90.0*
SITE PREPARATION		
Auger Drill Rig	1	77.4
Excavator	2	79.7
Backhoe	2	76.6
Compressor (air)	2	76.7
Generator	2	80.6
Dozer	1	77.7
Site Preparation Combined Noise Level		*86.2*
GRADING		
Backhoe	4	79.6
Excavator	2	73.0
Grader	1	80.7
Roller	1	76.2
Dozer	2	80.6
Compactor	1	76.7
Generator	2	79.6
Compressor (air)	2	73.0
Grading and Combined Noise Level		*86.4*
BUILDING CONSTRUCTION		
Auger Drill Rig	1	77.4
Backhoe	4	79.6
Crane	3	77.4
Excavator	2	79.7
Gradall (forklift)	4	84.2
Cement and Mortar Mixers	3	79.6
Compactor	1	76.2
Generator	5	84.6
Compressor (air)	5	84.6
Welders	10	80.0
Building Construction Combined Noise Level		*91.4*
ARCHITECTURAL COATING		
Compressor (air)	2	76.7
Generator	2	80.6
Aerial Lifts	2	70.7
Architectural Coating Combined Noise Level		*82.4*
PAVING		
Backhoe	4	76.7
Cement and Mortar Mixers	2	79.6
Compactor	1	82.4
Compressor (air)	2	74.2
Excavator	1	77.0
Generator	2	73.0
Gradall (forklift)	2	76.2
Paver	1	80.6
Roller	1	76.7
Paving Combined Noise Level		*87.9*

/a/ Logarithmic sum of multiple pieces of equipment.
SOURCE: Federal Highway Administration, *Roadway Construction Noise Model (RCNM) Version 1.1*.

TABLE 3-11: CONSTRUCTION NOISE LEVELS (MAXIMUM AND INTERMITTENT) - UNMITIGATED

Sensitive Receptors	Distance from Center of Nearest Construction Zone (Feet)	Distance from Loudest Equipment Near Project Site Perimeter (Feet)	Intervening Building /a/	Existing Ambient Noise Level (dBA, L_{eq})	Construction Noise Level (dBA, $L_{eq(8\text{-hour})}$)	Exceed Threshold (80 dBA, $L_{eq(8\text{-hour})}$)
Multi-family residences adjacent to the north	160	20	0	53.0	88.3	Yes
Baldwin Hills Urgent Care	160	20	0	67.1	88.3	Yes
Residences adjacent to the south	160	100	0	71.8	81.9	Yes
Escuela Plus Elementary School	300	190	0	58.0	76.5	No
Residences to the south	290	200	0	57.0	76.7	No
Multi-family residences to the southwest	270	190	0	71.8	77.3	No
View Park Convalescent Center	360	280	0	58.0	74.7	No
Single- and Multi-family residences to the west	370	290	0	56.6	74.4	No
Multi-family residences to the north	360	280	4.5	48.0	70.2	No
Single-family residences to the south	380	290	0	57.6	74.2	No
Single-family residences to the southeast	400	310	0	57.0	73.8	No
Crenshaw Methodist Church	370	270	0	58.0	74.5	No
Single-family residences to the east	350	340	0	57.0	74.8	No
Single- and Multi-family residences to the west	580	500	0	52.7	70.5	No
Single-family residences to the south	500	430	4.5	52.6	67.3	No
Single-family residences to the southeast	500	420	4.5	52.6	67.3	No
Multi-family residences to the north	500	420	4.5	48.0	67.3	No

/a/ Includes a reduction of 4.5 dBA for the first intervening row of buildings and 1.5 dBA for each subsequent row.
SOURCE: TAHA, 2025.

Construction activity would comply with the allowable hours of construction in the LAMC, including 7:00 am to 9:00 pm. Monday through Friday, 8:00 am to 6:00 pm on Saturday or federal holiday, and no construction activity on Sundays. The City of Los Angeles has adopted a construction noise threshold of 80 dBA L_{eq} over an 8-hour period. Construction noise levels would exceed 80 dBA, $L_{eq(8\text{-}hour)}$ at residences to the south of the project site. Therefore, without mitigation, the proposed project would result in a significant impact related to on-site construction noise.

Haul trucks associated with construction activity would potentially increase noise levels along the haul route. The anticipated haul route is Stocker Street coming from the Interstate 405 Freeway or eastbound to the Interstate 110 Freeway. The greatest number of hourly haul truck trips would occur during the excavation and grading phase, which would require approximately 60 daily trucks round trips (120 one-way trips) or 24 haul trucks per hour during the AM Peak Hour. Incremental increases in noise levels were estimated using TNM by adding haul truck volumes to Existing (2024) conditions along Stocker Street and Santa Rosalia Drive.

As shown in **Table 3-12**, *Haul Truck Noise Analysis*, the existing noise levels on Stocker Street and Santa Rosalia Drive were calculated to be approximately 71.3 dBA L_{eq} and 64.4 dBA L_{eq}, respectively. The addition of 24 haul truck trips per hour on each roadway during the AM Peak Hour would result in a noise level of approximately 71.8 dBA L_{eq} on Stocker Street and 65.9 dBA L_{eq} on Santa Rosalia Drive. The maximum incremental increase of 1.5 dBA L_{eq}. Although haul truck pass-by noise may result in temporary increases in noise, the hourly increase would be less than the 5 dBA significance criteria. Therefore, the Project would result in a less-than-significant impact related to haul truck noise.

TABLE 3-12: HAUL TRUCK NOISE ANALYSIS

Roadway Segment	Estimated dBA, L_{eq}		
	Existing (2024)	Baseline (2024) + Haul Trucks	Haul Truck Impact
Stocker St. between west of Project site to Santa Rosalia Dr.	71.3	71.8	0.5
Santa Rosalia Dr. between Marlton Ave. and Stocker St.	64.4	65.9	1.5

SOURCE: TAHA, 2024.

Operations. The operational analysis assesses noise related to mechanical equipment, outdoor gathering spaces, trash pick-up, service plaza loading and unloading, parking and on-site vehicle movements, and off-site vehicle movements. A significant impact would result if the ambient noise level measured at the property line of the affected uses increases by 3 dBA CNEL to or within 70 to 75 dBA CNEL, or any 5 dBA or more increase in noise level.

Mechanical Equipment. Mechanical equipment (e.g., HVAC equipment, mill shop) would be designed to be located within an enclosure. Mechanical sources of noise would be located in the subterranean parking garage or on the rooftops. Mechanical equipment located in the subterranean parking garage would not result in off-site noise. Similarly, the mill shop would not generate noise at above-ground sensitive receptors as it would be located in a semi-subterranean level and would be separated from the adjacent residential use by the building walls of the soundstage Building E. HVAC equipment would be located on the rooftop of each building and would be screened from view. HVAC equipment located would be required to comply with LAMC Section 112.02 which limits noise level increases at sensitive receptors due to HVAC noise to 5 dBA or less. HVAC equipment typically generates noise levels of approximately 60 dBA at 50 feet.[41] HVAC noise levels were modeled in SoundPLAN to predict noise levels at off-site sensitive receptors which are shown in **Figure 3-4,** *SoundPLAN Modeling Receivers*.

[41]Cowan, James P., *Handbook of Environmental Acoustics*, 1994.



Source: TAHA, 2024.

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Noise & Vibration Impact Study

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FIGURE 3-4

SOUNDPLAN MODELING RECEIVERS

For informational purposes, the maximum hourly increase in noise over an average nighttime noise level of 52.0 dBA, L_{eq} would be approximately 0.6 dBA, L_{eq}, which would not be an audible increase in noise. The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. As shown in **Table 3-13**, *HVAC Noise Analysis*, HVAC equipment would generate a maximum incremental increase of 0.6 dBA, CNEL at Receptor 6. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level within the normally unacceptable range would not occur nor would a 5 dBA CNEL increase. Therefore, the Project would result in a less-than-significant impact related to mechanical equipment noise.

TABLE 3-13: HVAC NOISE ANALYSIS

Sensitive Receptor (Figure 3-3)	Existing Ambient Noise Level (dBA, CNEL	HVAC Hourly Noise Level (dBA, L_{eq})	HVAC Noise Level (dBA, CNEL) /a/	New Ambient Noise Level (dBA, CNEL)	Noise Level Increase (dBA, CNEL)
1	50.7	36.4	40.5	51.1	0.4
2	59.9	39.3	43.4	60.0	0.1
3	58.0	38.6	42.7	58.1	0.1
4	56.0	40.1	44.2	56.3	0.3
5	56.0	40.0	44.1	56.3	0.3
6	56.0	43.8	47.9	56.6	0.6
7	65.1	42.7	46.8	56.5	0.5
8	59.9	40.8	44.9	60.0	0.1
9	59.9	42.0	46.1	60.1	0.2
10	59.9	42.1	46.2	60.1	0.2
11	57.6	41.3	45.4	57.9	0.3
12	57.6	36.6	40.7	57.7	0.1
13	57.6	37.7	41.8	57.7	0.1
14	57.6	39.1	43.2	57.8	0.2
15	59.9	42.7	46.8	60.1	0.2
16	59.9	40.8	44.9	60.0	0.1
17	57.6	40.1	44.2	57.8	0.2
18	57.6	37.6	41.7	57.7	0.1

/a/ Assumes operation of HVAC equipment between 8:00 am and 2:00 am.
SOURCE: SoundPLAN Version 4.1; TAHA, 2024.

Outdoor Gathering Spaces. The Project would include one rooftop restaurant with outdoor dining, rooftop garden, outdoor dining for Building A and a green plaza between Buildings A and B. The primary source of noise during typical project operations would be people conversing. In social situations, people often talk at distances of approximately three feet. A typical normal voice level at this distance is approximately 65 dBA and a raised voice level is approximately 77 dBA.[42] A master Conditional Use Permit for the Project site would secure approval for a full line of alcohol, live entertainment, and dancing allowed on the Project site. This would allow areas of the project site to function as hosting venues for community gatherings and special events. During special events, live entertainment and amplified sound may be utilized on the patio. Amplified sound would comply with LAMC Section 112.06, which limits amplified sound in places of public entertainment to 95 dBA. This noise level has been used as the reference noise level and input into SoundPLAN. SoundPLAN was used to predict noise levels, which accounted for the location and height of the noise sources and sensitive receptors.

[42]SoundPLAN Essential, Version 4.1.

The analysis of outdoor gathering spaces considers two scenarios: standard operation and special event use. Standard operation is modeled primarily with conversational noise while special event use includes conversational noise and live amplified sound. Group conversational noise levels for each outdoor gathering space are shown in **Table 3-8**, above. Noise levels during standard operation would range from 78 to 84 dBA and noise levels during special events would range from 93 to 107 dBA. The noise level during special events includes amplified sound with speakers set to 95 dBA per the requirements of LAMC Section 112.06. The two scenarios represent a range of potential noise levels that may occur during operation of the outdoor gathering spaces. Special event noise represents the "worst-case" scenario related to project operations. The reference noise levels were input into the SoundPLAN model to predict noise levels at off-site sensitive receptors. Representative receptors were chosen to reflect the varied topography and areas of exposure surrounding the Project site as shown in **Figure 3-3**. The predicted noise levels account for noise reduction provided by the proposed structures on the Project site. Predicted noise levels at off-site sensitive receptors are shown in **Table 3-14***, Outdoor Gathering Space Noise Analysis*. For informational purposes, the maximum hourly increase in noise over an average nighttime noise level of 52.0 dBA, L_{eq} would be approximately 0.3 dBA, L_{eq} during standard operation and 10.6 dBA, L_{eq} during special events. Standard operation would not result in an audible increase in noise during nighttime hours, but special event noise would be audible. The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. Standard operation of the outdoor gathering spaces would not result in increases over existing ambient noise levels. Noise during special events would result in a maximum increase of 6.8 dBA, CNEL at Receptor 15 resulting in a new ambient noise level of 66.7 dBA, CNEL for Receptor 15 during special events.

Receptor 15 is considered residential-low density single-family per **Figure 3-2** and the normally unacceptable range is 70 to 75 dBA, CNEL. The new ambient noise level of 66.7 dBA, CNEL would not be within the normally unacceptable range. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level within the normally unacceptable range would not occur. However, an increase greater than 5 dBA CNEL would occur during special events. Therefore, the Project would result in a potentially significant impact related to outdoor gathering space noise.

Service Plaza Trash Pick-up, Studio Trailers, Loading and Unloading. Trash collection trucks would access the Project Site from Santa Rosalia Drive to the project access driveway. Trash storage would be located in the ground level of the parking structure. Storage bins would be brought to the street for compaction in waste collection trucks. The Project would be serviced multiple times per week. Based on measured noise levels from typical loading dock facilities and trash compactors, delivery/trash collection trucks and trash compacters could generate noise levels of approximately 71 dBA, L_{eq} and 66 dBA, L_{eq}, respectively, at a distance of 50 feet.[43] Noise generated by trash trucks would only be generated on trash days and for approximately 5-minutes during the trash pick-up event. Over the 24-hour period of a day this noise level would not be a significant contributor to the average 24-hour noise level due to the brief and intermittent nature of the trash pick-up event. The overall change would be less than 1 dB.

Delivery trucks and studio trailers would access the Project site from a right-turn in only via a truck-only entry driveway off Stocker Street. Noise associated with the trucks would be intermittent. Loading and unloading would occur at a service plaza located between Buildings B and E. As noted above, a typical loading dock facility generates a noise level of approximately 71 dBA, L_{eq} at 50 feet. LAMC Section 114.03 prohibits loading and unloading of any vehicle or operation of dollies, carts, forklifts and other wheel equipment which causes any impulsive sound, raucous, or unnecessary noise within 200 feet of any residential building between the hours of 10:00 pm and 7:00 am.

[43]RK Engineering Group Inc., *Wal-Mart/Sam's Club Reference Noise Level Study*, 2003.

TABLE 3-14: OUTDOOR GATHERING SPACE NOISE ANALYSIS

Sensitive Receptor (Figure 3-3)	Existing Ambient Noise Level (dBA, CNEL)	Outdoor Gathering Spaces Hourly Noise Level (dBA, L_{eq}) /a/	Outdoor Gathering Spaces Noise Level (dBA, CNEL) /b/	New Ambient Noise Level (dBA, CNEL)	Noise Level Increase (dBA, CNEL)
STANDARD OPERATION					
1	50.7	19.1	23.1	50.7	0.0
2	59.9	20.0	24.0	59.9	0.0
3	58.0	17.5	21.5	58.0	0.0
4	56.0	16.9	21.0	56.0	0.0
5	56.0	17.3	21.3	56.0	0.0
6	56.0	16.3	20.4	56.0	0.0
7	56.0	31.8	35.8	56.0	0.0
8	59.9	26.2	30.2	59.9	0.0
9	59.9	32.5	36.5	59.9	0.0
10	59.9	36.4	40.4	59.9	0.0
11	57.6	34.5	37.3	57.6	0.0
12	57.6	26.9	30.9	57.6	0.0
13	57.6	29.2	33.2	57.6	0.0
14	57.6	31.9	35.9	57.6	0.0
15	59.9	39.8	43.8	60.0	0.1
16	59.9	34.2	38.2	59.9	0.0
17	57.6	34.9	38.9	57.7	0.1
18	57.6	30.7	34.7	57.6	0.0
SPECIAL EVENT USE					
1	50.7	42.3	45.7	51.9	1.2
2	59.9	42.4	45.8	60.1	0.2
3	58.0	40.4	43.8	58.2	0.2
4	56.0	40.3	43.7	56.3	0.3
5	56.0	40.6	44.0	56.3	0.3
6	56.0	41.1	44.5	56.3	0.3
7	56.0	56.0	59.4	61.1	5.1
8	59.9	46.1	49.5	60.3	0.4
9	59.9	53.7	57.1	61.7	1.8
10	59.9	60.1	63.5	65.1	5.2
11	57.6	54.1	57.5	60.6	3.0
12	57.6	48.8	52.2	58.7	1.1
13	57.6	51.1	54.5	59.3	1.7
14	57.6	53.2	56.6	60.2	2.6
15	59.9	62.2	65.6	66.7	6.8
16	59.9	53.0	56.4	61.5	1.6
17	57.6	58.2	61.6	63.1	5.5
18	57.6	53.4	56.8	60.2	2.6

/a/ Noise levels were modeled for multi-story buildings where present. The noise levels presented are the loudest modeled noise level for each receptor.
/b/ The CNEL noise level was calculated based on anticipated hours of operations. Typical daily use includes noise generated by the rooftop patios and green plaza between 8:00 am and 2:00 am. Special event use includes noise generated during typical daily use during the hours of 8:00 am to 3:00 pm and special event noise with amplified sound between 3:00 pm and 2:00 am.
SOURCE: SoundPLAN, *Version 4.1*; TAHA, 2024.

Loading dock activity has been assumed to occur between the hours of 7:00 am and 10:00 pm. The predicted noise levels account for noise reduction provided by the proposed structures on the Project site. For informational purposes, the maximum hourly increase in noise during daytime hours would be approximately 1.2 dBA, L_{eq}, which would not be an audible increase in noise. The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. As shown in **Table 3-15**, *Service Plaza Noise Analysis,* the service plaza would result in a maximum increase of 0.9 dBA, CNEL at Receptor 11. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level within the normally unacceptable range would not occur nor would a 5 dBA CNEL increase. Therefore, the Project would result in a less-than-significant impact related to service plaza noise.

TABLE 3-15: SERVICE PLAZA NOISE ANALYSIS

Sensitive Receptor (Figure 3-3)	Existing Ambient Noise Level (dBA, CNEL)	Service Plaza Hourly Noise Level (dBA, L_{eq}) /a/	Service Plaza Noise Level (dBA, CNEL) /b/	New Ambient Noise Level (dBA, CNEL)	Noise Level Increase (dBA, CNEL)
1	50.7	31.4	30.8	50.7	0.0
2	59.9	31.4	30.8	59.9	0.0
3	58.0	26.1	25.6	58.0	0.0
4	56.0	27.0	26.5	56.0	0.0
5	56.0	28.2	27.6	56.0	0.0
6	56.0	36.3	35.7	56.0	0.0
7	56.0	42.7	42.1	56.2	0.2
8	59.9	30.0	29.4	59.9	0.0
9	59.9	52.9	52.3	60.6	0.7
10	59.9	41.9	41.3	60.0	0.1
11	57.6	52.0	51.4	58.5	0.9
12	57.6	43.1	42.5	57.7	0.1
13	57.6	45.2	44.6	57.8	0.2
14	57.6	47.5	46.9	58.0	0.4
15	59.9	34.9	34.3	59.9	0.0
16	59.9	30.4	29.8	59.9	0.0
17	57.6	29.5	16.7	57.6	0.0
18	57.6	25.3	24.8	57.6	0.0

/a/ Noise levels were modeled from the center of the parking structure to the nearest receptor.
/b/ The CNEL noise level was calculated based on anticipated hours of operations. Hours of operation are assumed to be between 7:00 am and 10:00 pm. Loading and unloading activity would not be permitted before 7:00 am or after 10:00 pm.
SOURCE: SoundPLAN, *Version 4.1*; TAHA, 2024.

On-site Vehicle Movements. Parking would primarily be provided in a five-story open parking garage with 380 parking stalls. Street parking for vehicles visiting the project site would be provided along Don Felipe Drive and Santa Rosalia Drive. Street parking would be prohibited along Stocker Street. Vehicular access to the parking garage would be provided via a driveway along the northern property line which would be accessed from Santa Rosalia Drive. Delivery trucks will access the project site from a right-turn in only via the main entry driveway off Stocker Street. Truck activity and deliveries are anticipated to be approximately six truck trips per day.

Sources of noise related to parking would include vehicles accelerating, doors slamming, car alarms, and people talking. Parking noise was calculated based on anticipated trip hours of 8:00 am to 11:00 pm would be approximately 49.2 dBA, CNEL at 50 feet over day. For informational purposes, the maximum hourly increase in noise during daytime hours would be approximately 0.9 dBA, L_{eq}, which would not be an audible increase in noise.

The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. As shown in **Table 3-16**, *Parking Activity Noise Analysis*, parking activity would generate a maximum incremental increase of 0.5 dBA, CNEL at Receptor 7 adjacent to the north of the proposed parking structure. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level within the normally unacceptable range would not occur nor would a 5 dBA CNEL increase. Therefore, the Project would result in a less-than-significant impact related to parking activity noise.

TABLE 3-16: PARKING ACTIVITY NOISE ANALYSIS

Sensitive Receptor (Figure 3-3)	Existing Ambient Noise Level (dBA, CNEL)	Parking Activity Noise Level (dBA, L_{eq}) /a/	Parking Activity Noise Level (dBA, CNEL)	New Ambient Noise Level (dBA, CNEL)	Noise Level Increase (dBA, CNEL)
1	50.7	25.7	26.3	50.7	0.0
2	59.9	28.0	28.6	59.9	0.0
3	58.0	28.7	29.3	58.0	0.0
4	56.0	29.2	29.8	56.0	0.0
5	56.0	31.5	32.1	56.0	0.0
6	56.0	45.5	46.1	56.4	0.4
7	56.0	46.4	47.0	56.5	0.5
8	59.9	28.5	29.1	59.9	0.0
9	59.9	31.5	32.1	59.9	0.0
10	59.9	33.4	34.0	59.9	0.0
11	57.6	30.4	31.0	57.6	0.0
12	57.6	28.4	29.0	57.6	0.0
13	57.6	27.0	27.6	57.6	0.0
14	57.6	26.0	26.6	57.6	0.0
15	59.9	33.7	34.3	59.9	0.0
16	59.9	32.8	33.4	59.9	0.0
17	57.6	30.8	31.4	57.6	0.0
18	57.6	28.6	29.2	57.6	0.0

/a/ Noise levels were modeled for multi-story buildings where present. The noise levels presented are the loudest modeled noise level for each receptor.
/b/ The CNEL noise level was calculated based on anticipated hours of operations. Hours of operation are assumed to be between 8:00 am and 2:00 am.
SOURCE: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018; TAHA, 2024.

The roadways used for on-site circulation would also potentially generate noise at off-site sensitive receptors. Vehicles travelling along internal roadways would be travelling at low speeds. Noise levels were modeled at adjacent sensitive receptors because these receptors would have the highest potential for noise increases to occur. The predicted noise levels account for noise reduction provided by the proposed structures on the Project site. Other sensitive receptors would not experience substantial changes in noise as a result of intervening buildings on the Project site and distance from the internal roadways. For informational purposes, the maximum hourly increase in noise during daytime hours would be approximately 10.1 dBA, L_{eq} at Receptor 7 during the PM peak hour. However, this assumes that all truck trips would occur within this hour and would be leaving the Project site during the PM peak hour, which is not likely to regularly occur. The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. As shown in **Table 3-17**, *On-Site Vehicle Circulation Noise Analysis,* on-site vehicle circulation noise would generate a maximum incremental increase of 1.5 dBA, CNEL at Receptor 7 adjacent to the north of the Project site. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level within the normally unacceptable range would not occur nor would a 5 dBA CNEL increase. Therefore, the Project would result in a less-than-significant impact related to on-site vehicle circulation noise.

TABLE 3-17: ON-SITE VEHICLE CIRCULATION NOISE ANALYSIS

Sensitive Receptor (Figure 3-3)	Existing Ambient Noise Level (dBA, CNEL)	On-Site Roadway Noise Level (dBA, L_{eq})	On-Site Roadway Noise Level (dBA, CNEL)	New Ambient Noise Level (dBA, CNEL)	Noise Level Increase (dBA, CNEL)
6	56.0	62.1	48.6	56.7	0.7
7	56.0	62.7	52.1	57.5	1.5
9	59.9	50.5	37.0	59.9	0.0
10	59.9	49.4	36.3	59.9	0.0

SOURCE: Federal Highway Administration, *Traffic Noise Model Version 3.1*; TAHA, 2024.

Composite On- Site Noise Level Impacts from Project Operations. In addition to considering the potential noise impacts resulting from individual on-site stationary noise, including mechanical equipment noise, rooftop patio noise, green plaza noise, service plaza loading and unloading noise. A combined noise level was calculated using SoundPLAN at sensitive receptors. The composite noise level includes all on-site stationary source noise. As shown in **Table 3-18**, *Composite On-Site Noise Levels at Sensitive Receptors*, Receptor 15 adjacent to the south of the Project site would experience the maximum increase in noise of approximately 6.8 dBA CNEL and a predicted noise level of 66.7 dBA CNEL, which is still within the "conditionally acceptable" range of noise for residential uses. As shown above, the proposed project includes a variety of operational noise sources that would be contained within the building structures or passive sources that generate low levels of noise. It is anticipated that Project activities would occasionally be audible at adjacent land uses (e.g., mechanical equipment, parking activity, service plaza, or outdoor gathering spaces), but these activities would not increase the permanent CNEL at the property line of affected uses by 3 dBA CNEL to or within the 70 to 75 dBA or incrementally increase the permanent CNEL by more than 5 dBA during standard operation. However, an increase of 5 dBA CNEL or more would occur during special events at four sensitive receptors. Therefore, the Project would result in a potentially significant impact related to operational noise.

Off-site Vehicle Movements. Off-site noise sources that would be generated by the Project include delivery trucks, studio trailers and worker vehicle trips traveling on local roadways. The Project would generate approximately 3,183 daily vehicle trips, of which 270 would be AM peak hour trips, and 361 would be PM peak hour trips. **Table 3-19**, *Estimated Off-Site Mobile Source Noise Levels*, shows roadway noise levels for Existing (2024), Future No Project (2029) and Future Plus Project (2029) conditions. **Table 3-20***, Change in Off-Site Mobile Source Noise Levels,* shows the noise level change from the increase in traffic. As shown in **Table 3-20**, the roadway noise increase attributed to the Project would be a maximum of 1.4 dBA, CNEL on the local roadway network and is not anticipated to result in a perceptible change in sound level for a person with normal hearing sensitivity. Some sensitive receptors would experience a decrease in off-site noise as a result of the introduction of Project buildings on the Project site that would serve as a barrier to roadway noise. Off-site noise would not increase the permanent CNEL at the property line of affected uses by 3 dBA CNEL to or within the 70 to 75 dBA or incrementally increase the permanent CNEL by more than 5 dBA. Therefore, off-site noise associated with the Project would in a less-than-significant impact.

TABLE 3-18: COMPOSITE ON-SITE NOISE LEVELS AT SENSITIVE RECEPTORS

Sensitive Receptor (Figure 3-3)	Existing Ambient Noise Level (dBA, CNEL)	Composite Noise Level (dBA, CNEL)	New Ambient Noise Level (dBA, CNEL)	Noise Level Increase (dBA, CNEL)
STANDARD OPERATION				
1	50.7	41.1	51.2	0.5
2	59.9	43.8	60.0	0.1
3	58.0	43.0	58.1	0.1
4	56.0	44.4	56.3	0.3
5	56.0	44.4	56.3	0.3
6	56.0	52.5	57.6	1.6
7	56.0	54.5	58.3	2.3
8	59.9	45.2	60.0	0.1
9	59.9	53.5	60.8	0.9
10	59.9	48.6	60.2	0.3
11	57.6	52.5	58.8	1.2
12	57.6	45.0	57.8	0.2
13	57.6	46.7	57.9	0.3
14	57.6	48.7	58.1	0.5
15	59.9	48.8	60.2	0.3
16	59.9	46.1	60.1	0.2
17	57.6	45.5	57.9	0.3
18	57.6	42.7	57.7	0.1
SPECIAL EVENT USE				
1	50.7	47.0	52.2	1.5
2	59.9	47.9	60.2	0.3
3	58.0	46.4	58.3	0.3
4	56.0	47.1	56.5	0.5
5	56.0	47.2	56.5	0.5
6	56.0	53.1	57.8	1.8
7	65.1	60.6	61.9	5.9
8	59.9	50.9	60.4	0.5
9	59.9	58.7	62.3	2.4
10	59.9	63.7	65.2	5.3
11	57.6	58.7	61.2	3.6
12	57.6	53.0	58.9	1.3
13	57.6	55.2	59.6	2.0
14	57.6	57.3	60.4	2.8
15	59.9	65.7	66.7	6.8
16	59.9	56.8	61.6	1.7
17	57.6	61.7	63.1	5.5
18	57.6	57.0	60.3	2.7

SOURCE: TAHA, 2024.

TABLE 3-19: ESTIMATED OFF-SITE MOBILE SOURCE NOISE LEVELS

Sensitive Receptor (Figure 3-3)	Nearest Roadway	Estimated dBA, CNEL at 50 Feet			
		Existing (2024)	Future No Project (2029)	Future Plus Project (2029)	Project Only Trips (2029)
1	Stocker St.	55.4	56.1	56.0	41.8
2	Stocker St.	58.3	59.0	59.1	44.8
3	Don Felipe Dr.	53.9	54.6	54.5	39.2
4	Don Felipe Dr.	54.7	55.4	55.4	40.4
5	Don Felipe Dr.	52.9	53.5	53.5	39.5
6	Stocker St./Don Felipe Dr./Santa Rosalia Dr.	52.8	53.4	49.7	38.4
7	Stocker St./Don Felipe Dr./Santa Rosalia Dr.	55.3	55.8	53.9	44.0
8	Stocker St.	63.9	64.5	64.6	50.4
9	Stocker St.	63.4	64.1	64.2	50.5
10	Stocker St.	64.2	64.9	65.1	51.7
11	Stocker St.	59.3	60.0	60.1	46.4
12	Stocker St.	56.4	57.0	57.1	43.6
13	Stocker St.	54.7	55.3	55.4	41.8
14	Stocker St.	53.8	54.5	54.6	40.9
15	Stocker St.	62.8	63.4	64.2	54.0
16	Stocker St.	60.2	60.8	61.2	49.5
17	Palmero Blvd.	56.9	57.5	57.8	46.0
18	Angeles Vista Blvd.	54.9	55.4	55.6	43.6

SOURCE: TAHA, 2025.

TABLE 3-20: CHANGE IN OFF-SITE MOBILE SOURCE NOISE LEVELS

Sensitive Receptor (Figure 3-3)	Nearest Roadway Segment	Estimated dBA, CNEL at 50 Feet	
		Future No Project vs. Future Plus Project (2029)	Existing (2024) vs. Future Plus Project (2029)
1	Stocker St.	0.0	0.7
2	Stocker St.	0.1	0.7
3	Don Felipe Dr.	-0.1	0.6
4	Don Felipe Dr.	0.0	0.6
5	Don Felipe Dr.	-0.1	0.6
6	Stocker St./Don Felipe Dr./Santa Rosalia Dr.	-3.8	-3.1
7	Stocker St./Don Felipe Dr./Santa Rosalia Dr.	-1.9	-1.4
8	Stocker St.	0.1	0.8
9	Stocker St.	0.2	0.8
10	Stocker St.	0.2	0.9
11	Stocker St.	0.1	0.8
12	Stocker St.	0.1	0.8
13	Stocker St.	0.1	0.8
14	Stocker St.	0.1	0.8
15	Stocker St.	0.7	1.4
16	Stocker St.	0.4	1.0
17	Palmero Blvd.	0.3	0.9
18	Angeles Vista Blvd.	0.3	0.8

SOURCE: TAHA, 2024.

Composite Operational Noise Level Impacts from Project Operations

Operational noise, such as noise from mechanical equipment, outdoor gathering spaces, trash pick-up, service plaza loading and unloading, drop off zone trips, parking and on-site vehicle movements, and off-site vehicle movements are not expected to cause ambient noise levels at noise sensitive receptor to noticeably increase. **Table 3-21**, *Composite Noise Levels On-Site and Off-Site Operational Noise Levels at Sensitive Receptors* includes the composite noise level for the combination of on-site sources of noise and off-site mobile noise at each analyzed sensitive receptor. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level within the normally unacceptable range would not occur nor. However, a 5 dBA CNEL increase would occur at four sensitive receptors.

Project Design Features

The following project design features would be incorporated as part of the Project:

PDF-NOI-1 A 40-foot temporary construction noise barrier will be installed along the Project's northern property line.

Mitigation Measures

N-1 Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

N-2 A temporary construction noise barrier, or equivalent noise reduction strategy, shall be installed on the northern property line that is capable of reducing noise by 10 dBA or greater as needed at affected residences.

N-3 Noise and vibration construction activities whose specific location on the Project site may be flexible (e.g., operation of compressors and generators) shall be conducted as far away as possible from the nearest sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses. The construction contractor shall locate construction staging areas away from noise-sensitive uses.

N-4 Amplified sound shall not be permitted after 10:00 pm and special events with no amplified sound equipment shall not be permitted after 12:00 am without further study. The applicant shall prepare an acoustical study to predict operational noise levels of outdoor gathering spaces once the acoustical equipment layout and anticipated event hours and occupancy have been identified. The acoustical study shall predict noise levels based on amplified sound equipment locations, equipment maximum noise level, number of pieces of equipment, and occupancy of each of the outdoor gathering spaces. The acoustical study shall identify any additional mitigation measures to ensure ambient noise levels at sensitive receptors would not result in an incremental increase in community noise equivalent level of 5 dBA or more at surrounding sensitive receptors. Noise reduction methods that may be implemented include, but are not limited to:

- Time restrictions on operation of amplified sound and events.
- Design features, such as solid barriers to reduce noise at off-site sensitive receptors.
- Restrictions on decibel levels of amplified sound equipment.

TABLE 3-21: COMPOSITE ON-SITE AND OFF-SITE OPERATIONAL NOISE LEVELS AT SENSITIVE RECEPTORS

Sensitive Receptor (Figure 3-3)	Existing Ambient Noise Level (dBA, CNEL)	Composite On-Site Noise Level (dBA, CNEL)	Off-Site Mobile Noise Level (dBA, CNEL)	Composite Operational Noise Level (dBA, CNEL)	New Ambient Noise Level (dBA, CNEL)	Noise Level Increase (dBA, CNEL)
STANDARD OPERATION						
1	50.7	41.1	41.8	44.5	51.6	0.9
2	59.9	43.8	44.8	47.3	60.1	0.2
3	58.0	43.0	39.2	44.5	58.2	0.2
4	56.0	44.4	40.4	45.9	56.4	0.4
5	56.0	44.4	39.5	45.6	56.4	0.4
6	56.0	52.5	38.4	52.7	57.7	1.7
7	65.1	54.5	44.0	54.8	58.5	2.5
8	59.9	45.2	50.4	51.6	60.5	0.6
9	59.9	53.5	50.5	55.2	61.2	1.3
10	59.9	48.6	51.7	53.4	60.8	0.9
11	57.6	52.5	46.4	53.5	59.0	1.4
12	57.6	45.0	43.6	47.4	58.0	0.4
13	57.6	46.7	41.8	47.9	58.0	0.4
14	57.6	48.7	40.9	49.4	58.2	0.6
15	59.9	48.8	54.0	55.1	61.2	1.3
16	59.9	46.1	49.5	51.1	60.4	0.5
17	57.6	45.5	46.0	48.7	58.1	0.5
18	57.6	42.7	43.6	46.2	57.9	0.3
SPECIAL EVENT USE						
1	50.7	47.0	41.8	48.2	52.6	1.9
2	59.9	47.9	44.8	49.6	60.3	0.4
3	58.0	46.4	39.2	47.2	58.3	0.3
4	56.0	47.1	40.4	47.9	56.6	0.6
5	56.0	47.2	39.5	47.9	56.6	0.6
6	56.0	53.1	38.4	53.3	57.9	1.9
7	65.1	60.6	44.0	60.7	62.0	6.0
8	59.9	50.9	50.4	53.7	60.8	0.9
9	59.9	58.7	50.5	59.3	62.6	2.7
10	59.9	63.7	51.7	63.9	65.4	5.5
11	57.6	58.7	46.4	59.0	61.3	3.7
12	57.6	53.0	43.6	53.4	59.0	1.4

TABLE 3-21: COMPOSITE ON-SITE AND OFF-SITE OPERATIONAL NOISE LEVELS AT SENSITIVE RECEPTORS

Sensitive Receptor (Figure 3-3)	Existing Ambient Noise Level (dBA, CNEL)	Composite On-Site Noise Level (dBA, CNEL)	Off-Site Mobile Noise Level (dBA, CNEL)	Composite Operational Noise Level (dBA, CNEL)	New Ambient Noise Level (dBA, CNEL)	Noise Level Increase (dBA, CNEL)
13	57.6	55.2	41.8	55.4	59.6	2.0
14	57.6	57.3	40.9	57.4	60.5	2.9
15	59.9	65.7	54.0	66.0	66.9	7.0
16	59.9	56.8	49.5	57.5	61.9	2.0
17	57.6	61.7	46.0	61.8	63.2	5.6
18	57.6	57.0	43.6	57.2	60.4	2.8

SOURCE: TAHA, 2025.

Level of Significance After Mitigation

Construction. Impacts related to off-site construction noise would be less than significant. Implementation of Mitigation Measures **N-1** through **N-3** would reduce noise levels associated with individual pieces of equipment and combined construction noise levels. For example, Mitigation Measure **N-1** would reduce heavy-duty equipment noise levels by at least 5 dBA. Mitigation Measure **N-2** would reduce construction noise by 10 or greater dBA for multi-family residences adjacent to the north of the project site. Although difficult to quantify, Mitigation Measure **N-3** would also help control noise levels. **Table 3-22***, Construction Noise Levels (Maximum and Intermittent) – Mitigated,* shows mitigated noise levels associated with construction activities. Noise levels in this table were estimated for the demolition phase of construction.

Mitigation Measures **N-1** through **N-3** would reduce noise levels to less than 80 dBA, $L_{eq(8\text{-}hour)}$) at nearby sensitive receptors. Therefore, the proposed project would result in a less-than-significant impact related to construction noise with mitigation incorporated.

Operations. Impacts related to operational noise would be potentially significant as a result of amplified sound after 10:00 pm and special event noise after 12:00 am. Implementation of Mitigation Measure **N-4** would require the applicant to prepare an acoustical study to determine the potential for noise impacts after speaker equipment and gathering space operations have been determined. The acoustical study would predict operational noise levels and identify any necessary mitigation measures to ensure that the incremental increase in CNEL would remain less than 5 dBA. Implementation of Mitigation Measure **N-4** would ensure that operational noise levels would not exceed the 5 dBA CNEL threshold. Therefore, the proposed project would result in a less-than-significant impact related to operational noise with mitigation incorporated.

3.5.2 Would the result in the generation of excessive ground-borne vibration or ground-borne noise levels? (Less-Than-Significant Impact with Mitigation Incorporated during Construction and No Impact during Operations)

Impact Analysis

Construction. Construction activity can generate varying degrees of vibration, depending on the procedure and equipment. The construction phases that would typically generate higher vibration levels include demolition and clearing and excavation and grading due to the use of heavier pieces of construction equipment, that are similar to a large bulldozer. Equipment movements generate vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, and to slight damage at the highest levels. In most cases, the primary concern regarding construction vibration relates to damage.

Because construction activity is short-term and equipment moves around a Project site, the primary concern regarding construction vibration relates to building damage. Activities that can result in damage include demolition and site preparation in close proximity to sensitive structures. Typical vibration levels associated with relevant construction equipment are provided in **Table 3-23**, *Vibration Velocities for Construction Equipment*.

TABLE 3-22: CONSTRUCTION NOISE LEVELS (MAXIMUM AND INTERMITTENT) – MITIGATED

Sensitive Receptors	Mitigation Measure	Mitigation Noise Reduction /a/	Existing Ambient Noise Level (dBA, L_{eq})	Unmitigated Noise Level (dBA, $L_{eq(8\text{-}hour)}$)	Mitigated Noise Level (dBA, $L_{eq(8\text{-}hour)}$)	Exceed 80 dBA, $L_{eq(8\text{-}hor)}$ Threshold?
Multi-family residences adjacent to the north	N-1, N-2	15	53.0	88.3	73.3	No
Baldwin Hills Urgent Care	N-1, N-2	15	67.1	88.3	73.3	No
Residences adjacent to the south	N-1	5	71.8	81.9	76.9	No
Escuela Plus Elementary School	N-1	5	58.0	76.5	71.5	No
Residences to the south	N-1	5	57.0	76.7	71.7	No
Multi-family residences to the southwest	N-1	5	71.8	77.3	72.3	No
View Park Convalescent Center	N-1	5	58.0	74.7	69.7	No
Single- and Multi-family residences to the west	N-1	5	56.6	74.4	69.4	No
Multi-family residences to the north	N-1, N-2	15	48.0	70.2	55.2	No
Single-family residences to the south	N-1	5	57.6	74.2	69.2	No
Single-family residences to the southeast	N-1	5	57.0	73.8	68.8	No
Crenshaw Methodist Church	N-1	5	58.0	74.5	69.5	No
Single-family residences to the east	N-1	5	57.0	74.8	69.8	No
Single- and Multi-family residences to the west	N-1	5	52.7	70.5	65.5	No
Single-family residences to the south	N-1	5	52.6	67.3	62.3	No
Single-family residences to the southeast	N-1	5	52.6	67.3	62.3	No
Multi-family residences to the north	N-1, N-2	15	48.0	67.3	52.3	No

/a/ Includes a 5 dBA reduction for implementation of construction equipment mufflers (Mitigation Measure **N-1**) and a 10 dBA reduction for implementation of temporary construction noise barrier along northern property line (Mitigation Measure **N-2**).
SOURCE: TAHA, 2025.

TABLE 3-23: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT

	Vibration Levels			
	PPV (Inches per Second)			
Equipment	**25 Feet**	**50 Feet**	**75 Feet**	**100 Feet**
Large Bulldozer	0.089	0.031	0.017	0.011
Caisson Drilling	0.089	0.031	0.017	0.011
Loaded Trucks	0.076	0.027	0.015	0.010
Jackhammer	0.035	0.012	0.007	0.004
Small Bulldozer	0.003	0.001	0.001	0.000

SOURCE: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018; TAHA, 2024.

Table 3-24*, Construction Vibration Levels – Damage,* shows vibration levels and the applicable standard at the nearest off-site structures. The vibration levels are a conservative estimate based on a large bulldozer operating at property boundary. Equipment activity at the property edge would be limited by space and the need for maneuvering. Vibration levels generated on-site would not exceed the vibration damage threshold at off-site structures. Historic structures are more sensitive to vibration than structures built with modern construction methods and materials. One off-site historic use has been identified that could be potentially exposed to excessive vibration. However, the historic designation only applies to the adobe buildings and not additions added in the 1920s. The City of Los Angeles has established a vibration damage threshold of 0.25 inches per second PPV for historic buildings and 0.1 inches per second PPV for fragile buildings. As the adobe building dates from approximately the 1790s, the fragile buildings threshold has been applied. Vibration levels were analyzed for typical construction equipment such as a large bulldozer and drilling which may be required for building foundations. As shown in **Table 3-23**, Sanchez Ranch Adobe, which is adjacent to the north of the Project site, would be potentially exposed to vibration levels that would exceed 0.1 inches per second threshold during typical construction in instances heavy construction equipment would be operating frequently along the northern property line of the Project site. Therefore, without mitigation, the Project would result in a potentially significant impact related to historic structure damage from construction vibration.

TABLE 3-24: CONSTRUCTION VIBRATION LEVELS – DAMAGE

Sensitive Receptors	**Distance (Feet)**	**PPV (In/Sec)**	**Damage Threshold (In/Sec)**	**Exceed Damage Threshold?**
NON-HISTORIC STRUCTURES				
Multi-family Residences adjacent to the north	15	0.191	0.5	No
Crenshaw Methodist Church	50	0.031	0.3	No
Residences to the south	60	0.024	0.3	No
Escuela Plus Elementary School	60	0.024	0.3	No
HISTORIC STRUCTURES				
Sanchez Ranch Adobe	12	0.268	0.1	Yes

SOURCE: TAHA, 2025.

Vibration annoyance is another concern related to construction activity. However, perceptible vibration is not typically a concern for human health and is a common occurrence within the urban environment. Vibration annoyance can result in impacts if construction activity occurs during nighttime hours when people are more sensitive to vibration. Construction activity would occur within the permissible hours of construction during daytime hours as set by LAMC Section 41.40. Therefore, the proposed project would result in a less-than-significant impact related to vibration annoyance.

In addition to on-site construction activities, construction trucks on the roadway network have the potential to generate vibration. However, rubber-tired vehicles, including trucks, rarely generate perceptible vibration.[44] It is not anticipated that project-related trucks would generate perceptible vibration adjacent to the roadway network. Therefore, the Project would result in a less-than-significant impact related to off-site construction truck vibration.

Operations. The Project would not include a significant source of permanent vibration. Project-related vehicle trips could generate vibration, although similar to the existing condition, roadway vibration from passenger vehicles and trucks would not be perceptible outside of the roadway right-of-way. Therefore, no impact would occur related to operational vibration.

Mitigation Measures

N-5 Prior to commencement of construction activity, a qualified structural engineer licensed in California shall survey the existing foundation and other structural aspects of the Sanchez Ranch Adobe. The survey shall provide a shoring design to protect the identified land uses from potential damage. The qualified structural engineer shall submit a pre-construction survey letter establishing baseline conditions at the historic buildings. These baseline conditions shall be forwarded to the lead agency and to the mitigation monitor prior to issuance of any foundation only or building permit. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to the historic buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs to shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24) prior to issuance of any temporary or permanent certificate of occupancy for the new building.

Level of Significance After Mitigation

Mitigation Measure **N-5** would ensure vibration damage to the historic Sanchez Ranch Adobe buildings, should it occur, would be minimized by implementing building shoring. The pre- and post-construction survey would document baseline conditions and allow for any repairs to be made due to damage potentially caused by operation of heavy construction equipment in its vicinity. Therefore, impacts related to construction vibration damage would be less than significant with mitigation.

3.5.3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)

Impact Analysis

The development site is not located within an airport land use plan nor is it located within two miles of a private airstrip or public airport. There is no potential for the Project to expose people working or residing in the area to excessive aircraft noise. Therefore, no impact would occur. No further analysis is required.

Mitigation Measures

No mitigation measures are required.

[44]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

4.0 REFERENCES

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Los Angeles Municipal Code, *Section 112.04*, *Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices*.

Los Angeles Municipal Code, *Section 112.05*, *Maximum Noise Level of Powered Equipment or Powered Hand Tools*.

Los Angeles Municipal Code, *Section 112.06*, *Places of Public Entertainment*.

Los Angeles Municipal Code, *Section 113.01*, *Rubbish and Garbage Collection and Disposal*.

Los Angeles Municipal Code, *Section 114.03*, *Vehicles – Loading and Unloading*.

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APPENDIX A

Noise and Vibration Calculations

Noise Formulas

Noise Distance Attenuation

Hard Site

Ni = No - 20 * LOG(Di/Do)

Ni = attenuated noise level of interest
No = reference noise level
Di = distance to receptor (Di>Do)
Do = reference distance

Source: (Bolt, Beranek, and Newman, 1971)

Summation of Noise Levels

Equation: Ns=10 x LOG10((10^(N1/10))+(10^(N2/10))+(10^(N3/10))+(10^(N4/10)))

Ns = Noise Level Sum

N1 = Noise Level 1

N2 = Noise Level 2

N3 = Noise Level 3

N4 = Noise Level 4

Source: California Department of Transportation, Technical Noise Supplement, 2013

Construction Noise Analysis

CONSTRUCTION NOISE LEVEL BY PHASE		
Noise Source	**Number of Pieces of Equipment**	**Noise Level (dBA) L_{eq} at 50 Feet /a/**
DEMOLITION AND CLEARING		
Backhoe	4	79.6
Compressor (air)	2	76.7
Concrete Saw	2	85.6
Dozer	2	80.7
Excavator	2	79.7
Gradall (forklift)	2	82.4
Generator	2	80.6
Demolition and Clearing Combined Noise Level		**90.0**
SITE PREPARATION		
Auger Drill Rig	1	77.4
Excavator	2	79.7
Backhoe	2	76.6
Compressor (air)	2	76.7
Generator	2	80.6
Dozer	1	77.7
Excavation and Shoring Combined Noise Level		**86.2**
GRADING		
Backhoe	4	79.6
Roller	1	73.0
Dozer	2	80.7
Compactor	1	76.2
Generator	2	80.6
Compressor (air)	2	76.7
Grading and Combined Noise Level		**86.4**
BUILDING CONSTRUCTION		
Auger Drill Rig	1	77.4
Backhoe	4	79.6
Crane	3	77.4
Excavator	2	79.7
Gradall (forklift)	4	84.2
Cement and Mortar Mixers	3	79.6
Compactor	1	76.2
Generator	5	84.6
Compressor (air)	5	84.6
Welders	10	80.0
Building Construction Combined Noise Level		**91.4**
ARCHITECTURAL COATING		
Compressor (air)	2	76.7
Generator	2	80.6

One forklift removed from calculation and then assumed to be at property line and added back in to total noise level.

Aerial Lift	2	70.7
Architectural Coating Combined Noise Level		**82.4**
PAVING		
Excavator	1	76.7
Backhoe	4	79.6
Gradall (forklift)	2	82.4
Paver	1	74.2
Cement and Mortar Mixers	2	77.0
Roller	1	73.0
Compactor	1	76.2
Generator	2	80.6
Compressor (air)	2	76.7
Paving Combined Noise Level		**87.9**

/a/ Logarithmic sum of multiple pieces of equipment.

Source: FHWA, *Roadway Construction Noise Model (RCNM) Version 1.1* .

Source: AECOM, *Construction Noise and Vibration - North Harbour 2 Watermain and Northern Interceptor Shared Corridor* , 29 April 2016.

Source: Federal Highway Administration, *Roadway Construction Noise Model* , 2008

Source: *Noise Levels of Lift Trucks* , 25 May 2001, rigolett.home.xs4all.nl/ENGELS/equipment/liftfr.htm.

Source: Washington State Department of Transportation, *Airborne Noise Measurements (A-weighted and un-weighted) during VibratoryPile Installation - Technical Memorandum* , 21 June 2010.

UNMITIGATED CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS

Sensitive Receptors	Distance (feet) from Center of Nearest Construction Zone	Distance (feet) from Loudest Equipnment Near Project Site Perimeter	40 Foot Noise Barrier on Northern Property Line	Intervening Building /a/	Reference Phase Noise Level (dBA)	Existing Ambient (dBA, Leq)	Max Construction Noise (dBA, Leq)	Exceed 80 dBA 8-hour Leq Threshold?
Multi-family residences adjacent to the north	160	20	0	0	91.4	53.0	88.3	Yes
Baldwin Hills Urgent Care	160	20	0	0	91.4	67.1	88.3	Yes
Residences adjacent to the south	160	100	0	0	91.4	71.8	81.9	Yes
Escuela Plus Elementary School	300	190	0	0	91.4	58.0	76.5	No
Residences to the south	290	200	0	0	91.4	57.0	76.7	No
Multi-family residences to the southwest	270	190	0	0	91.4	71.8	77.3	No
View Park Convalescent Center	360	280	0	0	91.4	58.0	74.7	No
Single- and Multi-Family residences to the west	370	290	0	0	91.4	56.6	74.4	No
Multi-family residences to the north	360	280	0	4.5	91.4	48.0	70.2	No
Single-family residences to the south	380	290	0	0	91.4	57.6	74.2	No
Single-family residences to the southeast	400	310	0	0	91.4	57.0	73.8	No
Crenshaw Methodist Church	370	270	0	0	91.4	58.0	74.5	No
Single-family residences to the east	350	340	0	0	91.4	57.0	74.8	No
Single- and Multi-Family residences to the west	580	500	0	0	91.4	52.7	70.5	No
Single-family residences to the south	500	430	0	4.5	91.4	52.6	67.3	No
Single-family residences to the southeast	500	420	0	4.5	91.4	52.6	67.3	No
Multi-family residences to the north	500	420	0	4.5	91.4	48.0	67.3	No

/a/ -4.5 dB for on intervening row of buildings and -1.5 dB for each subsequent row

MITIGATED CONSTRUCTION NOISE

Sensitive Receptors	Mitigation Measure	Mitigation /b/	Existing Ambient (dBA, Leq)	Unmitigated Construction Noise Level (dBA, 8-hour Leq)	Mitigated Max Construction Noise (dBA, 8-hour Leq)	Exceed 80 dBA 8-hour Leq Threshold?
Multi-family residences adjacent to the north	N1, N2	15	53.0	88.3	73.3	No
Baldwin Hills Urgent Care	N1, N2	15	67.1	88.3	73.3	No
Residences adjacent to the south	N1	5	71.8	81.9	76.9	No
Escuela Plus Elementary School	N1	5	58.0	76.5	71.5	No
Residences to the south	N1	5	57.0	76.7	71.7	No
Multi-family residences to the southwest	N1	5	71.8	77.3	72.3	No
View Park Convalescent Center	N1	5	58.0	74.7	69.7	No

Single- and Multi-Family residences to the west	N1	5	56.6	74.4	69.4	No
Multi-family residences to the north	N1, N2	15	48.0	70.2	55.2	No
Single-family residences to the south	N1	5	57.6	74.2	69.2	No
Single-family residences to the southeast	N1	5	57.0	73.8	68.8	No
Crenshaw Methodist Church	N1	5	58.0	74.5	69.5	No
Single-family residences to the east	N1	5	57.0	74.8	69.8	No
Single- and Multi-Family residences to the west	N1	5	#REF!	70.5	65.5	No
Single-family residences to the south	N1	5	56.6	67.3	62.3	No
Single-family residences to the southeast	N1	5	57.6	67.3	62.3	No
Multi-family residences to the north	N1, N2	15	57.0	67.3	52.3	No

/a/ -4.5 dB for on intervening row of buildings and -1.5 dB for each subsequent row

/b/ Mitigation Measure N1 includes a 5 dB reduction for equipment mufflers, Mitigation Measure N2 includes a 10 dB reduction for a temporary noise barrier.

HVAC NOISE ANALYSIS								
Sensitive Receptor	**Existing Nighttime Ambient Noise Level (dBA, Leq)**	**HVAC Noise Level (dBA, Leq)**	**New Ambient Noise Level (dBA, Leq)**	**Noise Level Increase (dBA, Leq)**	**Existing Ambient Noise Level (dBA, CNEL)**	**HVAC Noise Level (dBA, CNEL)**	**New Ambient Noise Level (dBA, CNEL)**	**Noise Level Increase (dBA, CNEL)**
1	52.0	36.4	52.1	0.1	50.7	40.5	51.1	0.4
2	52.0	39.3	52.2	0.2	59.9	43.4	60.0	0.1
3	52.0	38.6	52.2	0.2	58.0	42.7	58.1	0.1
4	52.0	40.1	52.3	0.3	56.0	44.2	56.3	0.3
5	52.0	40	52.3	0.3	56.0	44.1	56.3	0.3
6	52.0	43.8	52.6	0.6	56.0	47.9	56.6	0.6
7	52.0	42.7	52.5	0.5	56.0	46.8	56.5	0.5
8	52.0	40.8	52.3	0.3	59.9	44.9	60.0	0.1
9	52.0	42	52.4	0.4	59.9	46.1	60.1	0.2
10	52.0	42.1	52.4	0.4	59.9	46.2	60.1	0.2
11	52.0	41.3	52.4	0.4	57.6	45.4	57.9	0.3
12	52.0	36.6	52.1	0.1	57.6	40.7	57.7	0.1
13	52.0	37.7	52.2	0.2	57.6	41.8	57.7	0.1
14	52.0	39.1	52.2	0.2	57.6	43.2	57.8	0.2
15	52.0	42.7	52.5	0.5	59.9	46.8	60.1	0.2
16	52.0	40.8	52.3	0.3	59.9	44.9	60.0	0.1
17	52.0	40.1	52.3	0.3	57.6	44.2	57.8	0.2
18	52.0	37.6	52.2	0.2	57.6	41.7	57.7	0.1

Source: SoundPLAN Version 4.1; TAHA, 2023.

OUTDOOR GATHERING SPACE NOISE ANALYSIS								
Sensitive Receptor (Figure XX)	**Existing Nighttime Ambient Noise Level (dBA, Leq)**	**Outdoor Gathering Space Noise Level (dBA, Leq) /a/**	**New Ambient Noise Level (dBA, Leq)**	**Noise Level Increase (dBA, Leq)**	**Existing Ambient Noise Level (dBA, CNEL)**	**Outdoor Gathering Space Noise Level (dBA, CNEL) /a/**	**New Ambient Noise Level (dBA, CNEL)**	**Noise Level Increase (dBA, CNEL)**
STANDARD OPERATION								
1	52.0	19.1	52.0	0.0	50.7	23.1	50.7	0.0
2	52.0	20.0	52.0	0.0	59.9	24.0	59.9	0.0
3	52.0	17.5	52.0	0.0	58.0	21.5	58.0	0.0
4	52.0	16.9	52.0	0.0	56.0	21.0	56.0	0.0
5	52.0	17.3	52.0	0.0	56.0	21.3	56.0	0.0
6	52.0	16.3	52.0	0.0	56.0	20.4	56.0	0.0
7	52.0	31.8	52.0	0.0	56.0	35.8	56.0	0.0
8	52.0	26.2	52.0	0.0	59.9	30.2	59.9	0.0
9	52.0	32.5	52.0	0.0	59.9	36.5	59.9	0.0
10	52.0	36.4	52.1	0.1	59.9	40.4	59.9	0.0
11	52.0	34.5	52.1	0.1	57.6	37.3	57.6	0.0
12	52.0	26.9	52.0	0.0	57.6	30.9	57.6	0.0
13	52.0	29.2	52.0	0.0	57.6	33.2	57.6	0.0
14	52.0	31.9	52.0	0.0	57.6	35.9	57.6	0.0
15	52.0	39.8	52.3	0.3	59.9	43.8	60.0	0.1

16	52.0	34.2	52.1	0.1	59.9	38.2	59.9	0.0
17	52.0	34.9	52.1	0.1	57.6	38.9	57.7	0.1
18	52.0	30.7	52.0	0.0	57.6	34.7	57.6	0.0
SPECIAL EVENT								
1	52.0	42.3	52.4	0.4	50.7	45.7	51.9	1.2
2	52.0	42.4	52.5	0.5	59.9	45.8	60.1	0.2
3	52.0	40.4	52.3	0.3	58.0	43.8	58.2	0.2
4	52.0	40.3	52.3	0.3	56.0	43.7	56.3	0.3
5	52.0	40.6	52.3	0.3	56.0	44.0	56.3	0.3
6	52.0	41.1	52.3	0.3	56.0	44.5	56.3	0.3
7	52.0	56.0	57.5	5.5	56.0	59.4	61.1	5.1
8	52.0	46.1	53.0	1.0	59.9	49.5	60.3	0.4
9	52.0	53.7	55.9	3.9	59.9	57.1	61.7	1.8
10	52.0	60.1	60.7	8.7	59.9	63.5	65.1	5.2
11	52.0	54.1	56.2	4.2	57.6	57.5	60.6	3.0
12	52.0	48.8	53.7	1.7	57.6	52.2	58.7	1.1
13	52.0	51.1	54.6	2.6	57.6	54.5	59.3	1.7
14	52.0	53.2	55.7	3.7	57.6	56.6	60.2	2.6
15	52.0	62.2	62.6	10.6	59.9	65.6	66.7	6.8
16	52.0	53.0	55.5	3.5	59.9	56.4	61.5	1.6
17	52.0	58.2	59.1	7.1	57.6	61.6	63.1	5.5
18	52.0	53.4	55.8	3.8	57.6	56.8	60.2	2.6

/a/ Noise levels were modeled for multi-story buildings where present. The noise levels presented are the loudest modeled noise level for each receptor.

Source: TAHA, 2024.

SERVICE PLAZA NOISE ANALYSIS								
Sensitive Receptor	**Existing Daytime Ambient Noise Level (dBA, Leq)**	**Service Plaza Noise Level (dBA, Leq) /a/**	**New Ambient Noise Level (dBA, Leq)**	**Noise Level Increase (dBA, Leq)**	**Existing Ambient Noise Level (dBA, CNEL)**	**Service Plaza Noise Level (dBA, CNEL) /a/**	**New Ambient Noise Level (dBA, CNEL)**	**Noise Level Increase (dBA, CNEL)**
1	52.7	31.4	52.7	0.0	50.7	30.8	50.7	0.0
2	56.6	31.4	56.6	0.0	59.9	30.8	59.9	0.0
3	58.0	26.1	58.0	0.0	58.0	25.6	58.0	0.0
4	58.0	27.0	58.0	0.0	56.0	26.5	56.0	0.0
5	58.0	28.2	58.0	0.0	56.0	27.6	56.0	0.0
6	53.0	36.3	53.1	0.1	56.0	35.7	56.0	0.0
7	53.0	42.7	53.4	0.4	56.0	42.1	56.2	0.2
8	71.8	30.0	71.8	0.0	59.9	29.4	59.9	0.0
9	71.8	52.9	71.9	0.1	59.9	52.3	60.6	0.7
10	71.8	41.9	71.8	0.0	59.9	41.3	60.0	0.1
11	57.0	52.0	58.2	1.2	57.6	51.4	58.5	0.9
12	52.6	43.1	53.1	0.5	57.6	42.5	57.7	0.1
13	52.6	45.2	53.3	0.7	57.6	44.6	57.8	0.2
14	52.6	47.5	53.8	1.2	57.6	46.9	58.0	0.4
15	71.8	34.9	71.8	0.0	59.9	34.3	59.9	0.0
16	71.8	30.4	71.8	0.0	59.9	29.8	59.9	0.0
17	57.0	29.5	57.0	0.0	57.6	16.7	57.6	0.0
18	57.0	25.3	57.0	0.0	57.6	24.8	57.6	0.0

/a/ Noise levels were modeled for multi-story buildings where present. The noise levels presented are the loudest modeled noise level for each receptor.

Parking Reference Noise Level (PM Peak Hour 322 Trips)	51.5
Parking Reference Noise Level (AM Peak Hour 244 Trips)	50.3
Parking Reference Noise Level (OffPeak Trips 5% of total 144 trips)	48.0
CNEL from trips between 8:00 a.m. to 11:00 p.m.	52.1

PARKING ACTIVITY NOISE ANALYSIS									
Sensitive Receptor	**Distance from Center of Parking Garage (Ft)**	**Existing Daytime Ambient Noise Level (dBA, Leq)**	**Parking Activity Noise Level (dBA, Leq) /a/**	**New Ambient Noise Level (dBA, Leq)**	**Noise Level Increase (dBA, Leq)**	**Existing Ambient Noise Level (dBA, CNEL)**	**Parking Activity Noise Level (dBA, CNEL) /a/**	**New Ambient Noise Level (dBA, CNEL)**	**Noise Level Increase (dBA, CNEL)**
1	980	52.7	25.7	52.7	0.0	50.7	26.3	50.7	0.0
2	750	56.6	28.0	56.6	0.0	59.9	28.6	59.9	0.0
3	690	58.0	28.7	58.0	0.0	58	29.3	58.0	0.0
4	650	58.0	29.2	58.0	0.0	56	29.8	56.0	0.0
5	500	58.0	31.5	58.0	0.0	56	32.1	56.0	0.0
6	100	53.0	45.5	53.7	0.7	56	46.1	56.4	0.4
7	90	53.0	46.4	53.9	0.9	56	47.0	56.5	0.5
8	710	71.8	28.5	71.8	0.0	59.9	29.1	59.9	0.0
9	500	71.8	31.5	71.8	0.0	59.9	32.1	59.9	0.0
10	400	71.8	33.4	71.8	0.0	59.9	34.0	59.9	0.0
11	570	57.0	30.4	57.0	0.0	57.6	31.0	57.6	0.0
12	715	52.6	28.4	52.6	0.0	57.6	29.0	57.6	0.0
13	840	52.6	27.0	52.6	0.0	57.6	27.6	57.6	0.0
14	945	52.6	26.0	52.6	0.0	57.6	26.6	57.6	0.0
15	390	71.8	33.7	71.8	0.0	59.9	34.3	59.9	0.0
16	430	71.8	32.8	71.8	0.0	59.9	33.4	59.9	0.0
17	540	57.0	30.8	57.0	0.0	57.6	31.4	57.6	0.0
18	700	57.0	28.6	57.0	0.0	57.6	29.2	57.6	0.0

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.

ON-SITE VEHICLE MOVEMENT NOISE ANALYSIS								
Sensitive Receptor (Figure XX)	**Existing Daytime Ambient Noise Level (dBA, Leq)**	**On-Site Vehicle Noise Level (dBA, Leq) /a/**	**New Ambient Noise Level (dBA, Leq)**	**Noise Level Increase (dBA, Leq)**	**Existing Ambient Noise Level (dBA, CNEL)**	**On-Site Vehicle Noise Level (dBA, CNEL) /a/**	**New Ambient Noise Level (dBA, CNEL)**	**Noise Level Increase (dBA, CNEL)**
6	53.0	62.1	62.6	9.6	56	48.6	56.7	0.7
7	53.0	62.7	63.1	10.1	56	52.1	57.5	1.5
9	71.8	50.5	71.8	0.0	59.9	37	59.9	0.0
10	71.8	49.4	71.8	0.0	59.9	36.3	59.9	0.0

Source: Federal Highway Administration, *Traffic Noise Model Version 3.1.*

MOBILE NOISE ANALYSIS	
Sensitive Receptor	**Future Plus Project Noise Level (dBA, CNEL)**
1	56.0
2	59.1
3	54.5
4	55.4
5	53.5
6	49.7
7	53.9
8	64.6
9	64.2
10	65.1
11	60.1
12	57.1
13	55.4
14	54.6
15	64.2
16	61.2
17	57.8
18	55.6

COMPOSITE NOISE ANALYSIS						
Sensitive Receptor	**Existing Ambient Noise Level (dBA, CNEL)**	**Composite On-Site Noise Level (dBA, CNEL) /a/**	**Off-Site Sources Noise Levels (dBA, CNEL)**	**Composite Operational Noise Level**	**New Ambient Noise Level (dBA, CNEL)**	**Noise Level Increase (dBA, CNEL)**
STANDARD OPERATION						
1	50.7	41.1	41.8	44.5	51.6	0.9
2	59.9	43.8	44.8	47.3	60.1	0.2
3	58.0	43.0	39.2	44.5	58.2	0.2
4	56.0	44.4	40.4	45.9	56.4	0.4
5	56.0	44.4	39.5	45.6	56.4	0.4
6	56.0	52.5	38.4	52.7	57.7	1.7
7	56.0	54.5	44.0	54.8	58.5	2.5
8	59.9	45.2	50.4	51.6	60.5	0.6
9	59.9	53.5	50.5	55.2	61.2	1.3
10	59.9	48.6	51.7	53.4	60.8	0.9
11	57.6	52.5	46.4	53.5	59.0	1.4
12	57.6	45.0	43.6	47.4	58.0	0.4
13	57.6	46.7	41.8	47.9	58.0	0.4
14	57.6	48.7	40.9	49.4	58.2	0.6
15	59.9	48.8	54.0	55.1	61.2	1.3
16	59.9	46.1	49.5	51.1	60.4	0.5
17	57.6	45.5	46.0	48.7	58.1	0.5
18	57.6	42.7	43.6	46.2	57.9	0.3
SPECIAL EVENT						
1	50.7	47.0	41.8	48.2	52.6	1.9
2	59.9	47.9	44.8	49.6	60.3	0.4
3	58.0	46.4	39.2	47.2	58.3	0.3
4	56.0	47.1	40.4	47.9	56.6	0.6
5	56.0	47.2	39.5	47.9	56.6	0.6
6	56.0	53.1	38.4	53.3	57.9	1.9
7	56.0	60.6	44.0	60.7	62.0	6.0
8	59.9	50.9	50.4	53.7	60.8	0.9
9	59.9	58.7	50.5	59.3	62.6	2.7
10	59.9	63.7	51.7	63.9	65.4	5.5
11	57.6	58.7	46.4	59.0	61.3	3.7
12	57.6	53.0	43.6	53.4	59.0	1.4
13	57.6	55.2	41.8	55.4	59.6	2.0
14	57.6	57.3	40.9	57.4	60.5	2.9
15	59.9	65.7	54.0	66.0	66.9	7.0
16	59.9	56.8	49.5	57.5	61.9	2.0
17	57.6	61.7	46.0	61.8	63.2	5.6
18	57.6	57.0	43.6	57.2	60.4	2.8

/a/ Noise levels were modeled for multi-story buildings where present. The noise levels presented are the loudest modeled noise level for each receptor.

Source: TAHA, 2024.

Vibration Velocities for Construction Equipment				
Equipment	**PPV at 25 Feet (Inches/Second)**	**PPV at 50 Feet (Inches/Second)**	**VdB at 25 feet (Micro-Inches/Second)**	**VdB at 50 feet (Micro-Inches/Second)**
Caisson Drill	0.089	0.031	87	78
Excavator	0.040	0.014	80	71
Large Bulldozer	0.089	0.031	87	78
Small Bulldozer	0.003	0.001	58	49

Source: FTA, Transit Noise and Vibration Impact Assessment, September 2018; New Hampshire Department of Transportation, Ground Vibrations Emanating from Construction Equipment, September 8, 2012

Construction Vibration Damage Potential Analysis						
Structure	Distance from Construction Activity (feet) /a/	Reference Equipment	Reference Vibration Level	Damage Threshold	PPV at Structure (Inches/Second)	Exceed Threshold?
Multifamily residences adjacent to the north	15	Large Bulldozer	0.089	0.5	0.191	No
Crenshaw Methodist Church	50	Large Bulldozer	0.089	0.3	0.031	No
Residences to the south	60	Large Bulldozer	0.089	0.3	0.024	No
Escuela Plus Elementary School	60	Large Bulldozer	0.089	0.3	0.024	No

/a/ Distance conservatively measured from project site property line.

Source: FTA, Transit Noise and Vibration Impact Assessment, September 2018.

Historic Use Safe Distance for Equipment	PPV at 25 Feet (Inches/Second)	Safe Distance to Not Exceed 0.1 Inches/Second Historic Structure Threshold (Feet)	Vibration Level
Caisson Drill	0.089	25	0.09
Excavator	0.040	15	0.09
Impact Pile Driver	1.158	140	0.09
Pile Driver (Sonic)	0.734	100	0.09
Small Bulldozer	0.003	5	0.03

Historic Uses Vibration Analysis (Typical)					
Historic Uses	Distance from Construction Activity (feet) /a/	Reference Equipment	Reference Vibration Level	PPV at Historic Use (Inches/Second)	Exceed Threshold?
Sanchez Ranch	12	Large Bulldozer	0.089	0.268	Yes

/a/ Distance conservatively measured from project site property line.

Source: FTA, Transit Noise and Vibration Impact Assessment, September 2018.

NO AMP SPECIAL EVENTS COMPOSITE NOISE ANALYSIS				
Sensitive Receptor	Existing Ambient Noise Level (dBA, CNEL)	Composite Noise Level (dBA, CNEL) /a/	New Ambient Noise Level (dBA, CNEL)	Noise Level Increase (dBA, CNEL)
STANDARD OPERATION				
1	50.7	41.1	51.2	0.5
2	59.9	43.8	60.0	0.1
3	58.0	43.0	58.1	0.1
4	56.0	44.4	56.3	0.3
5	56.0	44.4	56.3	0.3
6	56.0	52.5	57.6	1.6
7	56.0	54.5	58.3	2.3
8	59.9	45.2	60.0	0.1
9	59.9	53.5	60.8	0.9
10	59.9	48.6	60.2	0.3
11	57.6	52.5	58.8	1.2
12	57.6	45.0	57.8	0.2
13	57.6	46.7	57.9	0.3
14	57.6	48.7	58.1	0.5
15	59.9	48.8	60.2	0.3
16	59.9	46.1	60.1	0.2
17	57.6	45.5	57.9	0.3
18	57.6	42.7	57.7	0.1
SPECIAL EVENT				
1	50.7	41.0	51.1	0.4
2	59.9	43.7	60.0	0.1
3	58.0	42.9	58.1	0.1
4	56.0	44.4	56.3	0.3
5	56.0	44.4	56.3	0.3

6	56.0	52.5	57.6	1.6
7	56.0	54.4	58.3	2.3
8	59.9	45.1	60.0	0.1
9	59.9	53.4	60.8	0.9
10	59.9	47.9	60.2	0.3
11	57.6	52.4	58.7	1.1
12	57.6	44.8	57.8	0.2
13	57.6	46.5	57.9	0.3
14	57.6	48.5	58.1	0.5
15	59.9	47.2	60.1	0.2
16	59.9	45.3	60.0	0.1
17	57.6	44.4	57.8	0.2
18	57.6	42.0	57.7	0.1

COMPOSITE ON-SITE AND OFF-SITE NOISE LEVELS NO AMP

Sensitive Receptor	Existing Ambient Noise Level (dBA, CNEL)	Composite On-Site Noise Level (dBA, CNEL) /a/	Off-Site Sources Noise Levels (dBA, CNEL)	Composite Operational Noise Level (dBA, CNEL)	New Ambient Noise Level (dBA, CNEL)	Noise Level Increase (dBA, CNEL)
STANDARD OPERATION						
1	50.7	41.1	41.8	44.5	51.6	0.9
2	59.9	43.8	44.8	47.3	60.1	0.2
3	58.0	43.0	39.2	44.5	58.2	0.2
4	56.0	44.4	40.4	45.9	56.4	0.4
5	56.0	44.4	39.5	45.6	56.4	0.4
6	56.0	52.5	38.4	52.7	57.7	1.7
7	56.0	54.5	44.0	54.8	58.5	2.5
8	59.9	45.2	50.4	51.6	60.5	0.6
9	59.9	53.5	50.5	55.2	61.2	1.3
10	59.9	48.6	51.7	53.4	60.8	0.9
11	57.6	52.5	46.4	53.5	59.0	1.4
12	57.6	45.0	43.6	47.4	58.0	0.4
13	57.6	46.7	41.8	47.9	58.0	0.4
14	57.6	48.7	40.9	49.4	58.2	0.6
15	59.9	48.8	54.0	55.1	61.2	1.3
16	59.9	46.1	49.5	51.1	60.4	0.5
17	57.6	45.5	46.0	48.7	58.1	0.5
18	57.6	42.7	43.6	46.2	57.9	0.3
SPECIAL EVENT						
1	50.7	41.0	41.8	44.5	51.6	0.9
2	59.9	43.7	44.8	47.3	60.1	0.2
3	58.0	42.9	39.2	44.5	58.2	0.2
4	56.0	44.4	40.4	45.8	56.4	0.4
5	56.0	44.4	39.5	45.6	56.4	0.4
6	56.0	52.5	38.4	52.7	57.7	1.7
7	56.0	54.4	44.0	54.8	58.4	2.4
8	59.9	45.1	50.4	51.5	60.5	0.6
9	59.9	53.4	50.5	55.2	61.2	1.3
10	59.9	47.9	51.7	53.2	60.7	0.8
11	57.6	52.4	46.4	53.4	59.0	1.4
12	57.6	44.8	43.6	47.3	58.0	0.4
13	57.6	46.5	41.8	47.8	58.0	0.4
14	57.6	48.5	40.9	49.2	58.2	0.6
15	59.9	47.2	54.0	54.8	61.1	1.2
16	59.9	45.3	49.5	50.9	60.4	0.5
17	57.6	44.4	46.0	48.3	58.1	0.5
18	57.6	42.0	43.6	45.9	57.9	0.3

/a/ Noise levels were modeled for multi-story buildings where present. The noise levels presented are the loudest modeled noise level for each receptor.

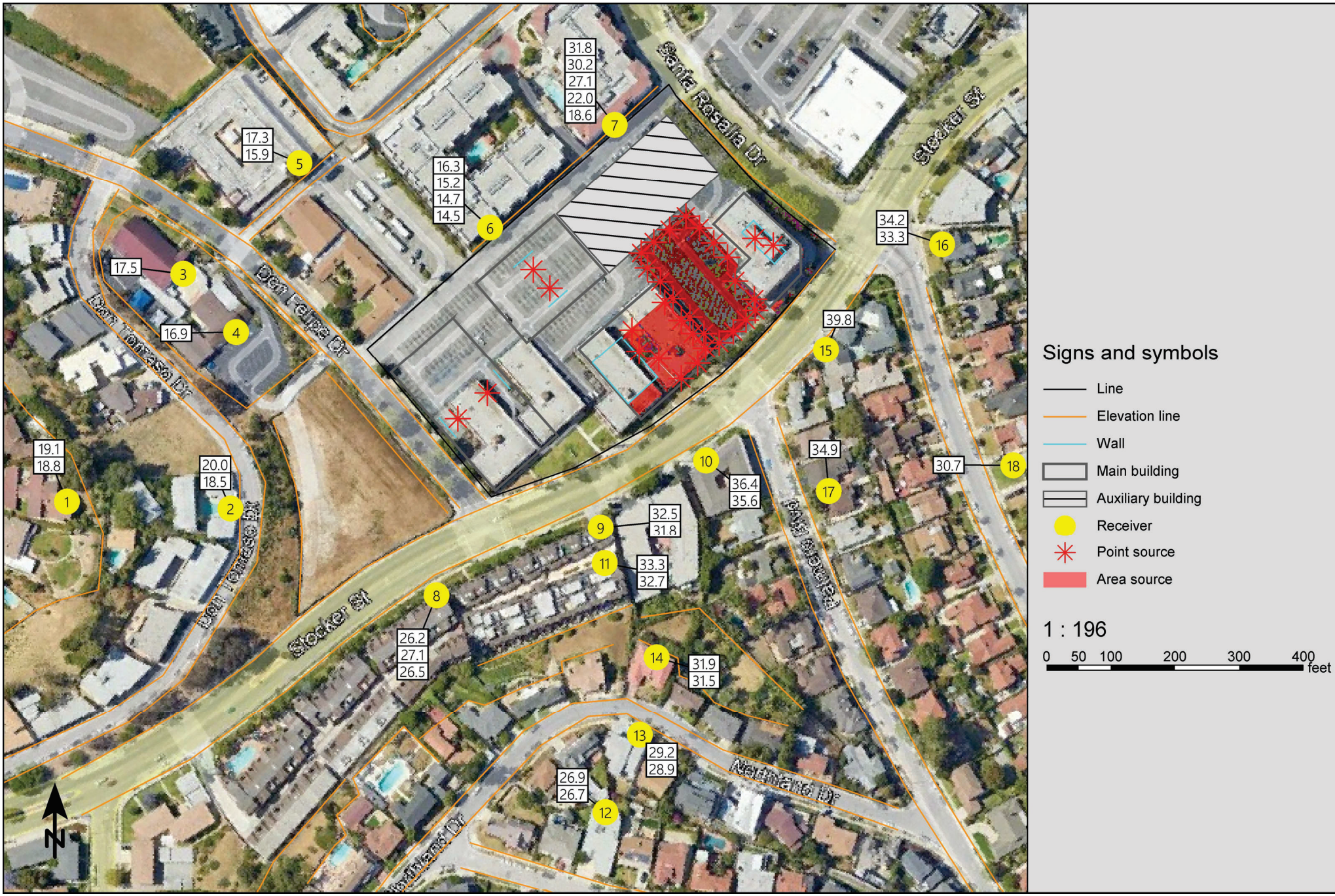
APPENDIX B

SoundPLAN Results

Standard Operation

Receiver List

No.	Receiver name	Building side	Floor	Limit Leq1 dB(A)	Level Leq1 dB(A)	Conflict Leq1 dB(A)
1	1		GF	-	18.8	-
			1.Fl	-	19.1	-
2	2		GF	-	18.5	-
			1.Fl	-	20.0	-
3	3		GF	-	17.5	-
4	4		GF	-	16.9	-
5	5		GF	-	15.9	-
			1.Fl	-	17.3	-
6	6		GF	-	14.5	-
			1.Fl	-	14.7	-
			2.Fl	-	15.2	-
			3.Fl	-	16.3	-
7	7		GF	-	18.6	-
			1.Fl	-	22.0	-
			2.Fl	-	27.1	-
			3.Fl	-	30.2	-
			4.Fl	-	31.8	-
8	8		GF	-	26.5	-
			1.Fl	-	27.1	-
			2.Fl	-	26.2	-
9	9		GF	-	31.8	-
			1.Fl	-	32.5	-
10	10		GF	-	35.6	-
			1.Fl	-	36.4	-
11	11		GF	-	32.7	-
			1.Fl	-	33.3	-
12	12		GF	-	26.7	-
			1.Fl	-	26.9	-
13	13		GF	-	28.9	-
			1.Fl	-	29.2	-
14	14		GF	-	31.5	-
			1.Fl	-	31.9	-
15	15		GF	-	39.8	-
16	16		GF	-	33.3	-
			1.Fl	-	34.2	-
17	17		GF	-	34.9	-
18	18		GF	-	30.7	-



Signs and symbols
Line
Elevation line
Wall
Main building
Auxiliary building
Receiver
Point source
Area source
1 : 196
0 50 100 200 300 400 feet
N
Santa Rosalia Dr
Stocker St
Den Felipe Dr
Den Tomaso Dr
Neuhland Dr
31.8
30.2
27.1
22.0
18.6
17.3
15.9
16.3
15.2
14.7
14.5
17.5
16.9
34.2
33.3
39.8
19.1
18.8
20.0
18.5
36.4
35.6
34.9
30.7
32.5
31.8
33.3
32.7
26.2
27.1
26.5
31.9
31.5
29.2
28.9
26.9
26.7



Signs and symbols

- Line
- Elevation line
- Wall
- Main building
- Auxiliary building
- Point source
- Area source

Levels in dB(A)

<= 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
80 - 85
85 - 90
90 - 95
95 - 100
> 100

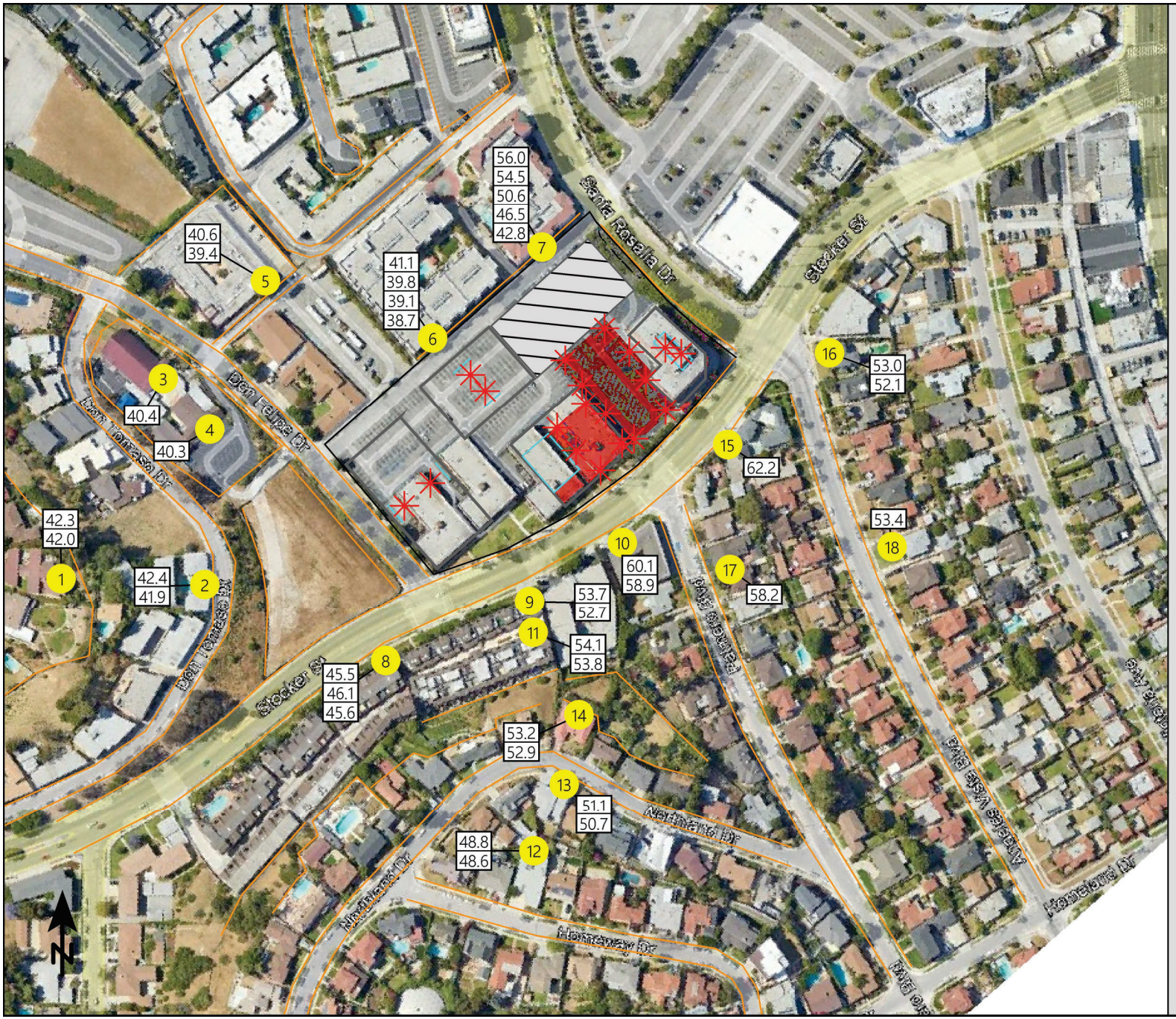
1 : 196

0 50 100 200 300 400 feet

Special Event

Receiver List

No.	Receiver name	Building side	Floor	Limit Leq1 dB(A)	Level Leq1 dB(A)	Conflict Leq1 dB(A)
1	1		GF	-	42.0	-
			1.Fl	-	42.3	-
2	2		GF	-	41.9	-
			1.Fl	-	42.4	-
3	3		GF	-	40.4	-
4	4		GF	-	40.3	-
5	5		GF	-	39.4	-
			1.Fl	-	40.6	-
6	6		GF	-	38.7	-
			1.Fl	-	39.1	-
			2.Fl	-	39.8	-
			3.Fl	-	41.1	-
7	7		GF	-	42.8	-
			1.Fl	-	46.5	-
			2.Fl	-	50.6	-
			3.Fl	-	54.5	-
			4.Fl	-	56.0	-
8	8		GF	-	45.6	-
			1.Fl	-	46.1	-
			2.Fl	-	45.5	-
9	9		GF	-	52.7	-
			1.Fl	-	53.7	-
10	10		GF	-	58.9	-
			1.Fl	-	60.1	-
11	11		GF	-	53.8	-
			1.Fl	-	54.1	-
12	12		GF	-	48.6	-
			1.Fl	-	48.8	-
13	13		GF	-	50.7	-
			1.Fl	-	51.1	-
14	14		GF	-	52.9	-
			1.Fl	-	53.2	-
15	15		GF	-	62.2	-
16	16		GF	-	52.1	-
			1.Fl	-	53.0	-
17	17		GF	-	58.2	-
18	18		GF	-	53.4	-

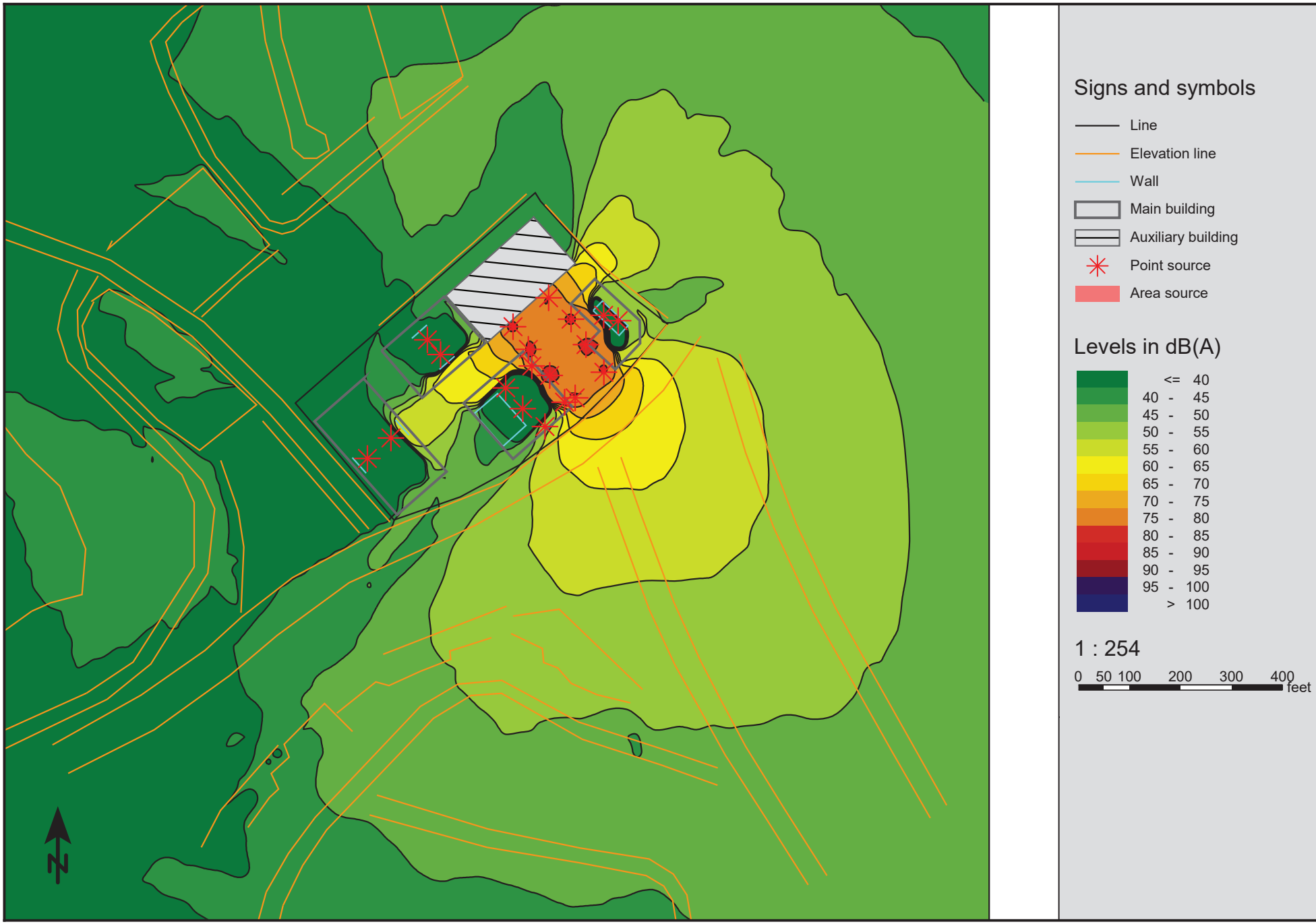


Signs and symbols

- Line
- Elevation line
- Wall
- Main building
- Auxiliary building
- Receiver
- Point source
- Area source

1 : 254

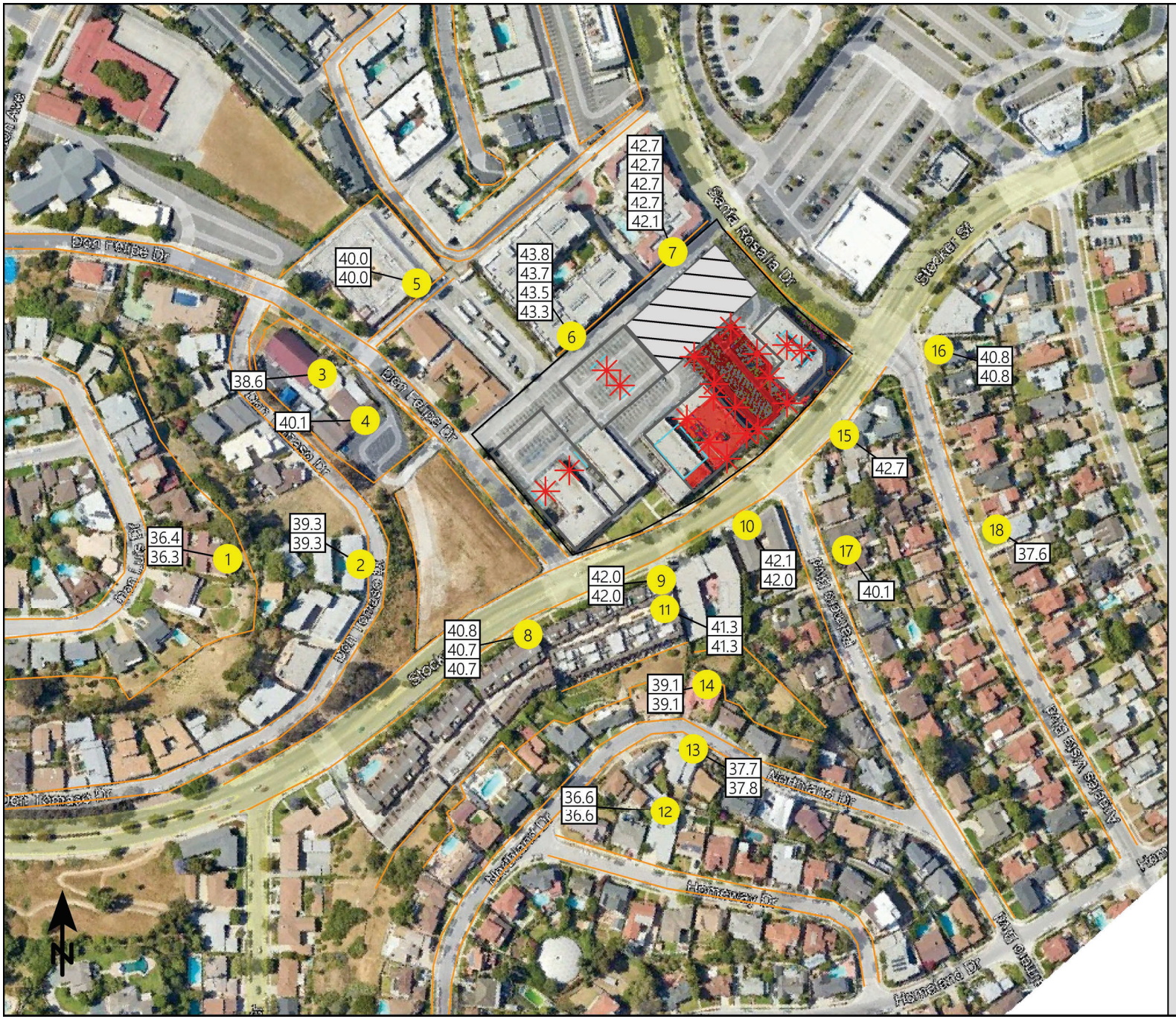
0 50 100 200 300 400 feet


Signs and symbols
Line
Elevation line
Wall
Main building
Auxiliary building
Point source
Area source
Levels in dB(A)
<= 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
80 - 85
85 - 90
90 - 95
95 - 100
> 100
1 : 254
0 50 100 200 300 400
feet
N

HVAC Only

Receiver List

No.	Receiver name	Building side	Floor	Limit Leq1 dB(A)	Level Leq1 dB(A)	Conflict Leq1 dB(A)
1	1		GF	-	36.3	-
			1.Fl	-	36.4	-
2	2		GF	-	39.3	-
			1.Fl	-	39.3	-
3	3		GF	-	38.6	-
4	4		GF	-	40.1	-
5	5		GF	-	40.0	-
			1.Fl	-	40.0	-
6	6		GF	-	43.3	-
			1.Fl	-	43.5	-
			2.Fl	-	43.7	-
			3.Fl	-	43.8	-
7	7		GF	-	42.1	-
			1.Fl	-	42.7	-
			2.Fl	-	42.7	-
			3.Fl	-	42.7	-
			4.Fl	-	42.7	-
8	8		GF	-	40.7	-
			1.Fl	-	40.7	-
			2.Fl	-	40.8	-
9	9		GF	-	42.0	-
			1.Fl	-	42.0	-
10	10		GF	-	42.0	-
			1.Fl	-	42.1	-
11	11		GF	-	41.3	-
			1.Fl	-	41.3	-
12	12		GF	-	36.6	-
			1.Fl	-	36.6	-
13	13		GF	-	37.8	-
			1.Fl	-	37.7	-
14	14		GF	-	39.1	-
			1.Fl	-	39.1	-
15	15		GF	-	42.7	-
16	16		GF	-	40.8	-
			1.Fl	-	40.8	-
17	17		GF	-	40.1	-
18	18		GF	-	37.6	-

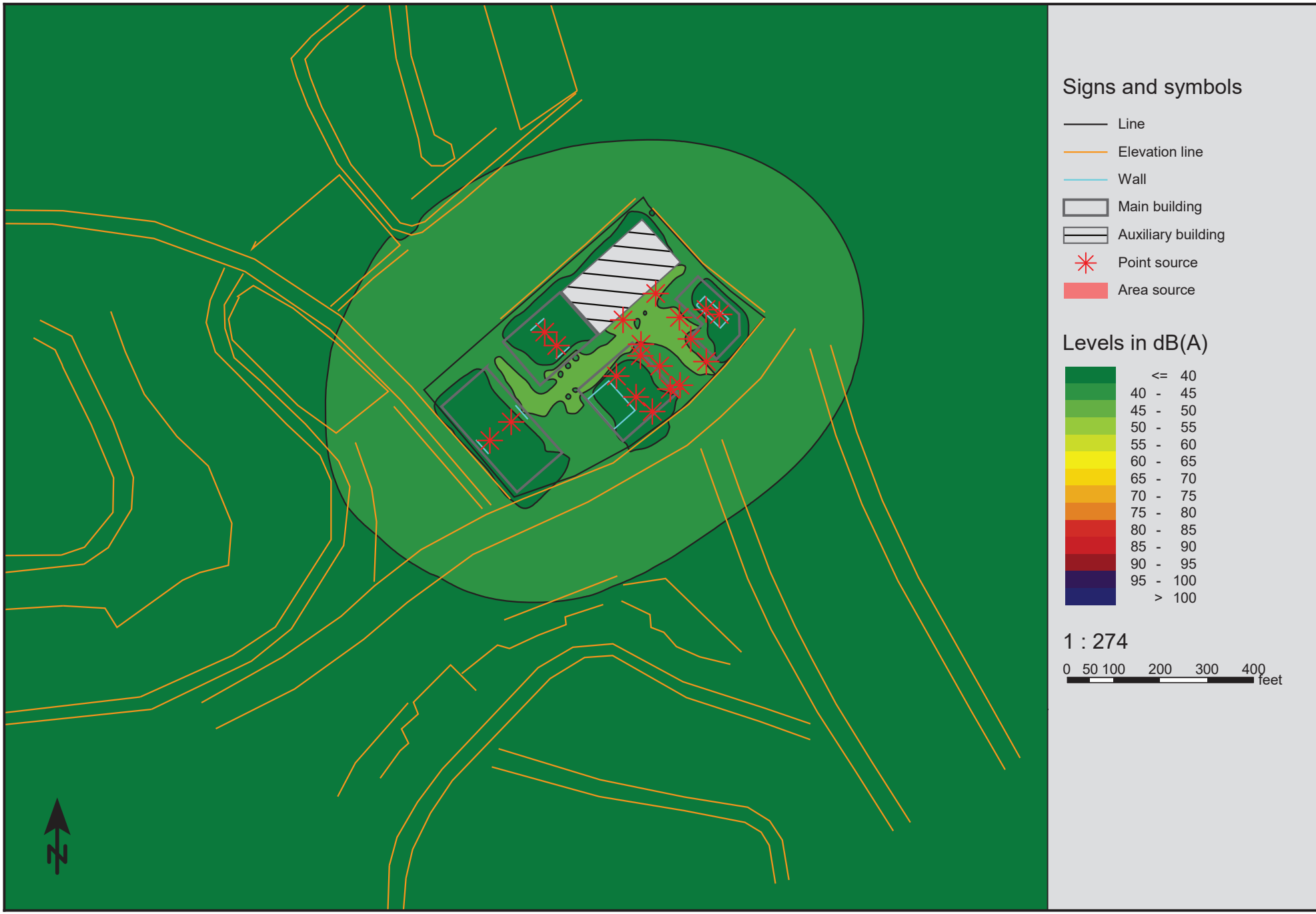


Signs and symbols

- Line
- Elevation line
- Wall
- Main building
- Auxiliary building
- Receiver
- Point source
- Area source

1 : 274

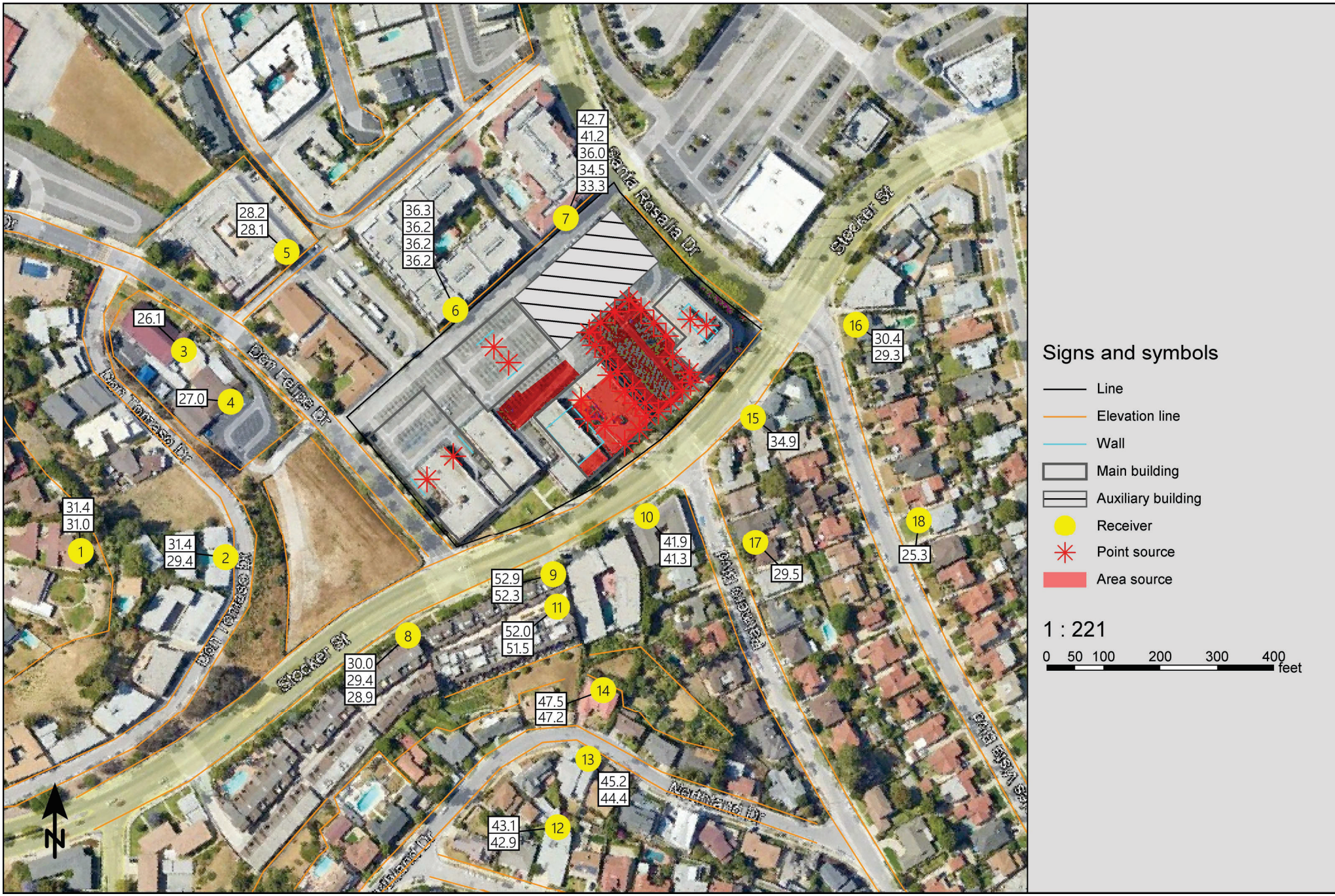
0 50 100 200 300 400 feet


Signs and symbols
Line
Elevation line
Wall
Main building
Auxiliary building
Point source
Area source
Levels in dB(A)
<= 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
80 - 85
85 - 90
90 - 95
95 - 100
> 100
1 : 274
0 50 100 200 300 400 feet
N

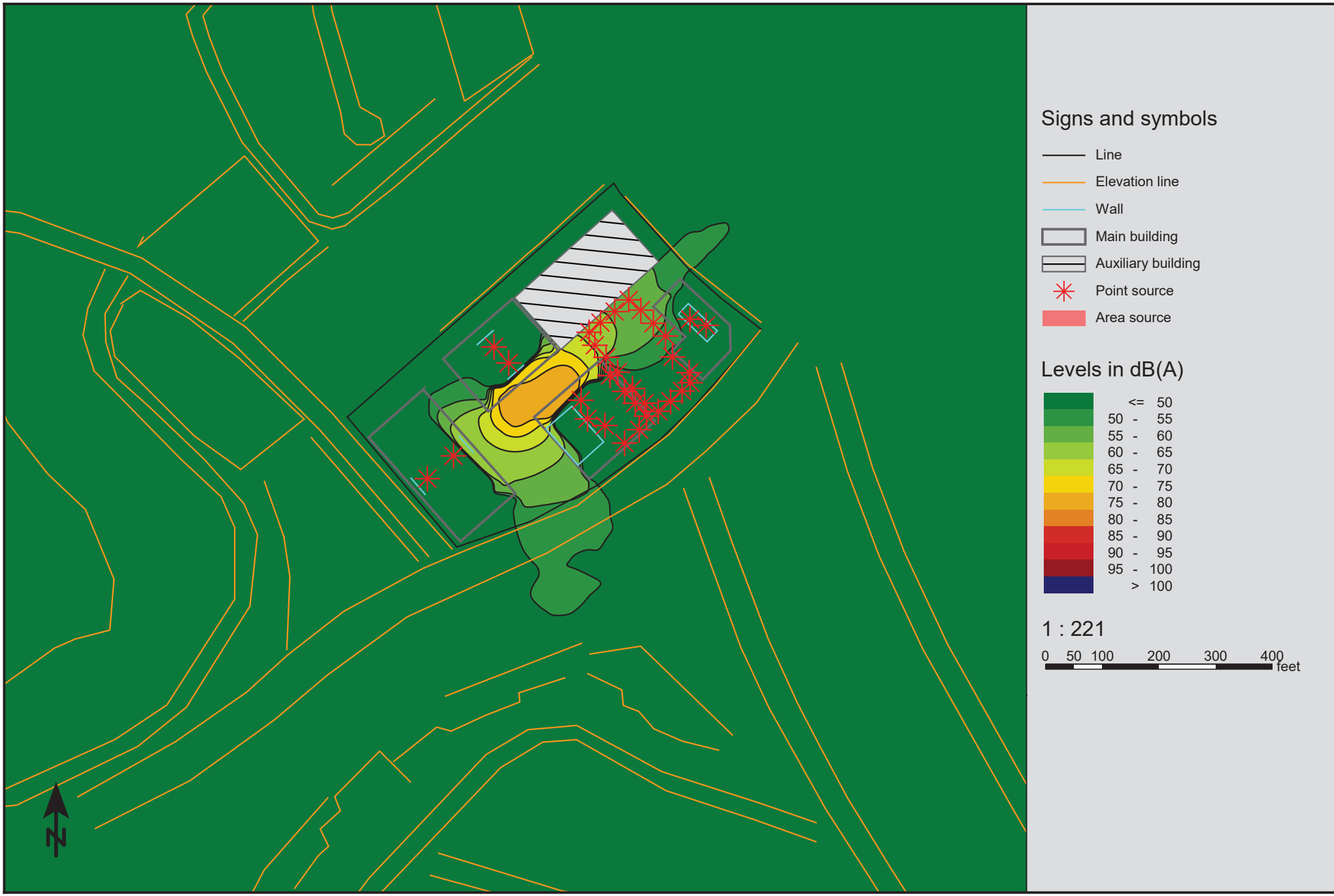
Service Plaza

Receiver List

No.	Receiver name	Building side	Floor	Limit Leq1 dB(A)	Level Leq1 dB(A)	Conflict Leq1 dB(A)
1	1		GF	-	31.0	-
			1.Fl	-	31.4	-
2	2		GF	-	29.4	-
			1.Fl	-	31.4	-
3	3		GF	-	26.1	-
4	4		GF	-	27.0	-
5	5		GF	-	28.1	-
			1.Fl	-	28.2	-
6	6		GF	-	36.2	-
			1.Fl	-	36.2	-
			2.Fl	-	36.2	-
			3.Fl	-	36.3	-
7	7		GF	-	33.3	-
			1.Fl	-	34.5	-
			2.Fl	-	36.0	-
			3.Fl	-	41.2	-
			4.Fl	-	42.7	-
8	8		GF	-	28.9	-
			1.Fl	-	29.4	-
			2.Fl	-	30.0	-
9	9		GF	-	52.3	-
			1.Fl	-	52.9	-
10	10		GF	-	41.3	-
			1.Fl	-	41.9	-
11	11		GF	-	51.5	-
			1.Fl	-	52.0	-
12	12		GF	-	42.9	-
			1.Fl	-	43.1	-
13	13		GF	-	44.4	-
			1.Fl	-	45.2	-
14	14		GF	-	47.2	-
			1.Fl	-	47.5	-
15	15		GF	-	34.9	-
16	16		GF	-	29.3	-
			1.Fl	-	30.4	-
17	17		GF	-	29.5	-
18	18		GF	-	25.3	-



Signs and symbols
Line
Elevation line
Wall
Main building
Auxiliary building
Receiver
Point source
Area source
1 : 221
0 50 100 200 300 400 feet
N
Don Felipe Dr
Don Tomaso Dr
Stocker St
Santa Rosalia Dr
Neuhland Dr
Palmera Blvd
Wide Blvd
42.7
41.2
36.0
34.5
33.3
28.2
28.1
36.3
36.2
36.2
36.2
26.1
27.0
30.4
29.3
34.9
31.4
31.0
31.4
29.4
41.9
41.3
29.5
25.3
52.9
52.3
52.0
51.5
30.0
29.4
28.9
47.5
47.2
45.2
44.4
43.1
42.9
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18


Signs and symbols
Line
Elevation line
Wall
Main building
Auxiliary building
Point source
Area source
Levels in dB(A)
<= 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
80 - 85
85 - 90
90 - 95
95 - 100
> 100
1 : 221
0 50 100 200 300 400
feet
N

APPENDIX C

Traffic Noise Model Runs

REPORT:	**Results: Sound Levels - Input Heights**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	16 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	4/2/2024 12:56:23 PM
CASE:	Stocker Street_Existing_AM	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	
DEFAULT GROUND TYPE:	Pavement		
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency	
PAVEMENT TYPE(S) USED:	Average	substantiates the use of a different type with approval of FHWA.	

			Noise Reduction			Barrier Cost			
			Min	Avg	Max	Area / Volume	Lineal	Total	Total/DUs
Results for:		DUs	dB	dB	dB	$	$	$	$
Receivers in the Barrier Design:	All	0	0.0	0.0	0.0	0	0	0	NaN
	All Impacted	0	---	---	---	0	0	0	---
Meeting Noise Reduction Goal:	All	0	---	---	---	0	0	0	---
	All Impacted	0	---	---	---	0	0	0	---

Receiver				Modeled Traffic Noise Levels								
				All Abatement Barriers at Zero Height					With Abatement Barriers			
				LAeq		Increase over Existing				Noise Reduction		Calc.
Name	No.	DUs	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact	Calc. LAeq	Calc.	Goal	Minus Goal
			dBA	dBA	dBA	dBA	dBA		dBA	dBA	dBA	dBA
Stocker Street	0	0	---	71.3	0.0	---	---	Sound Level	71.3	0.0	8.0	-8.0
Santa Rosalia Drive	0	0	---	64.4	0.0	---	---	Sound Level	64.4	0.0	8.0	-8.0

REPORT:	**INPUT TRAFFIC FOR TNM VEHICLES (LAeq)**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	16 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	4/2/2024 12:56:23 PM
CASE:	Stocker Street_Existing_AM	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]
Stocker St. EB west of Don Felipe Dr.	Point-100	68	848	45	18	45	9	45	0	0	0	0
	Point-101	69	848	45	18	45	9	45	0	0	0	0
	Point-103	70	848	45	18	45	9	45	0	0	0	0
	Point-105	71	848	45	18	45	9	45	0	0	0	0
	Point-107	72	848	45	18	45	9	45	0	0	0	0
	Point-109	73	848	45	18	45	9	45	0	0	0	0
	Point-111	74	848	45	18	45	9	45	0	0	0	0
	Point-113	75	848	45	18	45	9	45	0	0	0	0
	Point-115	76	848	45	18	45	9	45	0	0	0	0
Stocker St. WB west of Don Felipe Dr.	Point-116	77	848	45	18	45	9	45	0	0	0	0
	Point-117	78	848	45	18	45	9	45	0	0	0	0
	Point-119	79	848	45	18	45	9	45	0	0	0	0
	Point-121	80	848	45	18	45	9	45	0	0	0	0
	Point-123	81	848	45	18	45	9	45	0	0	0	0
	Point-125	82	848	45	18	45	9	45	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Stocker St. WB west of Don Felipe Dr.	Point-127	83	848	45	18	45	9	45	0	0	0	0
	Point-129	84	848	45	18	45	9	45	0	0	0	0
	Point-131	85	848	45	18	45	9	45	0	0	0	0
Don Felipe Dr. Between Stocker St. and Project Dwy.	Point-132	0	0	0	0	0	0	0	0	0	0	0
	Point-133	1	0	0	0	0	0	0	0	0	0	0
	Point-138	2	0	0	0	0	0	0	0	0	0	0
Stocker St. EB between Project Dwy. and Palmero Blvd.	Point-139	92	1022	45	21	45	11	45	0	0	0	0
	Point-140	93	1022	45	21	45	11	45	0	0	0	0
	Point-142	94	1022	45	21	45	11	45	0	0	0	0
	Point-144	95	1022	45	21	45	11	45	0	0	0	0
Stocker St. WB between Project Dwy. and Palmero Blvd.	Point-145	96	1022	45	21	45	11	45	0	0	0	0
	Point-146	97	1022	45	21	45	11	45	0	0	0	0
	Point-149	99	1022	45	21	45	11	45	0	0	0	0
	Point-148	3	1022	45	21	45	11	45	0	0	0	0
Stocker St. EB between Project Dwy. and Santa Rosalia Dr.	Point-150	100	822	35	17	35	9	35	0	0	0	0
	Point-151	101	822	35	17	35	9	35	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Stocker St. EB between Project Dwy. and Santa Rosalia Dr.	Point-153	102	822	35	17	35	9	35	0	0	0	0
	Point-155	103	822	35	17	35	9	35	0	0	0	0
Stocker St. WB between Project Dwy. and Santa Rosalia Dr.	Point-156	104	822	35	17	35	9	35	0	0	0	0
	Point-157	105	822	35	17	35	9	35	0	0	0	0
	Point-160	107	822	35	17	35	9	35	0	0	0	0
	Point-159	4	822	35	17	35	9	35	0	0	0	0
Santa Rosalia Dr. south of Stocker Street.	Point-161	108	0	25	0	25	0	0	0	0	0	0
	Point-162	109	0	25	0	25	0	0	0	0	0	0
	Point-164	110	0	25	0	25	0	0	0	0	0	0
	Point-166	111	0	25	0	25	0	0	0	0	0	0
	Point-168	112	0	25	0	25	0	0	0	0	0	0
	Point-170	113	0	25	0	25	0	0	0	0	0	0
	Point-172	114	0	25	0	25	0	0	0	0	0	0
Santa Rosalia Dr. north of Project Dwy.	Point-173	115	898	35	14	35	5	35	0	0	0	0
	Point-174	116	898	35	14	35	5	35	0	0	0	0
	Point-176	117	898	35	14	35	5	35	0	0	0	0
	Point-178	118	898	35	14	35	5	35	0	0	0	0
	Point-180	119	898	35	14	35	5	35	0	0	0	0
	Point-182	120	898	35	14	35	5	35	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Santa Rosalia Dr. between Project Dwy. and Stocker St.	Point-183	121	906	25	14	25	5	25	0	0	0	0
	Point-184	122	906	25	14	25	5	25	0	0	0	0
	Point-186	123	906	25	14	25	5	25	0	0	0	0
	Point-188	124	906	25	14	25	5	25	0	0	0	0
Stocker St. east of Santa Rosalia Dr.	Point-189	125	0	35	0	35	0	35	0	0	0	0
	Point-190	126	0	35	0	35	0	35	0	0	0	0
	Point-192	127	0	35	0	35	0	35	0	0	0	0
	Point-194	128	0	35	0	35	0	35	0	0	0	0
Don Felipe Dr. North of Project Dwy.	Point-138	5	0	0	0	0	0	0	0	0	0	0
	Point-136	6	0	0	0	0	0	0	0	0	0	0
	Point-137	7	0	0	0	0	0	0	0	0	0	0
	Point-135	8	0	0	0	0	0	0	0	0	0	0
Palmero Blvd. S of Stocker St.	Point-195	129	0	0	0	0	0	0	0	0	0	0
	Point-196	130	0	0	0	0	0	0	0	0	0	0
	Point-198	131	0	0	0	0	0	0	0	0	0	0
	Point-200	132	0	0	0	0	0	0	0	0	0	0
	Point-202	133	0	0	0	0	0	0	0	0	0	0

REPORT:	**Results: Sound Levels - Input Heights**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	16 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	4/2/2024 12:56:28 PM
CASE:	Stocker Street_Existing_AM_Haul Truck	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	
DEFAULT GROUND TYPE:	Pavement		
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency	
PAVEMENT TYPE(S) USED:	Average	substantiates the use of a different type with approval of FHWA.	

			Noise Reduction			Barrier Cost			
			Min	Avg	Max	Area / Volume	Lineal	Total	Total/DUs
Results for:		DUs	dB	dB	dB	$	$	$	$
Receivers in the Barrier Design:	All	0	0.0	0.0	0.0	0	0	0	NaN
	All Impacted	0	---	---	---	0	0	0	---
Meeting Noise Reduction Goal:	All	0	---	---	---	0	0	0	---
	All Impacted	0	---	---	---	0	0	0	---

Receiver				Modeled Traffic Noise Levels								
				All Abatement Barriers at Zero Height					With Abatement Barriers			
				LAeq		Increase over Existing				Noise Reduction		Calc.
Name	No.	DUs	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact	Calc. LAeq	Calc.	Goal	Minus Goal
			dBA	dBA	dBA	dBA	dBA		dBA	dBA	dBA	dBA
Stocker Street	0	0	---	71.8	0.0	---	---	Sound Level	71.8	0.0	8.0	-8.0
Santa Rosalia Drive	0	0	---	65.9	0.0	---	---	Sound Level	65.9	0.0	8.0	-8.0

REPORT:	**INPUT TRAFFIC FOR TNM VEHICLES (LAeq)**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	16 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	4/2/2024 12:56:28 PM
CASE:	Stocker Street_Existing_AM_Haul Truck	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]
Stocker St. EB west of Don Felipe Dr.	Point-100	68	848	45	18	45	21	45	0	0	0	0
	Point-101	69	848	45	18	45	21	45	0	0	0	0
	Point-103	70	848	45	18	45	21	45	0	0	0	0
	Point-105	71	848	45	18	45	21	45	0	0	0	0
	Point-107	72	848	45	18	45	21	45	0	0	0	0
	Point-109	73	848	45	18	45	21	45	0	0	0	0
	Point-111	74	848	45	18	45	21	45	0	0	0	0
	Point-113	75	848	45	18	45	21	45	0	0	0	0
	Point-115	76	848	45	18	45	21	45	0	0	0	0
Stocker St. WB west of Don Felipe Dr.	Point-116	77	848	45	18	45	21	45	0	0	0	0
	Point-117	78	848	45	18	45	21	45	0	0	0	0
	Point-119	79	848	45	18	45	21	45	0	0	0	0
	Point-121	80	848	45	18	45	21	45	0	0	0	0
	Point-123	81	848	45	18	45	21	45	0	0	0	0
	Point-125	82	848	45	18	45	21	45	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Stocker St. WB west of Don Felipe Dr.	Point-127	83	848	45	18	45	21	45	0	0	0	0
	Point-129	84	848	45	18	45	21	45	0	0	0	0
	Point-131	85	848	45	18	45	21	45	0	0	0	0
Don Felipe Dr. Between Stocker St. and Project Dwy.	Point-132	0	0	0	0	0	0	0	0	0	0	0
	Point-133	1	0	0	0	0	0	0	0	0	0	0
	Point-138	2	0	0	0	0	0	0	0	0	0	0
Stocker St. EB between Project Dwy. and Palmero Blvd.	Point-139	92	1022	45	21	45	23	45	0	0	0	0
	Point-140	93	1022	45	21	45	23	45	0	0	0	0
	Point-142	94	1022	45	21	45	23	45	0	0	0	0
	Point-144	95	1022	45	21	45	23	45	0	0	0	0
Stocker St. WB between Project Dwy. and Palmero Blvd.	Point-145	96	1022	45	21	45	23	45	0	0	0	0
	Point-146	97	1022	45	21	45	23	45	0	0	0	0
	Point-149	99	1022	45	21	45	23	45	0	0	0	0
	Point-148	3	1022	45	21	45	23	45	0	0	0	0
Stocker St. EB between Project Dwy. and Santa Rosalia Dr.	Point-150	100	822	35	17	35	21	35	0	0	0	0
	Point-151	101	822	35	17	35	21	35	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Stocker St. EB between Project Dwy. and Santa Rosalia Dr.	Point-153	102	822	35	17	35	21	35	0	0	0	0
	Point-155	103	822	35	17	35	21	35	0	0	0	0
Stocker St. WB between Project Dwy. and Santa Rosalia Dr.	Point-156	104	822	35	17	35	21	35	0	0	0	0
	Point-157	105	822	35	17	35	21	35	0	0	0	0
	Point-160	107	822	35	17	35	21	35	0	0	0	0
	Point-159	4	822	35	17	35	21	35	0	0	0	0
Santa Rosalia Dr. south of Stocker Street.	Point-161	108	0	25	0	25	0	0	0	0	0	0
	Point-162	109	0	25	0	25	0	0	0	0	0	0
	Point-164	110	0	25	0	25	0	0	0	0	0	0
	Point-166	111	0	25	0	25	0	0	0	0	0	0
	Point-168	112	0	25	0	25	0	0	0	0	0	0
	Point-170	113	0	25	0	25	0	0	0	0	0	0
	Point-172	114	0	25	0	25	0	0	0	0	0	0
Santa Rosalia Dr. north of Project Dwy.	Point-173	115	898	35	14	35	29	35	0	0	0	0
	Point-174	116	898	35	14	35	29	35	0	0	0	0
	Point-176	117	898	35	14	35	29	35	0	0	0	0
	Point-178	118	898	35	14	35	29	35	0	0	0	0
	Point-180	119	898	35	14	35	29	35	0	0	0	0
	Point-182	120	898	35	14	35	29	35	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Santa Rosalia Dr. between Project Dwy. and Stocker St.	Point-183	121	906	25	14	25	29	25	0	0	0	0
	Point-184	122	906	25	14	25	29	25	0	0	0	0
	Point-186	123	906	25	14	25	29	25	0	0	0	0
	Point-188	124	906	25	14	25	29	25	0	0	0	0
Stocker St. east of Santa Rosalia Dr.	Point-189	125	0	35	0	35	0	35	0	0	0	0
	Point-190	126	0	35	0	35	0	35	0	0	0	0
	Point-192	127	0	35	0	35	0	35	0	0	0	0
	Point-194	128	0	35	0	35	0	35	0	0	0	0
Don Felipe Dr. North of Project Dwy.	Point-138	5	0	0	0	0	0	0	0	0	0	0
	Point-136	6	0	0	0	0	0	0	0	0	0	0
	Point-137	7	0	0	0	0	0	0	0	0	0	0
	Point-135	8	0	0	0	0	0	0	0	0	0	0
Palmero Blvd. S of Stocker St.	Point-195	129	0	0	0	0	0	0	0	0	0	0
	Point-196	130	0	0	0	0	0	0	0	0	0	0
	Point-198	131	0	0	0	0	0	0	0	0	0	0
	Point-200	132	0	0	0	0	0	0	0	0	0	0
	Point-202	133	0	0	0	0	0	0	0	0	0	0

REPORT:	**Results: Sound Levels - Input Heights**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	17 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	4/1/2024 3:54:10 PM
CASE:	Stocker Street_Existing_PM	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	
DEFAULT GROUND TYPE:	Pavement		
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency	
PAVEMENT TYPE(S) USED:	Average	substantiates the use of a different type with approval of FHWA.	

			Noise Reduction			Barrier Cost			
			Min	Avg	Max	Area / Volume	Lineal	Total	Total/DUs
Results for:		DUs	dB	dB	dB	$	$	$	$
Receivers in the Barrier Design:	All	0	0.0	0.0	0.0	0	0	0	NaN
	All Impacted	0	---	---	---	0	0	0	---
Meeting Noise Reduction Goal:	All	0	---	---	---	0	0	0	---
	All Impacted	0	---	---	---	0	0	0	---

Receiver				Modeled Traffic Noise Levels								
				All Abatement Barriers at Zero Height					With Abatement Barriers			
				LAeq		Increase over Existing				Noise Reduction		Calc.
Name	No.	DUs	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact	Calc. LAeq	Calc.	Goal	Minus Goal
			dBA	dBA	dBA	dBA	dBA		dBA	dBA	dBA	dBA
Receiver-1	0	0	---	59.6	0.0	---	---	Sound Level	59.6	0.0	8.0	-8.0
Receiver-2	0	0	---	62.5	0.0	---	---	Sound Level	62.5	0.0	8.0	-8.0
Receiver-3	0	0	---	58.1	0.0	---	---	Sound Level	58.1	0.0	8.0	-8.0
Receiver-4	0	0	---	58.9	0.0	---	---	Sound Level	58.9	0.0	8.0	-8.0
Receiver-5	0	0	---	57.1	0.0	---	---	Sound Level	57.1	0.0	8.0	-8.0
Receiver-6	0	0	---	57.0	0.0	---	---	Sound Level	57.0	0.0	8.0	-8.0
Receiver-7	0	0	---	59.4	0.0	---	---	Sound Level	59.4	0.0	8.0	-8.0
Receiver-8	0	0	---	68.0	0.0	---	---	Sound Level	68.0	0.0	8.0	-8.0
Receiver-9	0	0	---	67.6	0.0	---	---	Sound Level	67.6	0.0	8.0	-8.0
Receiver-10	0	0	---	68.4	0.0	---	---	Sound Level	68.4	0.0	8.0	-8.0
Receiver-11	0	0	---	63.5	0.0	---	---	Sound Level	63.5	0.0	8.0	-8.0
Receiver-12	0	0	---	60.6	0.0	---	---	Sound Level	60.6	0.0	8.0	-8.0
Receiver-13	0	0	---	58.9	0.0	---	---	Sound Level	58.9	0.0	8.0	-8.0
Receiver-14	0	0	---	58.0	0.0	---	---	Sound Level	58.0	0.0	8.0	-8.0
Receiver-15	0	0	---	67.0	0.0	---	---	Sound Level	67.0	0.0	8.0	-8.0

REPORT:	**Results: Sound Levels - Input Heights**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	17 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	4/1/2024 3:54:10 PM
CASE:	Stocker Street_Existing_PM	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	
DEFAULT GROUND TYPE:	Pavement		
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency	
PAVEMENT TYPE(S) USED:	Average	substantiates the use of a different type with approval of FHWA.	

			Noise Reduction			Barrier Cost			
			Min	Avg	Max	Area / Volume	Lineal	Total	Total/DUs
Results for:		DUs	dB	dB	dB	$	$	$	$
Receivers in the Barrier Design:	All	0	0.0	0.0	0.0	0	0	0	NaN
	All Impacted	0	---	---	---	0	0	0	---
Meeting Noise Reduction Goal:	All	0	---	---	---	0	0	0	---
	All Impacted	0	---	---	---	0	0	0	---

Receiver				Modeled Traffic Noise Levels								
				All Abatement Barriers at Zero Height					With Abatement Barriers			
				LAeq		Increase over Existing				Noise Reduction		Calc.
Name	No.	DUs	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact	Calc. LAeq	Calc.	Goal	Minus Goal
			dBA	dBA	dBA	dBA	dBA		dBA	dBA	dBA	dBA
Receiver-16	0	0	---	64.4	0.0	---	---	Sound Level	64.4	0.0	8.0	-8.0
Receiver-17	0	0	---	61.1	0.0	---	---	Sound Level	61.1	0.0	8.0	-8.0
Receiver-18	0	0	---	59.1	0.0	---	---	Sound Level	59.1	0.0	8.0	-8.0
Receiver-19	0	0	---	44.9	0.0	---	---	Sound Level	44.9	0.0	8.0	-8.0

REPORT:	**INPUT TRAFFIC FOR TNM VEHICLES (LAeq)**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	17 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	4/1/2024 3:54:10 PM
CASE:	Stocker Street_Existing_PM	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]
Stocker St. EB west of Don Felipe Dr.	Point-100	68	890	45	19	45	9	45	0	0	0	0
	Point-101	69	890	45	19	45	9	45	0	0	0	0
	Point-103	70	890	45	19	45	9	45	0	0	0	0
	Point-105	71	890	45	19	45	9	45	0	0	0	0
	Point-107	72	890	45	19	45	9	45	0	0	0	0
	Point-109	73	890	45	19	45	9	45	0	0	0	0
	Point-111	74	890	45	19	45	9	45	0	0	0	0
	Point-113	75	890	45	19	45	9	45	0	0	0	0
	Point-115	76	890	45	19	45	9	45	0	0	0	0
Stocker St. WB west of Don Felipe Dr.	Point-116	77	890	45	19	45	9	45	0	0	0	0
	Point-117	78	890	45	19	45	9	45	0	0	0	0
	Point-119	79	890	45	19	45	9	45	0	0	0	0
	Point-121	80	890	45	19	45	9	45	0	0	0	0
	Point-123	81	890	45	19	45	9	45	0	0	0	0
	Point-125	82	890	45	19	45	9	45	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Stocker St. WB west of Don Felipe Dr.	Point-127	83	890	45	19	45	9	45	0	0	0	0
	Point-129	84	890	45	19	45	9	45	0	0	0	0
	Point-131	85	890	45	19	45	9	45	0	0	0	0
Don Felipe Dr. Between Stocker St. and Project Dwy.	Point-132	0	430	25	4	25	0	0	0	0	0	0
	Point-133	1	430	25	4	25	0	0	0	0	0	0
	Point-138	2	430	25	4	25	0	0	0	0	0	0
Stocker St. EB between Project Dwy. and Palmero Blvd.	Point-139	92	830	45	17	45	9	45	0	0	0	0
	Point-140	93	830	45	17	45	9	45	0	0	0	0
	Point-142	94	830	45	17	45	9	45	0	0	0	0
	Point-144	95	830	45	17	45	9	45	0	0	0	0
Stocker St. WB between Project Dwy. and Palmero Blvd.	Point-145	96	830	45	17	45	9	45	0	0	0	0
	Point-146	97	830	45	17	45	9	45	0	0	0	0
	Point-149	99	830	45	17	45	9	45	0	0	0	0
	Point-148	3	830	45	17	45	9	45	0	0	0	0
Stocker St. EB between Project Dwy. and Santa Rosalia Dr.	Point-150	100	901	35	19	35	10	35	0	0	0	0
	Point-151	101	901	35	19	35	10	35	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Stocker St. EB between Project Dwy. and Santa Rosalia Dr.	Point-153	102	901	35	19	35	10	35	0	0	0	0
	Point-155	103	901	35	19	35	10	35	0	0	0	0
Stocker St. WB between Project Dwy. and Santa Rosalia Dr.	Point-156	104	901	35	19	35	10	35	0	0	0	0
	Point-157	105	901	35	19	35	10	35	0	0	0	0
	Point-160	107	901	35	19	35	10	35	0	0	0	0
	Point-159	4	901	35	19	35	10	35	0	0	0	0
Santa Rosalia Dr. south of Stocker Street.	Point-161	108	369	25	4	25	0	0	0	0	0	0
	Point-162	109	369	25	4	25	0	0	0	0	0	0
	Point-164	110	369	25	4	25	0	0	0	0	0	0
	Point-166	111	369	25	4	25	0	0	0	0	0	0
	Point-168	112	369	25	4	25	0	0	0	0	0	0
	Point-170	113	369	25	4	25	0	0	0	0	0	0
	Point-172	114	369	25	4	25	0	0	0	0	0	0
Santa Rosalia Dr. north of Project Dwy.	Point-173	115	941	35	14	35	5	35	0	0	0	0
	Point-174	116	941	35	14	35	5	35	0	0	0	0
	Point-176	117	941	35	14	35	5	35	0	0	0	0
	Point-178	118	941	35	14	35	5	35	0	0	0	0
	Point-180	119	941	35	14	35	5	35	0	0	0	0
	Point-182	120	941	35	14	35	5	35	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Santa Rosalia Dr. between Project Dwy. and Stocker St.	Point-183	121	988	25	15	25	5	25	0	0	0	0
	Point-184	122	988	25	15	25	5	25	0	0	0	0
	Point-186	123	988	25	15	25	5	25	0	0	0	0
	Point-188	124	988	25	15	25	5	25	0	0	0	0
Stocker St. east of Santa Rosalia Dr.	Point-189	125	1802	35	37	35	19	35	0	0	0	0
	Point-190	126	1802	35	37	35	19	35	0	0	0	0
	Point-192	127	1802	35	37	35	19	35	0	0	0	0
	Point-194	128	1802	35	37	35	19	35	0	0	0	0
Don Felipe Dr. North of Project Dwy.	Point-138	5	430	25	4	25	0	0	0	0	0	0
	Point-136	6	430	25	4	25	0	0	0	0	0	0
	Point-137	7	430	25	4	25	0	0	0	0	0	0
	Point-135	8	430	25	4	25	0	0	0	0	0	0
Palmero Blvd. S of Stocker St.	Point-195	129	55	25	1	25	0	0	0	0	0	0
	Point-196	130	55	25	1	25	0	0	0	0	0	0
	Point-198	131	55	25	1	25	0	0	0	0	0	0
	Point-200	132	55	25	1	25	0	0	0	0	0	0
	Point-202	133	55	25	1	25	0	0	0	0	0	0

REPORT:	**Results: Sound Levels - Input Heights**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	17 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	4/1/2024 5:57:39 PM
CASE:	Stocker Street_Future No Project_PM	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	
DEFAULT GROUND TYPE:	Pavement		
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency	
PAVEMENT TYPE(S) USED:	Average	substantiates the use of a different type with approval of FHWA.	

			Noise Reduction			Barrier Cost			
			Min	Avg	Max	Area / Volume	Lineal	Total	Total/DUs
Results for:		DUs	dB	dB	dB	$	$	$	$
Receivers in the Barrier Design:	All	0	0.0	0.0	0.0	0	0	0	NaN
	All Impacted	0	---	---	---	0	0	0	---
Meeting Noise Reduction Goal:	All	0	---	---	---	0	0	0	---
	All Impacted	0	---	---	---	0	0	0	---

Receiver				Modeled Traffic Noise Levels								
				All Abatement Barriers at Zero Height					With Abatement Barriers			
				LAeq		Increase over Existing				Noise Reduction		Calc.
Name	No.	DUs	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact	Calc. LAeq	Calc.	Goal	Minus Goal
			dBA	dBA	dBA	dBA	dBA		dBA	dBA	dBA	dBA
Receiver-1	0	0	---	60.2	0.0	---	---	Sound Level	60.2	0.0	8.0	-8.0
Receiver-2	0	0	---	63.2	0.0	---	---	Sound Level	63.2	0.0	8.0	-8.0
Receiver-3	0	0	---	58.8	0.0	---	---	Sound Level	58.8	0.0	8.0	-8.0
Receiver-4	0	0	---	59.6	0.0	---	---	Sound Level	59.6	0.0	8.0	-8.0
Receiver-5	0	0	---	57.7	0.0	---	---	Sound Level	57.7	0.0	8.0	-8.0
Receiver-6	0	0	---	57.6	0.0	---	---	Sound Level	57.6	0.0	8.0	-8.0
Receiver-7	0	0	---	60.0	0.0	---	---	Sound Level	60.0	0.0	8.0	-8.0
Receiver-8	0	0	---	68.7	0.0	---	---	Sound Level	68.7	0.0	8.0	-8.0
Receiver-9	0	0	---	68.3	0.0	---	---	Sound Level	68.3	0.0	8.0	-8.0
Receiver-10	0	0	---	69.1	0.0	---	---	Sound Level	69.1	0.0	8.0	-8.0
Receiver-11	0	0	---	64.1	0.0	---	---	Sound Level	64.1	0.0	8.0	-8.0
Receiver-12	0	0	---	61.2	0.0	---	---	Sound Level	61.2	0.0	8.0	-8.0
Receiver-13	0	0	---	59.5	0.0	---	---	Sound Level	59.5	0.0	8.0	-8.0
Receiver-14	0	0	---	58.7	0.0	---	---	Sound Level	58.7	0.0	8.0	-8.0

REPORT:	**Results: Sound Levels - Input Heights**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	17 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	4/1/2024 5:57:39 PM
CASE:	Stocker Street_Future No Project_PM	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	
DEFAULT GROUND TYPE:	Pavement		
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency	
PAVEMENT TYPE(S) USED:	Average	substantiates the use of a different type with approval of FHWA.	

			Noise Reduction			Barrier Cost			
			Min	Avg	Max	Area / Volume	Lineal	Total	Total/DUs
Results for:		DUs	dB	dB	dB	$	$	$	$
Receivers in the Barrier Design:	All	0	0.0	0.0	0.0	0	0	0	NaN
	All Impacted	0	---	---	---	0	0	0	---
Meeting Noise Reduction Goal:	All	0	---	---	---	0	0	0	---
	All Impacted	0	---	---	---	0	0	0	---

Receiver				Modeled Traffic Noise Levels								
				All Abatement Barriers at Zero Height					With Abatement Barriers			
				LAeq		Increase over Existing				Noise Reduction		Calc.
Name	No.	DUs	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact	Calc. LAeq	Calc.	Goal	Minus Goal
			dBA	dBA	dBA	dBA	dBA		dBA	dBA	dBA	dBA
Receiver-15	0	0	---	67.6	0.0	---	---	Sound Level	67.6	0.0	8.0	-8.0
Receiver-16	0	0	---	65.0	0.0	---	---	Sound Level	65.0	0.0	8.0	-8.0
Receiver-17	0	0	---	61.7	0.0	---	---	Sound Level	61.7	0.0	8.0	-8.0
Receiver-18	0	0	---	59.6	0.0	---	---	Sound Level	59.6	0.0	8.0	-8.0

REPORT:	**INPUT TRAFFIC FOR TNM VEHICLES (LAeq)**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	17 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	4/1/2024 5:57:39 PM
CASE:	Stocker Street_Future No Project_PM	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]
Stocker St. EB west of Don Felipe Dr.	Point-100	68	1036	45	22	45	11	45	0	0	0	0
	Point-101	69	1036	45	22	45	11	45	0	0	0	0
	Point-103	70	1036	45	22	45	11	45	0	0	0	0
	Point-105	71	1036	45	22	45	11	45	0	0	0	0
	Point-107	72	1036	45	22	45	11	45	0	0	0	0
	Point-109	73	1036	45	22	45	11	45	0	0	0	0
	Point-111	74	1036	45	22	45	11	45	0	0	0	0
	Point-113	75	1036	45	22	45	11	45	0	0	0	0
	Point-115	76	1036	45	22	45	11	45	0	0	0	0
Stocker St. WB west of Don Felipe Dr.	Point-116	77	1036	45	22	45	11	45	0	0	0	0
	Point-117	78	1036	45	22	45	11	45	0	0	0	0
	Point-119	79	1036	45	22	45	11	45	0	0	0	0
	Point-121	80	1036	45	22	45	11	45	0	0	0	0
	Point-123	81	1036	45	22	45	11	45	0	0	0	0
	Point-125	82	1036	45	22	45	11	45	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]
Stocker St. WB west of Don Felipe Dr.	Point-127	83	1036	45	22	45	11	45	0	0	0	0
	Point-129	84	1036	45	22	45	11	45	0	0	0	0
	Point-131	85	1036	45	22	45	11	45	0	0	0	0
Don Felipe Dr. Between Stocker St. and Project Dwy.	Point-132	0	488	25	5	25	0	0	0	0	0	0
	Point-133	1	488	25	5	25	0	0	0	0	0	0
	Point-138	2	488	25	5	25	0	0	0	0	0	0
Stocker St. EB between Project Dwy. and Palmero Blvd.	Point-139	92	976	45	20	45	10	45	0	0	0	0
	Point-140	93	976	45	20	45	10	45	0	0	0	0
	Point-142	94	976	45	20	45	10	45	0	0	0	0
	Point-144	95	976	45	20	45	10	45	0	0	0	0
Stocker St. WB between Project Dwy. and Palmero Blvd.	Point-145	96	976	45	20	45	10	45	0	0	0	0
	Point-146	97	976	45	20	45	10	45	0	0	0	0
	Point-149	99	976	45	20	45	10	45	0	0	0	0
	Point-148	3	976	45	20	45	10	45	0	0	0	0
Stocker St. EB between Project Dwy. and Santa Rosalia Dr.	Point-150	100	1063	35	22	35	11	35	0	0	0	0
	Point-151	101	1063	35	22	35	11	35	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Stocker St. EB between Project Dwy. and Santa Rosalia Dr.	Point-153	102	1063	35	22	35	11	35	0	0	0	0
	Point-155	103	1063	35	22	35	11	35	0	0	0	0
Stocker St. WB between Project Dwy. and Santa Rosalia Dr.	Point-156	104	1063	35	20	35	11	35	0	0	0	0
	Point-157	105	1063	35	20	35	11	35	0	0	0	0
	Point-160	107	1063	35	20	35	11	35	0	0	0	0
	Point-159	4	1063	35	20	35	11	35	0	0	0	0
Santa Rosalia Dr. south of Stocker Street.	Point-161	108	388	25	4	25	0	0	0	0	0	0
	Point-162	109	388	25	4	25	0	0	0	0	0	0
	Point-164	110	388	25	4	25	0	0	0	0	0	0
	Point-166	111	388	25	4	25	0	0	0	0	0	0
	Point-168	112	388	25	4	25	0	0	0	0	0	0
	Point-170	113	388	25	4	25	0	0	0	0	0	0
	Point-172	114	388	25	4	25	0	0	0	0	0	0
Santa Rosalia Dr. north of Project Dwy.	Point-173	115	1025	35	16	35	5	35	0	0	0	0
	Point-174	116	1025	35	16	35	5	35	0	0	0	0
	Point-176	117	1025	35	16	35	5	35	0	0	0	0
	Point-178	118	1025	35	16	35	5	35	0	0	0	0
	Point-180	119	1025	35	16	35	5	35	0	0	0	0
	Point-182	120	1025	35	16	35	5	35	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]
Santa Rosalia Dr. between Project Dwy. and Stocker St.	Point-183	121	1063	25	22	25	11	25	0	0	0	0
	Point-184	122	1063	25	22	25	11	25	0	0	0	0
	Point-186	123	1063	25	22	25	11	25	0	0	0	0
	Point-188	124	1063	25	22	25	11	25	0	0	0	0
Stocker St. east of Santa Rosalia Dr.	Point-189	125	2068	35	43	35	21	35	0	0	0	0
	Point-190	126	2068	35	43	35	21	35	0	0	0	0
	Point-192	127	2068	35	43	35	21	35	0	0	0	0
	Point-194	128	2068	35	43	35	21	35	0	0	0	0
Don Felipe Dr. North of Project Dwy.	Point-138	5	488	25	5	25	0	0	0	0	0	0
	Point-136	6	488	25	5	25	0	0	0	0	0	0
	Point-137	7	488	25	5	25	0	0	0	0	0	0
	Point-135	8	488	25	5	25	0	0	0	0	0	0
Palmero Blvd. S of Stocker St.	Point-195	129	58	25	1	25	0	0	0	0	0	0
	Point-196	130	58	25	1	25	0	0	0	0	0	0
	Point-198	131	58	25	1	25	0	0	0	0	0	0
	Point-200	132	58	25	1	25	0	0	0	0	0	0
	Point-202	133	58	25	1	25	0	0	0	0	0	0

REPORT:	**Results: Sound Levels - Input Heights**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	17 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	4/1/2024 5:58:19 PM
CASE:	Stocker Street_Future Plus Project_PM	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	
DEFAULT GROUND TYPE:	Pavement		
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency	
PAVEMENT TYPE(S) USED:	Average	substantiates the use of a different type with approval of FHWA.	

			Noise Reduction			Barrier Cost			
			Min	Avg	Max	Area / Volume	Lineal	Total	Total/DUs
Results for:		DUs	dB	dB	dB	$	$	$	$
Receivers in the Barrier Design:	All	0	0.0	0.0	0.0	0	0	0	NaN
	All Impacted	0	---	---	---	0	0	0	---
Meeting Noise Reduction Goal:	All	0	---	---	---	0	0	0	---
	All Impacted	0	---	---	---	0	0	0	---

Receiver				Modeled Traffic Noise Levels								
				All Abatement Barriers at Zero Height					With Abatement Barriers			
				LAeq		Increase over Existing				Noise Reduction		Calc.
Name	No.	DUs	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact	Calc. LAeq	Calc.	Goal	Minus Goal
			dBA	dBA	dBA	dBA	dBA		dBA	dBA	dBA	dBA
Receiver-1	0	0	---	60.2	0.0	---	---	Sound Level	60.2	0.0	8.0	-8.0
Receiver-2	0	0	---	63.3	0.0	---	---	Sound Level	63.3	0.0	8.0	-8.0
Receiver-3	0	0	---	58.7	0.0	---	---	Sound Level	58.7	0.0	8.0	-8.0
Receiver-4	0	0	---	59.6	0.0	---	---	Sound Level	59.6	0.0	8.0	-8.0
Receiver-5	0	0	---	57.6	0.0	---	---	Sound Level	57.6	0.0	8.0	-8.0
Receiver-6	0	0	---	53.9	0.0	---	---	Sound Level	53.9	0.0	8.0	-8.0
Receiver-7	0	0	---	58.1	0.0	---	---	Sound Level	58.1	0.0	8.0	-8.0
Receiver-8	0	0	---	68.8	0.0	---	---	Sound Level	68.8	0.0	8.0	-8.0
Receiver-9	0	0	---	68.4	0.0	---	---	Sound Level	68.4	0.0	8.0	-8.0
Receiver-10	0	0	---	69.3	0.0	---	---	Sound Level	69.3	0.0	8.0	-8.0
Receiver-11	0	0	---	64.3	0.0	---	---	Sound Level	64.3	0.0	8.0	-8.0
Receiver-12	0	0	---	61.3	0.0	---	---	Sound Level	61.3	0.0	8.0	-8.0
Receiver-13	0	0	---	59.6	0.0	---	---	Sound Level	59.6	0.0	8.0	-8.0
Receiver-14	0	0	---	58.8	0.0	---	---	Sound Level	58.8	0.0	8.0	-8.0

REPORT:	**Results: Sound Levels - Input Heights**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	17 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	4/1/2024 5:58:19 PM
CASE:	Stocker Street_Future Plus Project_PM	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	
DEFAULT GROUND TYPE:	Pavement		
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency	
PAVEMENT TYPE(S) USED:	Average	substantiates the use of a different type with approval of FHWA.	

			Noise Reduction			Barrier Cost			
			Min	Avg	Max	Area / Volume	Lineal	Total	Total/DUs
Results for:		DUs	dB	dB	dB	$	$	$	$
Receivers in the Barrier Design:	All	0	0.0	0.0	0.0	0	0	0	NaN
	All Impacted	0	---	---	---	0	0	0	---
Meeting Noise Reduction Goal:	All	0	---	---	---	0	0	0	---
	All Impacted	0	---	---	---	0	0	0	---

Receiver				Modeled Traffic Noise Levels								
				All Abatement Barriers at Zero Height					With Abatement Barriers			
				LAeq		Increase over Existing				Noise Reduction		Calc.
Name	No.	DUs	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact	Calc. LAeq	Calc.	Goal	Minus Goal
			dBA	dBA	dBA	dBA	dBA		dBA	dBA	dBA	dBA
Receiver-15	0	0	---	68.4	0.0	---	---	Sound Level	68.4	0.0	8.0	-8.0
Receiver-16	0	0	---	65.4	0.0	---	---	Sound Level	65.4	0.0	8.0	-8.0
Receiver-17	0	0	---	62.0	0.0	---	---	Sound Level	62.0	0.0	8.0	-8.0
Receiver-18	0	0	---	59.8	0.0	---	---	Sound Level	59.8	0.0	8.0	-8.0

REPORT:	**INPUT TRAFFIC FOR TNM VEHICLES (LAeq)**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	17 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	4/1/2024 5:58:19 PM
CASE:	Stocker Street_Future Plus Project_PM	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]
Stocker St. EB west of Don Felipe Dr.	Point-100	68	1066	45	22	45	11	45	0	0	0	0
	Point-101	69	1066	45	22	45	11	45	0	0	0	0
	Point-103	70	1066	45	22	45	11	45	0	0	0	0
	Point-105	71	1066	45	22	45	11	45	0	0	0	0
	Point-107	72	1066	45	22	45	11	45	0	0	0	0
	Point-109	73	1066	45	22	45	11	45	0	0	0	0
	Point-111	74	1066	45	22	45	11	45	0	0	0	0
	Point-113	75	1066	45	22	45	11	45	0	0	0	0
	Point-115	76	1066	45	22	45	11	45	0	0	0	0
Stocker St. WB west of Don Felipe Dr.	Point-116	77	1066	45	22	45	11	45	0	0	0	0
	Point-117	78	1066	45	22	45	11	45	0	0	0	0
	Point-119	79	1066	45	22	45	11	45	0	0	0	0
	Point-121	80	1066	45	22	45	11	45	0	0	0	0
	Point-123	81	1066	45	22	45	11	45	0	0	0	0
	Point-125	82	1066	45	22	45	11	45	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]
Stocker St. WB west of Don Felipe Dr.	Point-127	83	1066	45	22	45	11	45	0	0	0	0
	Point-129	84	1066	45	22	45	11	45	0	0	0	0
	Point-131	85	1066	45	22	45	11	45	0	0	0	0
Don Felipe Dr. Between Stocker St. and Project Dwy.	Point-132	0	488	25	5	25	0	0	0	0	0	0
	Point-133	1	488	25	5	25	0	0	0	0	0	0
	Point-138	2	488	25	5	25	0	0	0	0	0	0
Stocker St. EB between Project Dwy. and Palmero Blvd.	Point-139	92	1008	45	21	45	11	45	0	0	0	0
	Point-140	93	1008	45	21	45	11	45	0	0	0	0
	Point-142	94	1008	45	21	45	11	45	0	0	0	0
	Point-144	95	1008	45	21	45	11	45	0	0	0	0
Stocker St. WB between Project Dwy. and Palmero Blvd.	Point-145	96	1008	45	21	45	11	45	0	0	0	0
	Point-146	97	1008	45	21	45	11	45	0	0	0	0
	Point-149	99	1008	45	21	45	11	45	0	0	0	0
	Point-148	3	1008	45	21	45	11	45	0	0	0	0
Stocker St. EB between Project Dwy. and Santa Rosalia Dr.	Point-150	100	1306	35	27	35	13	35	0	0	0	0
	Point-151	101	1306	35	27	35	13	35	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Stocker St. EB between Project Dwy. and Santa Rosalia Dr.	Point-153	102	1306	35	27	35	13	35	0	0	0	0
	Point-155	103	1306	35	27	35	13	35	0	0	0	0
Stocker St. WB between Project Dwy. and Santa Rosalia Dr.	Point-156	104	1306	35	27	35	13	35	0	0	0	0
	Point-157	105	1306	35	27	35	13	35	0	0	0	0
	Point-160	107	1306	35	27	35	13	35	0	0	0	0
	Point-159	4	1306	35	27	35	13	35	0	0	0	0
Santa Rosalia Dr. south of Stocker Street.	Point-161	108	398	25	4	25	0	0	0	0	0	0
	Point-162	109	398	25	4	25	0	0	0	0	0	0
	Point-164	110	398	25	4	25	0	0	0	0	0	0
	Point-166	111	398	25	4	25	0	0	0	0	0	0
	Point-168	112	398	25	4	25	0	0	0	0	0	0
	Point-170	113	398	25	4	25	0	0	0	0	0	0
	Point-172	114	398	25	4	25	0	0	0	0	0	0
Santa Rosalia Dr. north of Project Dwy.	Point-173	115	1131	35	17	35	6	35	0	0	0	0
	Point-174	116	1131	35	17	35	6	35	0	0	0	0
	Point-176	117	1131	35	17	35	6	35	0	0	0	0
	Point-178	118	1131	35	17	35	6	35	0	0	0	0
	Point-180	119	1131	35	17	35	6	35	0	0	0	0
	Point-182	120	1131	35	17	35	6	35	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Santa Rosalia Dr. between Project Dwy. and Stocker St.	Point-183	121	1173	25	18	25	6	25	0	0	0	0
	Point-184	122	1173	25	18	25	6	25	0	0	0	0
	Point-186	123	1173	25	18	25	6	25	0	0	0	0
	Point-188	124	1173	25	18	25	6	25	0	0	0	0
Stocker St. east of Santa Rosalia Dr.	Point-189	125	2206	35	45	35	23	35	0	0	0	0
	Point-190	126	2206	35	45	35	23	35	0	0	0	0
	Point-192	127	2206	35	45	35	23	35	0	0	0	0
	Point-194	128	2206	35	45	35	23	35	0	0	0	0
Don Felipe Dr. North of Project Dwy.	Point-138	5	488	25	5	25	0	0	0	0	0	0
	Point-136	6	488	25	5	25	0	0	0	0	0	0
	Point-137	7	488	25	5	25	0	0	0	0	0	0
	Point-135	8	488	25	5	25	0	0	0	0	0	0
Palmero Blvd. S of Stocker St.	Point-195	129	64	25	1	25	0	0	0	0	0	0
	Point-196	130	64	25	1	25	0	0	0	0	0	0
	Point-198	131	64	25	1	25	0	0	0	0	0	0
	Point-200	132	64	25	1	25	0	0	0	0	0	0
	Point-202	133	64	25	1	25	0	0	0	0	0	0

REPORT:	**Results: Sound Levels - Input Heights**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	17 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	3/26/2024 3:14:38 PM
CASE:	Stocker Street_Internal Roadway Noise_CNEL	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	
DEFAULT GROUND TYPE:	Pavement		
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency	
PAVEMENT TYPE(S) USED:	Average	substantiates the use of a different type with approval of FHWA.	

			Noise Reduction			Barrier Cost			
			Min	Avg	Max	Area / Volume	Lineal	Total	Total/DUs
Results for:		DUs	dB	dB	dB	$	$	$	$
Receivers in the Barrier Design:	All	0	0.0	0.0	0.0	0	0	0	NaN
	All Impacted	0	---	---	---	0	0	0	---
Meeting Noise Reduction Goal:	All	0	---	---	---	0	0	0	---
	All Impacted	0	---	---	---	0	0	0	---

Receiver				Modeled Traffic Noise Levels								
				All Abatement Barriers at Zero Height					With Abatement Barriers			
				Lden		Increase over Existing				Noise Reduction		Calc.
Name	No.	DUs	Existing Lden	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact	Calc. Lden	Calc.	Goal	Minus Goal
			dBA	dBA	dBA	dBA	dBA		dBA	dBA	dBA	dBA
Receiver-6	0	0	---	48.6	0.0	---	---	Sound Level	48.6	0.0	8.0	-8.0
Receiver-7	0	0	---	52.1	0.0	---	---	Sound Level	52.1	0.0	8.0	-8.0
Receiver-9	0	0	---	37.0	0.0	---	---	Sound Level	37.0	0.0	8.0	-8.0
Receiver-10	0	0	---	36.3	0.0	---	---	Sound Level	36.3	0.0	8.0	-8.0

REPORT: **INPUT TRAFFIC FOR TNM VEHICLES (Lden)**

TNM VERSION: 3.1.7970.37608

CALCULATED WITH: 3.1.7970.37608

CASE: Stocker Street_Internal Roadway Noise_CNEL

PATH:

CALCULATION SEQUENCE NUMBER:

REPORT DATE: 17 April 2024

CALCULATION DATE: 3/26/2024 3:14:38 PM

ORGANIZATION: Terry A. Hayes Associates Inc.

ANALYSIS BY: kbartholow

TNM SERIAL NUMBER:

PROJECT/CONTRACT:

Roadway Name	Road Segment			Auto				Medium Truck				Heavy Truck				Bus				Motorcycle			
	Start Point		ADT	D	E	N	Speed	D	E	N	Speed	D	E	N	Speed	D	E	N	Speed	D	E	N	Speed
	Name	No.																					
			[Veh/24 hr]	[%]	[%]	[%]	[mph]	[%]	[%]	[%]	[mph]	[%]	[%]	[%]	[mph]	[%]	[%]	[%]	[mph]	[%]	[%]	[%]	[mph]
Parking Access	Point-0	0	2873	0	100	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
	Point-1	1	2873	0	100	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
Access Road	Point-2	4	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
	Point-3	5	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
Stocker Street Driveway	Point-4	6	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
	Point-5	7	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
	Point-7	8	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
	Point-9	9	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0

REPORT:	**Results: Sound Levels - Input Heights**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	17 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	3/26/2024 3:15:35 PM
CASE:	Stocker Street_Internal Roadway Noise_Leq	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	
DEFAULT GROUND TYPE:	Pavement		
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency	
PAVEMENT TYPE(S) USED:	Average	substantiates the use of a different type with approval of FHWA.	

			Noise Reduction			Barrier Cost			
			Min	Avg	Max	Area / Volume	Lineal	Total	Total/DUs
Results for:		DUs	dB	dB	dB	$	$	$	$
Receivers in the Barrier Design:	All	0	0.0	0.0	0.0	0	0	0	NaN
	All Impacted	0	---	---	---	0	0	0	---
Meeting Noise Reduction Goal:	All	0	---	---	---	0	0	0	---
	All Impacted	0	---	---	---	0	0	0	---

Receiver				Modeled Traffic Noise Levels								
				All Abatement Barriers at Zero Height					With Abatement Barriers			
				LAeq		Increase over Existing				Noise Reduction		Calc.
Name	No.	DUs	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact	Calc. LAeq	Calc.	Goal	Minus Goal
			dBA	dBA	dBA	dBA	dBA		dBA	dBA	dBA	dBA
Receiver-1	0	0	---	42.5	0.0	---	---	Sound Level	42.5	0.0	8.0	-8.0
Receiver-2	0	0	---	45.6	0.0	---	---	Sound Level	45.6	0.0	8.0	-8.0
Receiver-3	0	0	---	45.8	0.0	---	---	Sound Level	45.8	0.0	8.0	-8.0
Receiver-4	0	0	---	47.3	0.0	---	---	Sound Level	47.3	0.0	8.0	-8.0
Receiver-5	0	0	---	48.5	0.0	---	---	Sound Level	48.5	0.0	8.0	-8.0
Receiver-6	0	0	---	62.1	0.0	---	---	Sound Level	62.1	0.0	8.0	-8.0
Receiver-7	0	0	---	62.7	0.0	---	---	Sound Level	62.7	0.0	8.0	-8.0
Receiver-8	0	0	---	47.3	0.0	---	---	Sound Level	47.3	0.0	8.0	-8.0
Receiver-9	0	0	---	50.5	0.0	---	---	Sound Level	50.5	0.0	8.0	-8.0
Receiver-10	0	0	---	49.4	0.0	---	---	Sound Level	49.4	0.0	8.0	-8.0
Receiver-11	0	0	---	48.8	0.0	---	---	Sound Level	48.8	0.0	8.0	-8.0
Receiver-12	0	0	---	46.2	0.0	---	---	Sound Level	46.2	0.0	8.0	-8.0
Receiver-13	0	0	---	44.2	0.0	---	---	Sound Level	44.2	0.0	8.0	-8.0
Receiver-14	0	0	---	42.8	0.0	---	---	Sound Level	42.8	0.0	8.0	-8.0

REPORT:	**Results: Sound Levels - Input Heights**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	17 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	3/26/2024 3:15:35 PM
CASE:	Stocker Street_Internal Roadway Noise_Leq	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	
DEFAULT GROUND TYPE:	Pavement		
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency	
PAVEMENT TYPE(S) USED:	Average	substantiates the use of a different type with approval of FHWA.	

			Noise Reduction			Barrier Cost			
			Min	Avg	Max	Area / Volume	Lineal	Total	Total/DUs
Results for:		DUs	dB	dB	dB	$	$	$	$
Receivers in the Barrier Design:	All	0	0.0	0.0	0.0	0	0	0	NaN
	All Impacted	0	---	---	---	0	0	0	---
Meeting Noise Reduction Goal:	All	0	---	---	---	0	0	0	---
	All Impacted	0	---	---	---	0	0	0	---

Receiver				Modeled Traffic Noise Levels								
				All Abatement Barriers at Zero Height					With Abatement Barriers			
				LAeq		Increase over Existing				Noise Reduction		Calc.
Name	No.	DUs	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact	Calc. LAeq	Calc.	Goal	Minus Goal
			dBA	dBA	dBA	dBA	dBA		dBA	dBA	dBA	dBA
Receiver-15	0	0	---	47.3	0.0	---	---	Sound Level	47.3	0.0	8.0	-8.0
Receiver-16	0	0	---	45.7	0.0	---	---	Sound Level	45.7	0.0	8.0	-8.0
Receiver-17	0	0	---	46.4	0.0	---	---	Sound Level	46.4	0.0	8.0	-8.0
Receiver-18	0	0	---	43.0	0.0	---	---	Sound Level	43.0	0.0	8.0	-8.0

REPORT:	**INPUT TRAFFIC FOR TNM VEHICLES (LAeq)**		
TNM VERSION:	3.1.7970.37608	REPORT DATE:	17 April 2024
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	3/26/2024 3:15:35 PM
CASE:	Stocker Street_Internal Roadway Noise_Leq	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]
Parking Access	Point-0	0	355	5	0	0	6	5	0	0	0	0
	Point-1	1	355	5	0	0	6	5	0	0	0	0
Access Road	Point-2	4	0	0	0	0	6	5	0	0	0	0
	Point-3	5	0	0	0	0	6	5	0	0	0	0
Stocker Street Driveway	Point-4	6	0	0	0	0	6	5	0	0	0	0
	Point-5	7	0	0	0	0	6	5	0	0	0	0
	Point-7	8	0	0	0	0	6	5	0	0	0	0
	Point-9	9	0	0	0	0	6	5	0	0	0	0

REPORT:	**INPUT TRAFFIC FOR TNM VEHICLES (LAeq)**		
TNM VERSION:	3.2.8741.34338	REPORT DATE:	30 April 2025
CALCULATED WITH:	TNM v3.2.8741.34338	CALCULATION DATE:	4/30/2025 6:00:38 PM
CASE:	Stocker Street_Project Trips Only_PM	ORGANIZATION:	Terry A. Hayes Associates Inc.
ANALYSIS BY:	kbartholow	PROJECT/CONTRACT:	

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]	Volume [Veh/hr]	Speed [mph]
Stocker St. EB west of Don Felipe Dr.	Point-100	68	30	45	1	45	1	45	0	0	0	0
	Point-101	69	30	45	1	45	1	45	0	0	0	0
	Point-103	70	30	45	1	45	1	45	0	0	0	0
	Point-105	71	30	45	1	45	1	45	0	0	0	0
	Point-107	72	30	45	1	45	1	45	0	0	0	0
	Point-109	73	30	45	1	45	1	45	0	0	0	0
	Point-111	74	30	45	1	45	1	45	0	0	0	0
	Point-113	75	30	45	1	45	1	45	0	0	0	0
	Point-115	76	30	45	1	45	1	45	0	0	0	0
Stocker St. WB west of Don Felipe Dr.	Point-116	77	30	45	1	45	1	45	0	0	0	0
	Point-117	78	30	45	1	45	1	45	0	0	0	0
	Point-119	79	30	45	1	45	1	45	0	0	0	0
	Point-121	80	30	45	1	45	1	45	0	0	0	0
	Point-123	81	30	45	1	45	1	45	0	0	0	0
	Point-125	82	30	45	1	45	1	45	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Stocker St. WB west of Don Felipe Dr.	Point-127	83	30	45	1	45	1	45	0	0	0	0
	Point-129	84	30	45	1	45	1	45	0	0	0	0
	Point-131	85	30	45	1	45	1	45	0	0	0	0
Don Felipe Dr. Between Stocker St. and Project Dwy.	Point-132	0	0	0	0	0	0	0	0	0	0	0
	Point-133	1	0	0	0	0	0	0	0	0	0	0
	Point-138	2	0	0	0	0	0	0	0	0	0	0
Stocker St. EB between Project Dwy. and Palmero Blvd.	Point-139	92	33	45	1	45	1	45	0	0	0	0
	Point-140	93	33	45	1	45	1	45	0	0	0	0
	Point-142	94	33	45	1	45	1	45	0	0	0	0
	Point-144	95	33	45	1	45	1	45	0	0	0	0
Stocker St. WB between Project Dwy. and Palmero Blvd.	Point-145	96	33	45	1	45	1	45	0	0	0	0
	Point-146	97	33	45	1	45	1	45	0	0	0	0
	Point-149	99	33	45	1	45	1	45	0	0	0	0
	Point-148	3	33	45	1	45	1	45	0	0	0	0
Stocker St. EB between Project Dwy. and Santa Rosalia Dr.	Point-150	100	122	35	3	35	2	35	0	0	0	0
	Point-151	101	122	35	3	35	2	35	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Stocker St. EB between Project Dwy. and Santa Rosalia Dr.	Point-153	102	122	35	3	35	2	35	0	0	0	0
	Point-155	103	122	35	3	35	2	35	0	0	0	0
Stocker St. WB between Project Dwy. and Santa Rosalia Dr.	Point-156	104	122	35	3	35	2	35	0	0	0	0
	Point-157	105	122	35	3	35	2	35	0	0	0	0
	Point-160	107	122	35	3	35	2	35	0	0	0	0
	Point-159	4	122	35	3	35	2	35	0	0	0	0
Santa Rosalia Dr. south of Stocker Street.	Point-161	108	10	25	1	25	0	0	0	0	0	0
	Point-162	109	10	25	1	25	0	0	0	0	0	0
	Point-164	110	10	25	1	25	0	0	0	0	0	0
	Point-166	111	10	25	1	25	0	0	0	0	0	0
	Point-168	112	10	25	1	25	0	0	0	0	0	0
	Point-170	113	10	25	1	25	0	0	0	0	0	0
	Point-172	114	10	25	1	25	0	0	0	0	0	0
Santa Rosalia Dr. north of Project Dwy.	Point-173	115	106	35	2	35	1	35	0	0	0	0
	Point-174	116	106	35	2	35	1	35	0	0	0	0
	Point-176	117	106	35	2	35	1	35	0	0	0	0
	Point-178	118	106	35	2	35	1	35	0	0	0	0
	Point-180	119	106	35	2	35	1	35	0	0	0	0
	Point-182	120	106	35	2	35	1	35	0	0	0	0

Roadway Name	Road Segment Start Point		Auto		Medium Truck		Heavy Truck		Bus		Motorcycle	
	Name	No.	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed
			[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]	[Veh/hr]	[mph]
Santa Rosalia Dr. between Project Dwy. and Stocker St.	Point-183	121	97	25	1	25	1	25	0	0	0	0
	Point-184	122	97	25	1	25	1	25	0	0	0	0
	Point-186	123	97	25	1	25	1	25	0	0	0	0
	Point-188	124	97	25	1	25	1	25	0	0	0	0
Stocker St. east of Santa Rosalia Dr.	Point-189	125	138	35	3	35	1	35	0	0	0	0
	Point-190	126	138	35	3	35	1	35	0	0	0	0
	Point-192	127	138	35	3	35	1	35	0	0	0	0
	Point-194	128	138	35	3	35	1	35	0	0	0	0
Don Felipe Dr. North of Project Dwy.	Point-138	5	0	0	0	0	0	0	0	0	0	0
	Point-136	6	0	0	0	0	0	0	0	0	0	0
	Point-137	7	0	0	0	0	0	0	0	0	0	0
	Point-135	8	0	0	0	0	0	0	0	0	0	0
Palmero Blvd. S of Stocker St.	Point-195	129	6	25	1	25	0	0	0	0	0	0
	Point-196	130	6	25	1	25	0	0	0	0	0	0
	Point-198	131	6	25	1	25	0	0	0	0	0	0
	Point-200	132	6	25	1	25	0	0	0	0	0	0
	Point-202	133	6	25	1	25	0	0	0	0	0	0

REPORT:	**Results: Sound Levels - No Barrier Objects**		
TNM VERSION	3.2.8741.34338	REPORT DATE:	30 April 2025
CALCULATED WITH:	TNM v3.2.8741.34338	CALCULATION DATE:	4/30/2025 6:00:38 PM
CASE:	Stocker Street_Project Trips Only_PM	ORGANIZATION:	Terry A. Hayes Associates Inc.
UNITS:	English	ANALYSIS BY:	kbartholow
DEFAULT GROUND TYPE:	Pavement	PROJECT/CONTRACT	
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency substantiates the use of a different type with approval FHWA.	
PAVEMENT TYPE(S) USED:	Average		

Receiver				Modeled Traffic Noise Levels				
				LAeq		Increase over Existing		
Name	No.	Nb. R.R.	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact
			dBA	dBA	dBA	dBA	dBA	
Receiver-1	0	0	---	46.0	0.0	---	---	Sound Level
Receiver-2	0	0	---	49.0	0.0	---	---	Sound Level
Receiver-3	0	0	---	43.4	0.0	---	---	Sound Level
Receiver-4	0	0	---	44.6	0.0	---	---	Sound Level
Receiver-5	0	0	---	43.7	0.0	---	---	Sound Level
Receiver-6	0	0	---	42.6	0.0	---	---	Sound Level
Receiver-7	0	0	---	48.2	0.0	---	---	Sound Level
Receiver-8	0	0	---	54.6	0.0	---	---	Sound Level
Receiver-9	0	0	---	54.7	0.0	---	---	Sound Level
Receiver-10	0	0	---	55.9	0.0	---	---	Sound Level
Receiver-11	0	0	---	50.6	0.0	---	---	Sound Level
Receiver-12	0	0	---	47.8	0.0	---	---	Sound Level
Receiver-13	0	0	---	46.0	0.0	---	---	Sound Level
Receiver-14	0	0	---	45.1	0.0	---	---	Sound Level
Receiver-15	0	0	---	58.2	0.0	---	---	Sound Level

REPORT:	**Results: Sound Levels - No Barrier Objects**		
TNM VERSION	3.2.8741.34338	REPORT DATE:	30 April 2025
CALCULATED WITH:	TNM v3.2.8741.34338	CALCULATION DATE:	4/30/2025 6:00:38 PM
CASE:	Stocker Street_Project Trips Only_PM	ORGANIZATION:	Terry A. Hayes Associates Inc.
UNITS:	English	ANALYSIS BY:	kbartholow
DEFAULT GROUND TYPE:	Pavement	PROJECT/CONTRACT	
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency substantiates the use of a different type with approval FHWA.	
PAVEMENT TYPE(S) USED:	Average		

Receiver				Modeled Traffic Noise Levels				
				LAeq		Increase over Existing		
Name	No.	Nb. R.R.	Existing LAeq	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact
			dBA	dBA	dBA	dBA	dBA	
Receiver-16	0	0	---	53.7	0.0	---	---	Sound Level
Receiver-17	0	0	---	50.2	0.0	---	---	Sound Level
Receiver-18	0	0	---	47.8	0.0	---	---	Sound Level

APPENDIX D

Noise Monitoring Reports

ST-1 Residence (4108 Don Luis Dr.)



Session Report

12/8/2023

Information Panel

Name	Stocker Street_ST-1
Start Time	10/31/2023 10:44:18 AM
Stop Time	10/31/2023 10:59:18 AM
Device Name	BGS100001
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Comments	

Summary Data Panel

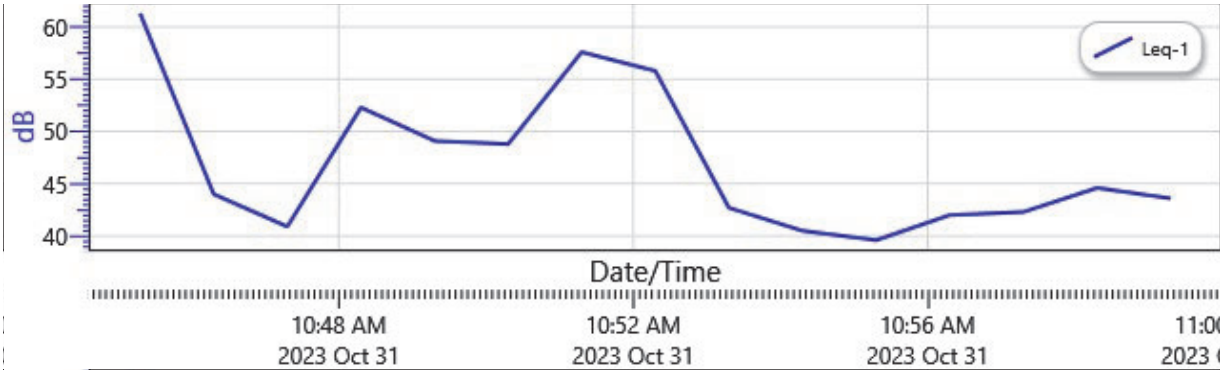
Description	Meter	Value	Description	Meter	Value
Leq	1	52.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

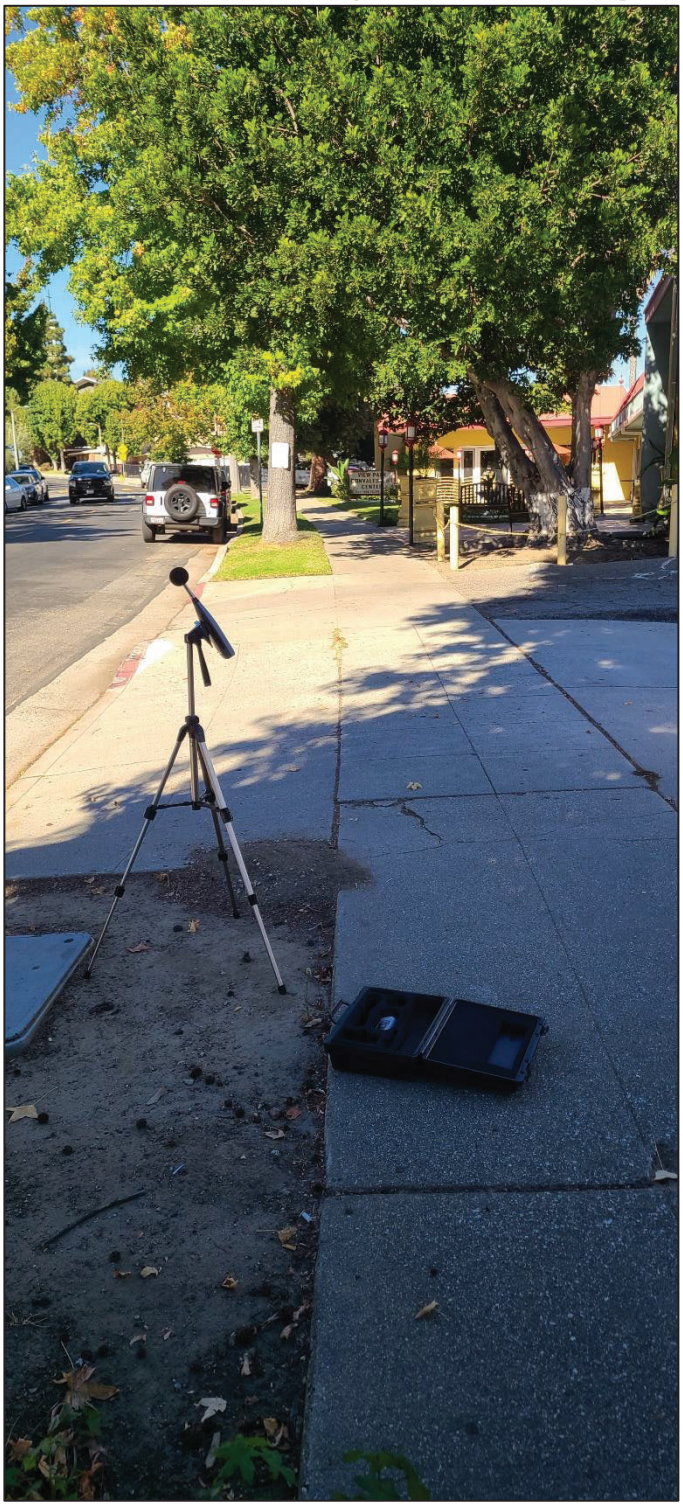
Date/Time	Leq-1
10/31/2023 10:45:18 AM	61.3
10:46:18 AM	44
10:47:18 AM	40.9
10:48:18 AM	52.3
10:49:18 AM	49.1
10:50:18 AM	48.8
10:51:18 AM	57.6
10:52:18 AM	55.8
10:53:18 AM	42.7
10:54:18 AM	40.5
10:55:18 AM	39.6
10:56:18 AM	42
10:57:18 AM	42.3
10:58:18 AM	44.6
10:59:18 AM	43.6

Logged Data Chart

Stocker Street_ST-1: Logged Data Chart



ST-2 Sanchez Ranch (3725 Don Felipe Dr.)



Session Report

12/8/2023

Information Panel

Name	Stocker Street_ST-2
Start Time	10/31/2023 11:09:25 AM
Stop Time	10/31/2023 11:24:25 AM
Device Name	BGS100001
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Comments	

Summary Data Panel

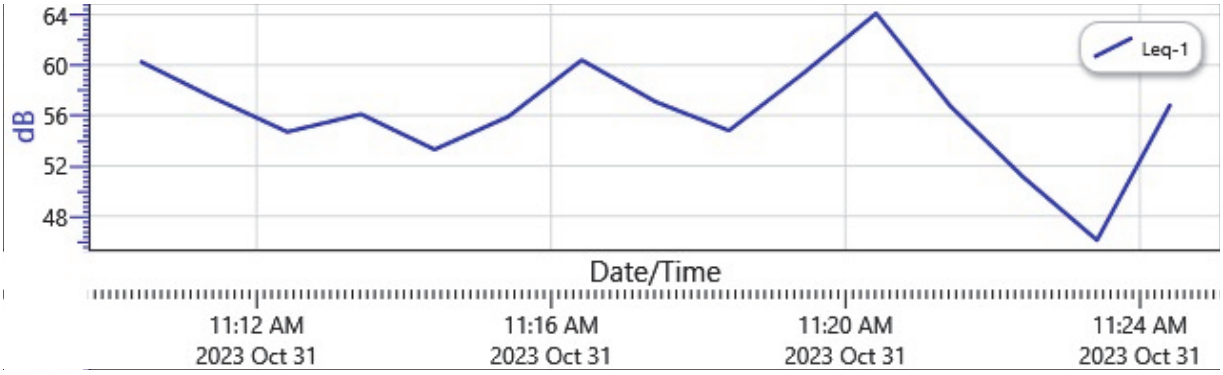
Description	Meter	Value	Description	Meter	Value
Leq	1	57.9 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

Date/Time	Leq-1
10/31/2023 11:10:25 AM	60.3
11:11:25 AM	57.4
11:12:25 AM	54.7
11:13:25 AM	56.1
11:14:25 AM	53.3
11:15:25 AM	55.9
11:16:25 AM	60.4
11:17:25 AM	57.1
11:18:25 AM	54.8
11:19:25 AM	59.3
11:20:25 AM	64.1
11:21:25 AM	56.8
11:22:25 AM	51.1
11:23:25 AM	46.1
11:24:25 AM	56.9

Logged Data Chart

Stocker Street_ST-2: Logged Data Chart



ST-3 Residences (Lockland Dr. Cul De Sac)



Session Report

12/8/2023

Information Panel

Name	Stocker Street_ST-3
Start Time	10/31/2023 11:58:17 AM
Stop Time	10/31/2023 12:13:17 PM
Device Name	BGS100001
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Comments	

Summary Data Panel

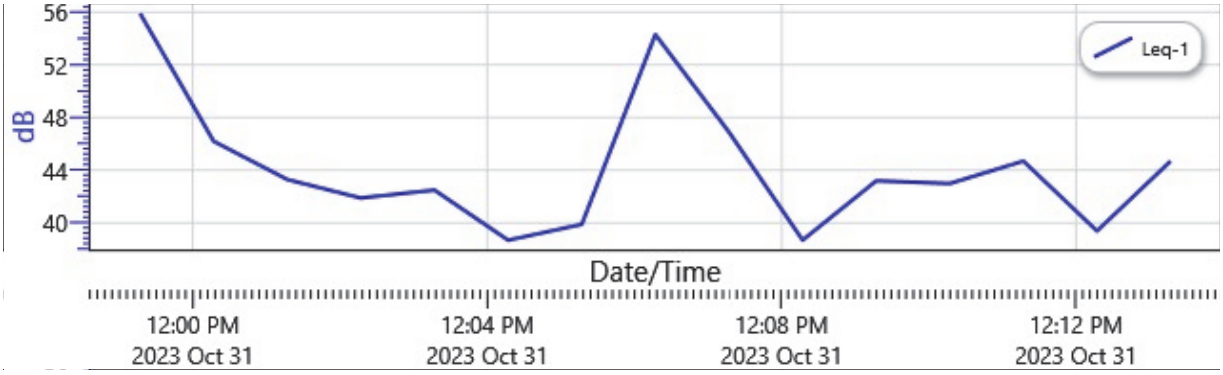
Description	Meter	Value	Description	Meter	Value
Leq	1	47.9 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

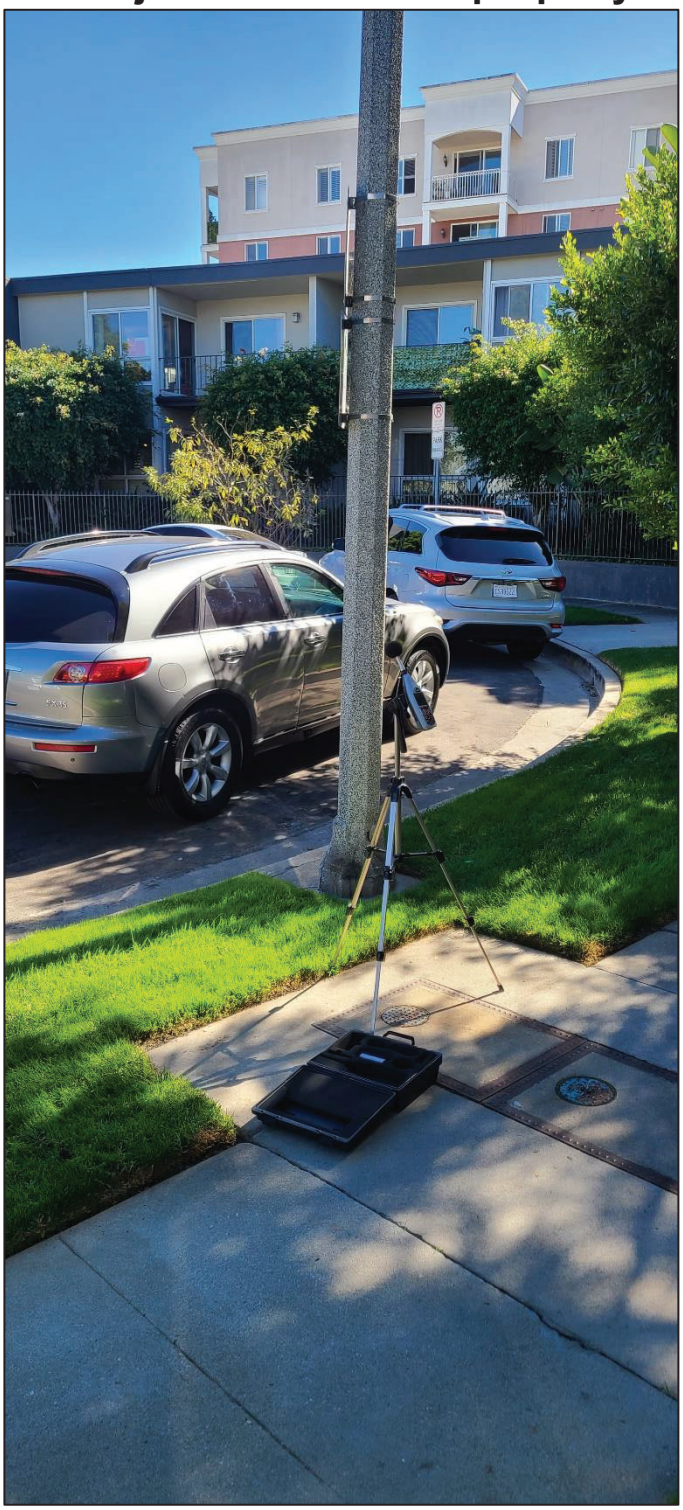
Date/Time	Leq-1
10/31/2023 11:59:17 AM	55.9
12:00:17 PM	46.2
12:01:17 PM	43.3
12:02:17 PM	41.9
12:03:17 PM	42.5
12:04:17 PM	38.7
12:05:17 PM	39.9
12:06:17 PM	54.3
12:07:17 PM	46.9
12:08:17 PM	38.7
12:09:17 PM	43.2
12:10:17 PM	43
12:11:17 PM	44.7
12:12:17 PM	39.4
12:13:17 PM	44.7

Logged Data Chart

Stocker Street_ST-3: Logged Data Chart



ST-4 Project site northern property line



Session Report

12/8/2023

Information Panel

Name	Stocker Street_ST-4
Start Time	10/31/2023 11:29:40 AM
Stop Time	10/31/2023 11:44:40 AM
Device Name	BGS100001
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Comments	

Summary Data Panel

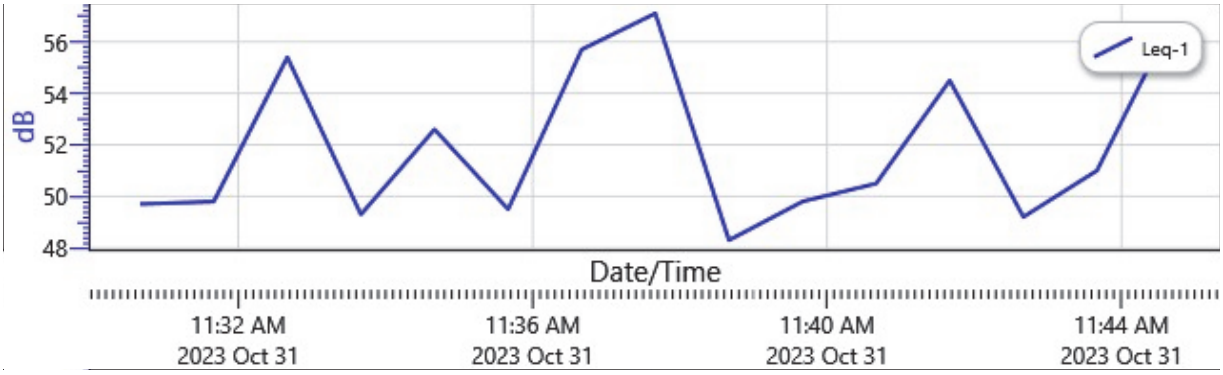
Description	Meter	Value	Description	Meter	Value
Leq	1	53 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

Date/Time	Leq-1
10/31/2023 11:30:40 AM	49.7
11:31:40 AM	49.8
11:32:40 AM	55.4
11:33:40 AM	49.3
11:34:40 AM	52.6
11:35:40 AM	49.5
11:36:40 AM	55.7
11:37:40 AM	57.1
11:38:40 AM	48.3
11:39:40 AM	49.8
11:40:40 AM	50.5
11:41:40 AM	54.5
11:42:40 AM	49.2
11:43:40 AM	51
11:44:40 AM	56.7

Logged Data Chart

Stocker Street_ST-4: Logged Data Chart



ST-5 Residence (4197 Angeles Vista Blvd.)



Session Report

12/8/2023

Information Panel

Name	Stocker Street_ST-5
Start Time	10/31/2023 12:23:45 PM
Stop Time	10/31/2023 12:38:45 PM
Device Name	BGS100001
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Comments	

Summary Data Panel

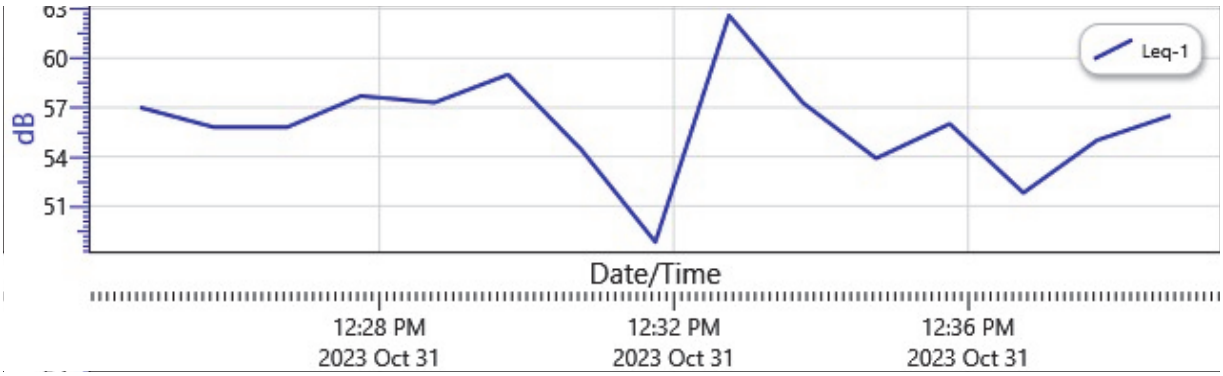
Description	Meter	Value	Description	Meter	Value
Leq	1	56.9 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

Date/Time	Leq-1
10/31/2023 12:24:45 PM	57
12:25:45 PM	55.8
12:26:45 PM	55.8
12:27:45 PM	57.7
12:28:45 PM	57.3
12:29:45 PM	59
12:30:45 PM	54.4
12:31:45 PM	48.8
12:32:45 PM	62.6
12:33:45 PM	57.3
12:34:45 PM	53.9
12:35:45 PM	56
12:36:45 PM	51.8
12:37:45 PM	55
12:38:45 PM	56.5

Logged Data Chart

Stocker Street_ST-5: Logged Data Chart



ST-6 Project site along Santa Rosalia Dr.



Session Report

12/8/2023

Information Panel

Name	Stocker Street_ST-6
Start Time	11/1/2023 12:48:31 PM
Stop Time	11/1/2023 1:03:31 PM
Device Name	BGS100001
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Comments	

Summary Data Panel

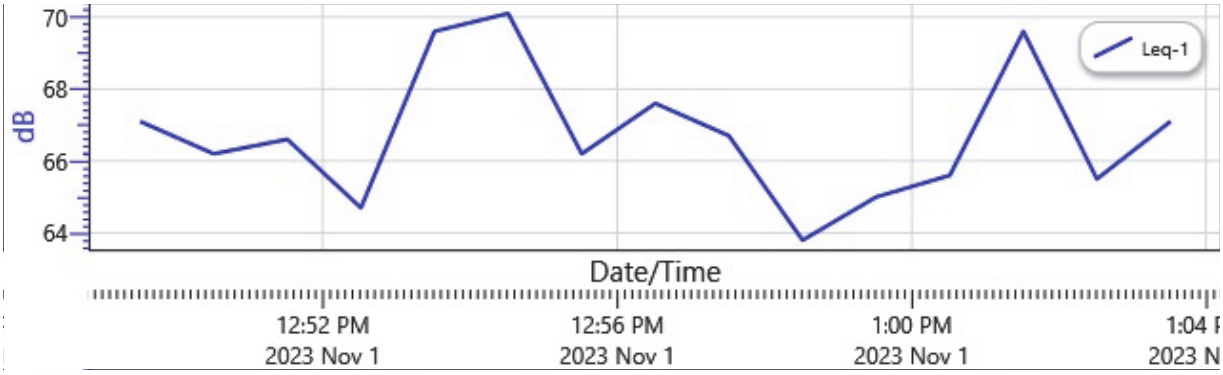
Description	Meter	Value	Description	Meter	Value
Leq	1	67.1 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

Date/Time	Leq-1
11/1/2023 12:49:31 PM	67.1
12:50:31 PM	66.2
12:51:31 PM	66.6
12:52:31 PM	64.7
12:53:31 PM	69.6
12:54:31 PM	70.1
12:55:31 PM	66.2
12:56:31 PM	67.6
12:57:31 PM	66.7
12:58:31 PM	63.8
12:59:31 PM	65
1:00:31 PM	65.6
1:01:31 PM	69.6
1:02:31 PM	65.5
1:03:31 PM	67.1

Logged Data Chart

Stocker Street_ST-6: Logged Data Chart



ST-7 Project site along Stocker St.



Session Report

12/8/2023

Information Panel

Name	Stocker Street_ST-7
Start Time	11/1/2023 1:08:43 PM
Stop Time	11/1/2023 1:23:43 PM
Device Name	BGS100001
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Comments	

Summary Data Panel

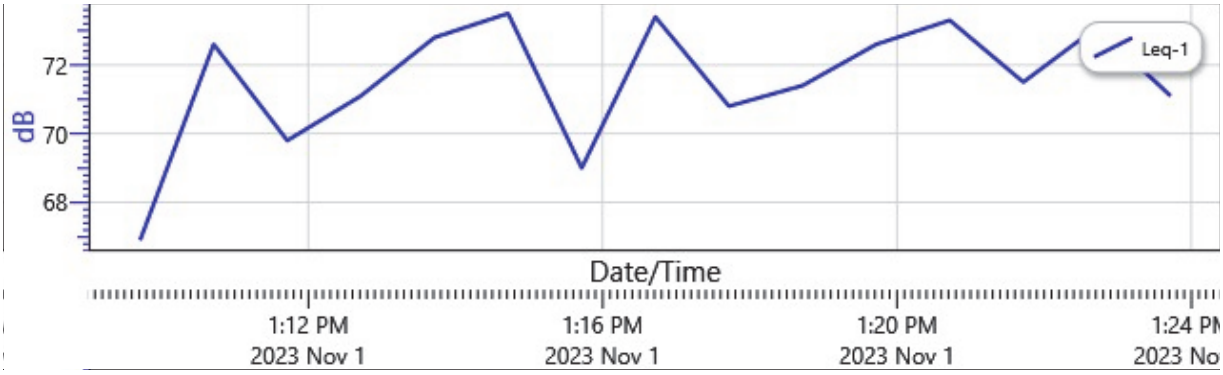
Description	Meter	Value	Description	Meter	Value
Leq	1	71.8 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

Date/Time	Leq-1
11/1/2023 1:09:43 PM	66.9
1:10:43 PM	72.6
1:11:43 PM	69.8
1:12:43 PM	71.1
1:13:43 PM	72.8
1:14:43 PM	73.5
1:15:43 PM	69
1:16:43 PM	73.4
1:17:43 PM	70.8
1:18:43 PM	71.4
1:19:43 PM	72.6
1:20:43 PM	73.3
1:21:43 PM	71.5
1:22:43 PM	73.1
1:23:43 PM	71.1

Logged Data Chart

Stocker Street_ST-7: Logged Data Chart



LT-1 Residence (3857 Don Tomaso Dr.)



Session Report

12/8/2023

Information Panel

Name	Stocker Street_LT-1
Start Time	11/1/2023 2:00:00 PM
Stop Time	11/2/2023 2:00:00 PM
Device Name	BGS100001
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
CNEL	1	59.9 dB	Leq	1	56.6 dB
LDN	1	59.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

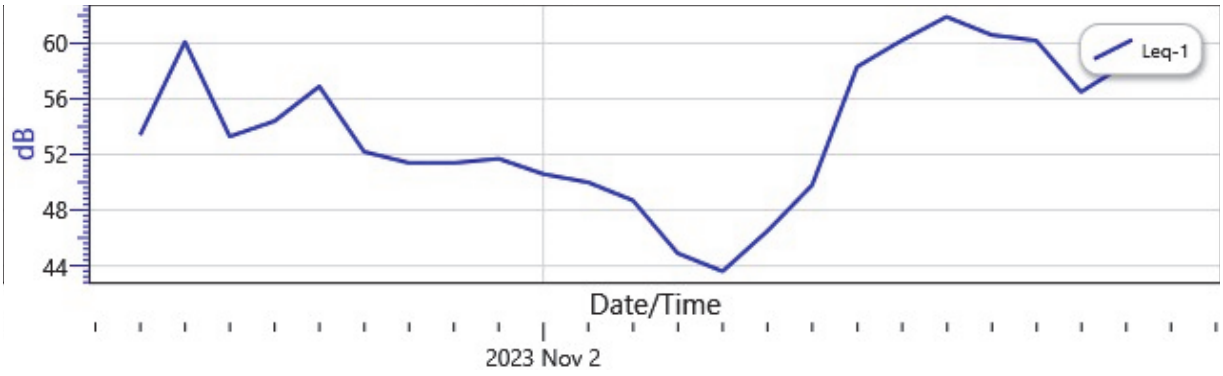
Logged Data Table

Date/Time	Leq-1
11/1/2023 3:00:00 PM	53.4
4:00:00 PM	60.1
5:00:00 PM	53.3
6:00:00 PM	54.4
7:00:00 PM	56.9
8:00:00 PM	52.2
9:00:00 PM	51.4
10:00:00 PM	51.4
11:00:00 PM	51.7
11/2/2023 12:00:00 AM	50.6
1:00:00 AM	50
2:00:00 AM	48.7
3:00:00 AM	44.9
4:00:00 AM	43.6

5:00:00 AM	46.5
6:00:00 AM	49.8
7:00:00 AM	58.3
8:00:00 AM	60.2
9:00:00 AM	61.9
10:00:00 AM	60.6
11:00:00 AM	60.2
12:00:00 PM	56.5
1:00:00 PM	58.5
2:00:00 PM	60.3

Logged Data Chart

Stocker Street_LT-1: Logged Data Chart



LT-2 Residence (3668 Northland Dr.)



Session Report

12/8/2023

Information Panel

Name	Stocker Street_LT-2
Start Time	11/7/2023 12:00:00 PM
Stop Time	11/8/2023 12:00:00 PM
Device Name	BGS100001
Model Type	SoundPro DL
Device Firmware Rev	R.13J
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
CNEL	1	57.6 dB	LDN	1	57.3 dB
Leq	1	52.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

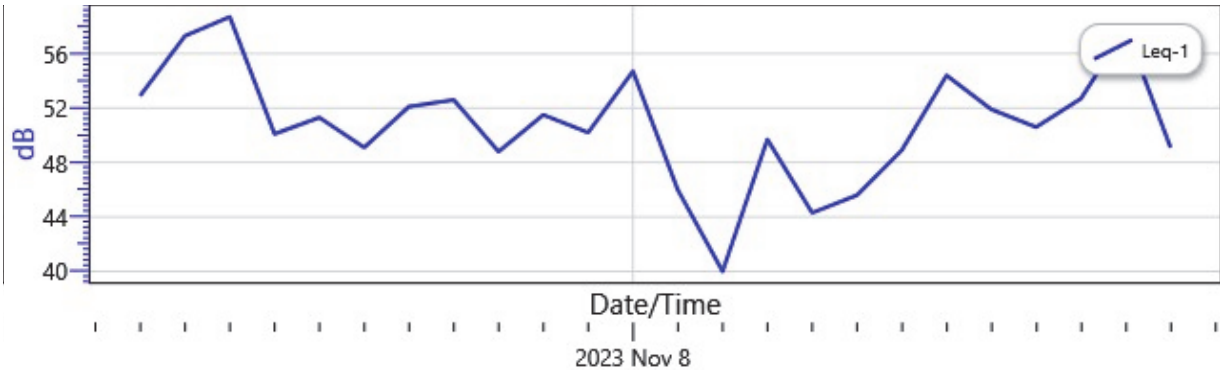
Logged Data Table

Date/Time	Leq-1
11/7/2023 1:00:00 PM	52.9
2:00:00 PM	57.3
3:00:00 PM	58.7
4:00:00 PM	50.1
5:00:00 PM	51.3
6:00:00 PM	49.1
7:00:00 PM	52.1
8:00:00 PM	52.6
9:00:00 PM	48.8
10:00:00 PM	51.5
11:00:00 PM	50.2
11/8/2023 12:00:00 AM	54.7
1:00:00 AM	46
2:00:00 AM	40

3:00:00 AM	49.7
4:00:00 AM	44.3
5:00:00 AM	45.6
6:00:00 AM	48.9
7:00:00 AM	54.4
8:00:00 AM	51.9
9:00:00 AM	50.6
10:00:00 AM	52.7
11:00:00 AM	57.8
12:00:00 PM	49.1

Logged Data Chart

Stocker Street_LT-2: Logged Data Chart



APPENDIX H

Transportation Assessment
(Including LADOT Approval Letter)

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

3701 W Stocker St
DOT Case No. CEN23-56115

Date: January 14, 2025

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

Eileen Hunt Digitally signed by Eileen Hunt
Date: 2025.01.14 17:22:32 -08'00'

From: Eileen Hunt, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED STUDIO PROJECT LOCATED AT 3701 WEST STOCKER STREET (ENV-2024-326-EAF/CPC-2024-325-CU-MCUP-CUX-SPESPP-DRB-SPR-WDI)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by KOA Corporation, a Lochner Company, Inc. (KOA), dated October 8, 2024, for the proposed Stocker Street Studio project located 3701 West Stocker Street within the South Los Angeles Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 3. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to remove several general and medical office buildings, which are currently vacant, and construct four production sound stages totaling 256,700 square feet on the block bounded by Don Felipe Drive to the west, Santa Rosalia Drive to the east, and Stocker Street to the south. Stocker Street along the property frontage is within the County of Los Angeles (County) jurisdiction. The City of Los Angeles (City) and the County share the intersection of Santa Rosalia Drive (City)/Angeles Vista Boulevard (County) and Stocker Street. The project will provide: approximately 51,200 square feet of studio space, 57,400 square feet of production and support office space, 123,100 square feet of leasable commercial office space, 6,500 square feet of commercial retail space, and 18,500 square feet of restaurant space; 375 vehicle parking spaces within a four-story parking garage in the northwest corner of the project site with an additional five parking spaces provided in a surface parking lot in the service plaza for a total of 380 vehicle parking spaces; and 82 (50 long-term and 32 short term) bicycle parking spaces. Access to the development would be provided via a full access driveway along Santa Rosalia Drive and a right-turn ingress-only driveway that would be used for service vehicles along Stocker Street. A 122-foot-long passenger loading area will be provided along Santa Rosalia Drive, south of the project driveway. Pedestrian access would be provided via several entrance points along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive as illustrated in **Attachment A**. The project is expected to be completed by 2029.

B. Freeway Safety Analysis

Per LADOT's TAG issued in August 2022 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

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

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

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report. For Threshold T-3, project site access plans were reviewed to ascertain whether any deficiencies would be considered significant and is discussed further below.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

T-2.1 Causing substantial vehicle miles traveled

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

- Household VMT per Capita: 6.0
- Work VMT per Employee: 11.6

As cited in the VMT Analysis report, prepared by KOA, the project proposes to incorporate the TDM strategies of reduced supply by providing 380 of the City Code-required 598 parking spaces per AB 2097 (AB2097 is a California law that prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects within a one-half mile radius of a major transit stop), promotions and marketing, ride-share program, include bike parking per Los Angeles Municipal Code (LAMC), include secure bike parking and showers, traffic calming improvements, and pedestrian network improvements as project design features. With the application of these TDM measures, the proposed project is projected to have no Household VMT and a Work VMT of 8.5 per employee. Therefore, it is concluded that implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

T-3 Substantially increasing hazards due to a geometric design feature or incompatible use
Additional operational analyses were conducted to assess potential concerns of the project driveway and curbside passenger drop-off/pick-up along Santa Rosalia Drive that could lead to hazardous roadway conditions. The analyses included: 1) traffic signal warrant analysis at Santa Rosalia Drive and the project driveway; 2) internal queuing at the parking garage; 3) excessive queueing at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street and Crenshaw Boulevard and Stocker Street. Mitigation measures that include TDM Measures and the implementation of intersection improvements at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street is expected to improve the operations and reduce safety concerns at this intersection. The mitigation measure at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street is further discussed under the Project Requirements section below.

E. Access and Circulation

Vehicle access to the development would be provided via two driveways: a primary full access driveway along Santa Rosalia Drive and a right-turn ingress-only driveway along Stocker Street for service vehicles. Pedestrian access would be provided via several entrance points along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive. Additionally, the project proposes to provide pedestrian plazas at street level connecting to the existing sidewalks. Long term bicycle parking spaces would be located in the parking garage with 50 spaces, and short-term bicycle parking would be located throughout the project site with 16 spaces in the southeast corner (adjacent to the food court), six spaces next to the pedestrian entrance along Santa Rosalia Drive, eight spaces in the pedestrian plaza, and two spaces near the driveway along Stocker Street. Additionally, a 122-foot-long passenger loading area will be provided on Santa Rosalia Drive, south of the Project driveway as illustrated in **Attachment A**.

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

In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development may likely result in an adverse circulation condition at the intersection of Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street. LADOT has reviewed this circulation analysis and determined that it adequately discloses operational concerns. Intersection and pedestrian improvements are discussed further under the Project Requirements section below. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report. It should be noted that two of the study intersections in this analysis (Palmero Boulevard and Stocker Street, Angeles Vista Boulevard and Stocker Street) are within the jurisdiction of the County.

PROJECT REQUIREMENTS

CEQA-Related Requirements and Considerations
To comply with CEQA, the applicant should be required to implement the following:

T-3 Mitigation Measures

1. Intersection Improvement at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street
   - Install a protected-only left-turn phase for the northbound Santa Rosalia Drive/Angeles Vista Boulevard at Stocker Street, which includes restriping the approach from a shared left-through and right-turn lane to a dedicated left-turn lane, a through lane, and a right-turn lane. Restriping of the approach may require the removal of existing on-street parking on both sides of the street.
   - Implement a protected-permissive left-turn phasing for the eastbound and westbound approaches of Stocker Street.
   - Install a dedicated right-turn lane for the southbound approach of Santa Rosalia Drive/Angeles Vista Boulevard.

   These modifications are in accordance with the recommendations outlined in the Traffic Control Report (TCR) issued by the LADOT Southern District office on February 12, 2020 as provided as and illustrated in **Attachment D**. The County reviewed the improvements within their jurisdiction and once more concurred with the improvement on November 21, 2024, as long as the striping modification on the northbound approach meets the County's standards and guidelines. The intersection improvements will be designed to improve safety and operations to the satisfaction of the City and County through the City's Bureau of Engineering's (BOE) B-Permit process.

2. Additional mitigation measures should include:
   - Installation of stop signs or electronic warning devices at site access points
   - Installation of stop-signs and pavement markings internal to the site
   - Installation of devices to augment driver/pedestrian sight lines

Non-CEQA-Related Requirements and Considerations
To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Intersection and Pedestrian Improvements

   a. Intersection Improvement at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street noted in the CEQA-Related Requirements and Considerations 1a. above.

   b. Replace the existing sidewalks adjacent to the project site and establish a pedestrian plaza within the project area connecting the ground floors to the sidewalks.

   c. Provide a passenger loading zone along Santa Rosalia Drive, south of the project driveway. This zone would comply with the City's BOE's Public Right-of-Way Accessibility Guidelines (PROWAG), incorporating an accessibility ramp and aisle.

   All improvements, enhancements, and associated improvement work within the City of Los Angeles must be **guaranteed** through BOE's B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project.

2. Parking Requirements

   The project would provide parking for 380 vehicles and 82 bicycles. The project is eligible for reduced parking under AB 2097. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 3 and under AB 2097.

3. Highway Dedication and Street Widening Requirements

   Per the Mobility Element of the General Plan, **Stocker Street**, a Boulevard II, would require a 40-foot half-width roadway within a 55-foot half-width right-of-way; and **Santa Rosalia Drive** and **Don Felipe Drive**, both Collector Streets, would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. It should be noted that the project is requesting a waiver of street dedication on Stocker Street and Don Felipe Drive. The applicant should check with the BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

4. Project Access and Circulation

   The conceptual site plan for the project (see **Attachment A**) shows two driveways: a primary full access driveway along Santa Rosalia Drive and a right-turn ingress-only driveway along Stocker Street for service vehicles. Additionally, a 122-foot-long passenger loading area will be provided on Santa Rosalia Drive, south of the Project driveway. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination <ladot.onestop@lacity.org>. In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

5. Worksite Traffic Control Requirements
LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to https:/www.ladot.lacity.org/businesses/traffic-engineering-design-plans to determine which section to coordinate review of work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

6. TDM Ordinance Requirements
The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

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

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

7. Development Review Fees
Section 19.15 of the LAMC 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 Jose Cardenas of my staff at LADOT Central Development Review <ladot.devreview.cen@lacity.org>.

Attachments

I:\Letters\2025\CEN23-56115_3701 W Stocker St_Stocker Street Creative - Studio_ltr.docx

c: Joanne Kim, Council District 8
Hokchi Chiu, Central District, BOE
Quan Tran, Southern District, DOT
Taimour Tanavoli, Case Management Office, DOT
Daniel Quintana/Stephen Dykstra /Marty Amundson/Julian Garcia/Kent Tsujii/Isuda Esmaeilpour/Mingliang Shi, LA CO DPW
Hillary Mau, KOA

ATTACHMENT A
CEN23-56115_3701 W Stocker St_ Stocker Street Creative - Studio

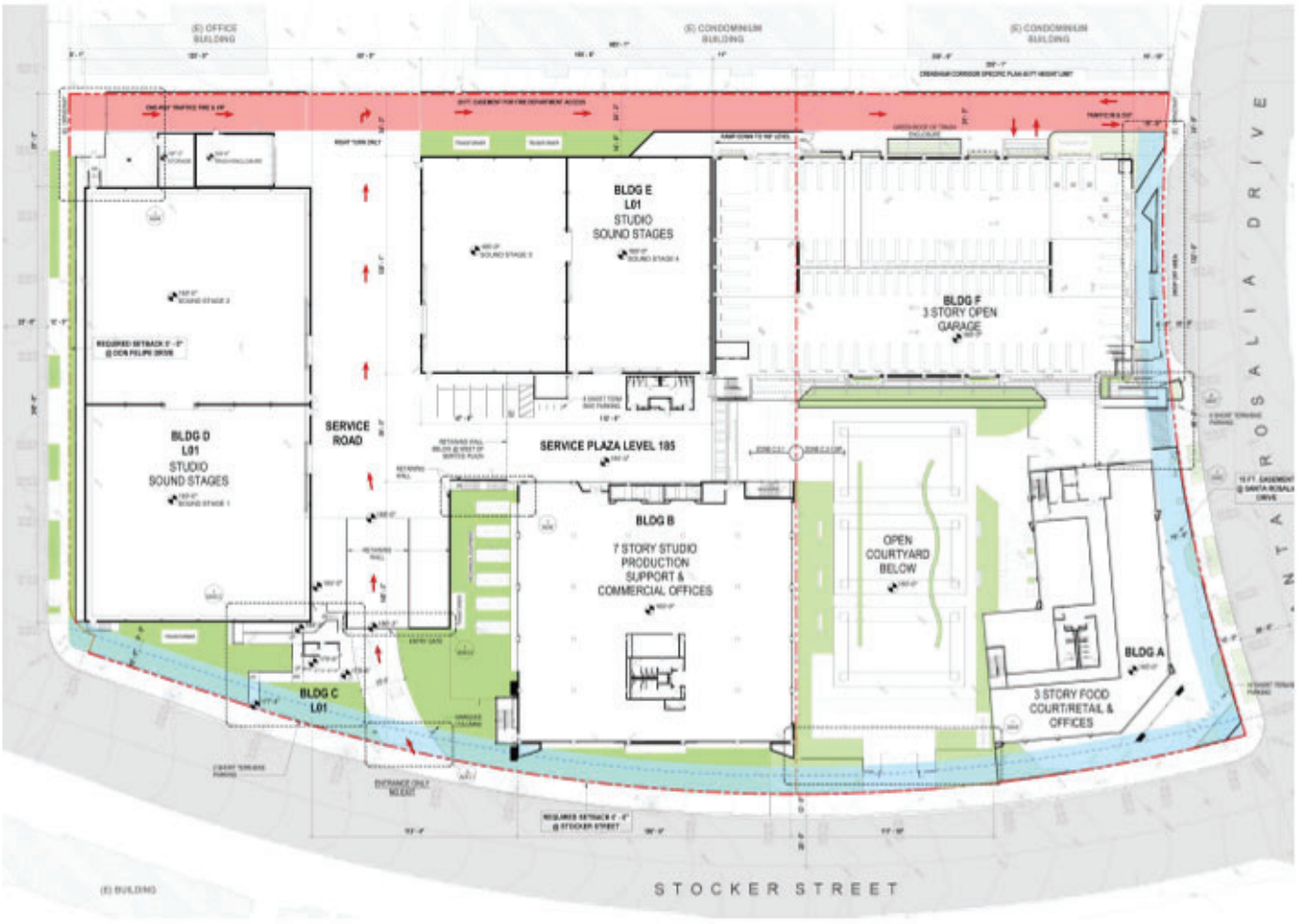


FIGURE 2

CONCEPTUAL PROJECT SITE PLAN

10/12/2023
FN: JC21049 LA 3701 Stocker Studio EIR\Docs\MOU\PROJ-SITE PLAN

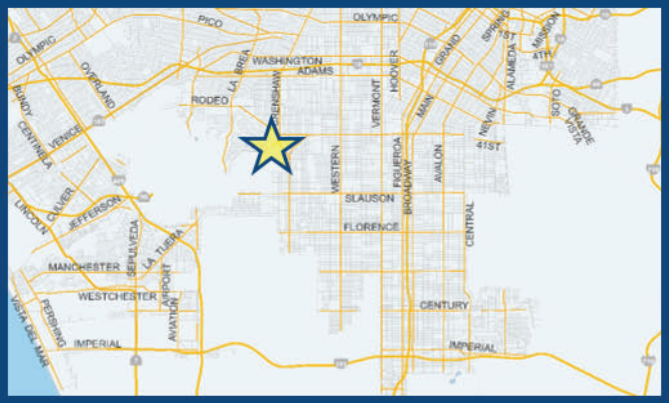
1100 Corporate Center Dr., Suite 201
Monterey Park, California 91754
Ph (323) 260 4703
WWW.KOACORP.COM

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

Project Information

Project: Stocker Street Creative
Scenario: With Project
Address: 3701 W STOCKER ST. 90008



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
Retail | General Retail	6.5	ksf
Retail | General Retail	6.5	ksf
Retail | High-Turnover Sit-Down Restaurant	9.5	ksf
Retail | Quality Restaurant	9	ksf
Office | General Office	123.1	ksf
(custom) Studio | Daily	796	Trips
(custom) Studio | HBW-Attraction Split	52	Percent
(custom) Studio | HBO-Attraction Split	24	Percent
(custom) Studio | NHB-Attraction Split	12	Percent
(custom) Studio | HBW-Production Split	0	Percent
(custom) Studio | HBO-Production Split	0	Percent
(custom) Studio | NHB-Production Split	12	Percent
(custom) Studio | Daily	0	Residents
(custom) Studio | Daily	310	Employee

☑ 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	3,397 Daily Vehicle Trips
0 Daily VMT	25,018 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	3,397 Net Daily Trips
The net increase in daily VMT ≤ 0	25,018 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	25.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

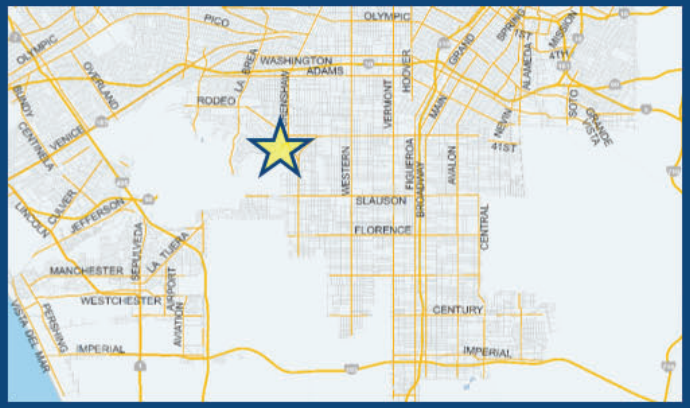
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Stocker Street Creative

Scenario: With Project

Address: 3701 W STOCKER ST, 90008



Proposed Project Land Use Type	Value	Unit
Retail | General Retail	6.5	ksf
Retail | High-Turnover Sit-Down Restaurant	9.5	ksf
Retail | Quality Restaurant	9	ksf
Office | General Office	123.1	ksf
(custom) Studio | Daily	796	Trips
(custom) Studio | HBW-Attraction Split	52	Percent
(custom) Studio | HBO-Attraction Split	24	Percent
(custom) Studio | NHB-Attraction Split	12	Percent
(custom) Studio | HBW-Production Split	0	Percent
(custom) Studio | HBO-Production Split	0	Percent
(custom) Studio | NHB-Production Split	12	Percent
(custom) Studio | Daily	0	Residents
(custom) Studio | Daily	310	Employees
(custom) Studio | Daily	Non-Retai	Retail/Non-R

TDM Strategies

Select each section to show individual strategies

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

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

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
- **G** Neighborhood Enhancement

Traffic Calming Improvements

☐ Proposed Prj ☑ Mitigation

25 percent of streets within project with traffic calming improvements

25 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements

☑ Proposed Prj ☐ Mitigation

within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
2,689 Daily Vehicle Trips	**2,683** Daily Vehicle Trips
19,425 Daily VMT	**19,376** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
8.5 Work VMT per Employee	**8.5** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

9/27/2024

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

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	6.500	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	9.500	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	9.000	ksf
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	123.100	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	Studio	796	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

Analysis Results			
Total Employees: 889 Total Population: 0			
Proposed Project		***With Mitigation***	
2,689	**Daily Vehicle Trips**	**2,683**	**Daily Vehicle Trips**
19,425	**Daily VMT**	**19,376**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8.5	**Work VMT per Employee**	**8.5**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 11.6	No	Work > 11.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	598	598
		Actual parking provision (spaces)	380	380
	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
	Reduction in headways (increase in frequency) (%)	*0%*	*0%*

Transit	*Reduce transit headways*	*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 (%)	50%	50%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type	Description	Proposed Project	Mitigations
Required commute trip reduction program	*Employees participating (%)*	*0%*	*0%*
Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
	Type of program	*0*	*0*

Commute Trip Reductions	*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 (%)	100%	100%
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)	Yes	Yes

Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	*0%*	25%
		Intersections with traffic calming improvements (%)	*0%*	25%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

		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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	0.3%	*0.0%*	0.3%	*0.0%*	0.3%	*0.0%*	0.3%	*0.0%*	0.3%	*0.0%*	0.3%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

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	*17%*	*17%*	*29%*	*30%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*16%*
MAX. TDM EFFECT	*17%*	*17%*	*29%*	*30%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*

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

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

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	9.0	0	0
Home Based Other Production	0	0.0%	0	5.9	0	0
Non-Home Based Other Production	669	-3.4%	646	7.9	5,285	5,103
Home-Based Work Attraction	1,254	-16.8%	1,043	10.3	12,916	10,743
Home-Based Other Attraction	1,460	-27.3%	1,062	4.5	6,570	4,779
Non-Home Based Other Attraction	669	-3.4%	646	6.8	4,549	4,393

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	-17.0%	0	0	-17.2%	0	0
Home Based Other Production	-17.0%	0	0	-17.2%	0	0
Non-Home Based Other Production	-17.0%	536	4,235	-17.2%	535	4,224
Home-Based Work Attraction	-29.5%	736	7,578	-29.6%	734	7,559
Home-Based Other Attraction	-17.0%	881	3,966	-17.2%	879	3,956
Non-Home Based Other Attraction	-17.0%	536	3,646	-17.2%	535	3,637

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 889
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**7,578**	**7,559**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.5**	**8.5**

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	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	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	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%	15%	15%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

	Home Based Work Production	*Home Based Work Attraction*	*Home Based Other Production*	*Home Based Other Attraction*	*Non-Home Based Other Production*	*Non-Home Based Other Attraction*	*Source*

Table 16: Existing (2024) and Future (2029)Traffic Conditions
Intersection Delay Summary – With TDM Measures + TCR Improvement

	Study Intersections	Peak Hour	Existing (2024) Conditions		Existing (2024) Plus Project Conditions		Change in Delay[3]	Existing (2024) Plus Project + TDM Measures		Change in Delay[3]	Existing (2024) Plus Project + TDM Measures + TCR Improvement		Change in Delay[3]	Future (2029) Without Project Conditions		Future (2029) With Project Conditions		Change in Delay[3]	Future (2029) With Project + TDM Measures		Change in Delay[3]	Future (2029) With Project + TDM Measures + TCR Improvement		Change in Delay[3]
			Delay[1]	LOS[2]	Delay[1]	LOS[2]		Delay[1]	LOS[2]		Delay[1]	LOS[2]		Delay[1]	LOS[2]	Delay[1]	LOS[2]		Delay[1]	LOS[2]		Delay[1]	LOS[2]	
1	Don Felipe Drive & Stocker Street	AM	6.7	A	4.9	A	-1.8	4.9	A	-1.8	-	-	-	7.7	A	5.7	A	-2.0	5.7	A	-2.0	-	-	-
		PM	11.2	B	9.8	A	-1.4	9.8	A	-1.4	-	-	-	12.1	B	10.4	B	-1.7	10.5	B	-1.6	-	-	-
2	Project Driveway & Stocker Street*	AM	-	-	0.0	A	0.0	0.0	A	0.0	-	-	-	-	-	0.0	A	0.0	0.0	A	0.0	-	-	-
		PM	-	-	0.0	A	0.0	0.0	A	0.0	-	-	-	-	-	0.0	A	0.0	0.0	A	0.0	-	-	-
3	Palmero Boulevard & Stocker Street*	AM	21.9	C	22.4	C	0.5	22.3	C	0.4	-	-	-	27.5	D	28.3	D	0.8	28.2	D	0.7	-	-	-
		PM	19.9	C	20.1	C	0.2	20.0	C	0.1	-	-	-	23.1	C	23.4	C	0.3	23.3	C	0.2	-	-	-
4	Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street[4]	AM	19.0	B	20.8	C	1.8	20.2	C	1.2	26.6	C	7.6	25.6	C	35.7	D	10.1	32.8	C	7.2	30.6	C	5.0
		PM	16.0	B	18.6	B	2.6	18.2	B	2.2	23.6	C	7.6	16.7	B	21.3	C	4.6	19.7	B	3.0	25.8	C	9.1
5	Santa Rosalia Drive & Project Driveway*	AM	-	-	19.3	C	19.3	16.8	C	16.8	-	-	-	-	-	23.6	C	23.6	19.3	C	19.3	-	-	-
		PM	-	-	49.0	**E**	49.0	27.5	D	27.5	-	-	-	-	-	69.2	**F**	69.2	33.3	D	33.3	-	-	-
6	Santa Rosalia Drive & Marlton Avenue	AM	15.0	B	15.0	B	0.0	15.0	B	0.0	-	-	-	15.0	B	15.0	B	0.0	15.0	B	0.0	-	-	-
		PM	14.8	B	15.0	B	0.2	14.9	B	0.1	-	-	-	15.0	B	15.2	B	0.2	15.1	B	0.1	-	-	-
7	Crenshaw Boulevard & Stocker Street[4]	AM	30.2	C	31.6	C	1.4	30.7	C	0.5	-	-	-	52.7	D	56.6	**E**	3.9	52.9	D	0.2	-	-	-
		PM	37.2	D	40.1	D	2.9	39.1	D	1.9	-	-	-	104.7	**F**	111.9	**F**	7.2	109.8	**F**	5.1	-	-	-

*Unsignalized Intersection - Delay is based on higher delay at stop approach

[1] Delay in seconds

[2] *LOS = Level of Service*

[3] Change in delay reported in seconds

[4] HCM6th Edition methodology does not support Non-NEMA phasing, therefore, HCM2000 results reported.

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
Departmental Correspondence

TRAFFIC
CONTROL
REPORT

February 12, 2020
8 – Southern – SR 93670,
107590, 118896, 136077
Angeles Vista Bl, Santa Rosalia
Dr & Stocker St

Left Turn Phasing

DETERMINATION

1. That protected-only left-turn phasing with the appropriate signal indications be authorized for installation for northbound Angeles Vista Boulevard at the intersection of Stocker Street (LAMC Section 80.07).
2. That protected-permissive left-turn phasing with the appropriate signal indications be authorized for installation for eastbound and westbound Stocker Street at the intersection of Angeles Vista Boulevard and Santa Rosalia Drive (LAMC Section 80.07).
3. That the traffic signal modification be added to the Department's list of approved, but unfunded projects, until such time that funding for the cost of construction can be identified.

DISCUSSION

The Department of Transportation received several requests regarding signal timing, congestion, and striping at the intersection of Angeles Vista Boulevard, Santa Rosalia Drive and Stocker Street. Southbound Santa Rosalia Drive has a shared through-right lane at Stocker Street, and many requesters asked for an exclusive right-turn only lane.

A comprehensive traffic engineering study for this intersection has been completed. The study included an investigation of the physical conditions and existing traffic controls, a review of traffic volumes, an analysis of collisions reported to the Police Department for the previous five years, a review of the complaints at or near the intersection, and observations of traffic movements through the intersection.

Stocker Street is designated Boulevard II in the City of Los Angeles, and is striped with two lane of traffic in each direction, left turn channelization, and a right turn pocket for westbound Stocker Street at Santa Rosalia Drive. The County of Los Angeles has established a 40 mph speed limit on Stocker Street west of Santa Rosalia Drive. Santa Rosalia Drive is a designated Collector Street in the City of Los Angeles and changes name to Angeles Vista Boulevard at Stocker Street. Santa Rosalia Drive is striped with one northbound travel lane, two southbound left-turn lanes, and a shared through and right-turn lane. Angeles Vista Boulevard is striped with one lane in each direction. The boundary with the County of Los Angeles is at the south and west legs of the intersection. The County of Los Angeles was contacted regarding the results of the study, and concur with the recommendations.

Results of the engineering study indicate that this location satisfies the "Case A.1(c): Geometry" for protected-only left-turn phasing for northbound Angeles Vista Boulevard. Eastbound Stocker Street satisfies the "Case C.2: Traffic Volume", for protected-permissive left-turn phasing. Westbound Stocker Street satisfies the "Case C.8: Opposing Direction" for protected-permissive left-turn phasing. The installation of protected-only and protected-permissive left-turn phasing, as described in the Determination, and striping changes recommended by the District Office and Design Division are therefore recommended to improve safety and operations at the intersection.

Recommended by:

CRYSTAL KILLIAN, P.E.
Transportation Engineer
Southern District

Approved by:

ROY W. KIM, P.E.
Senior Transportation Engineer
East Area District Operations

c: Emeline Nguyen, Dina Andrews, Fernando Montes-Rodriguez, Tara Sullivan, CD 8
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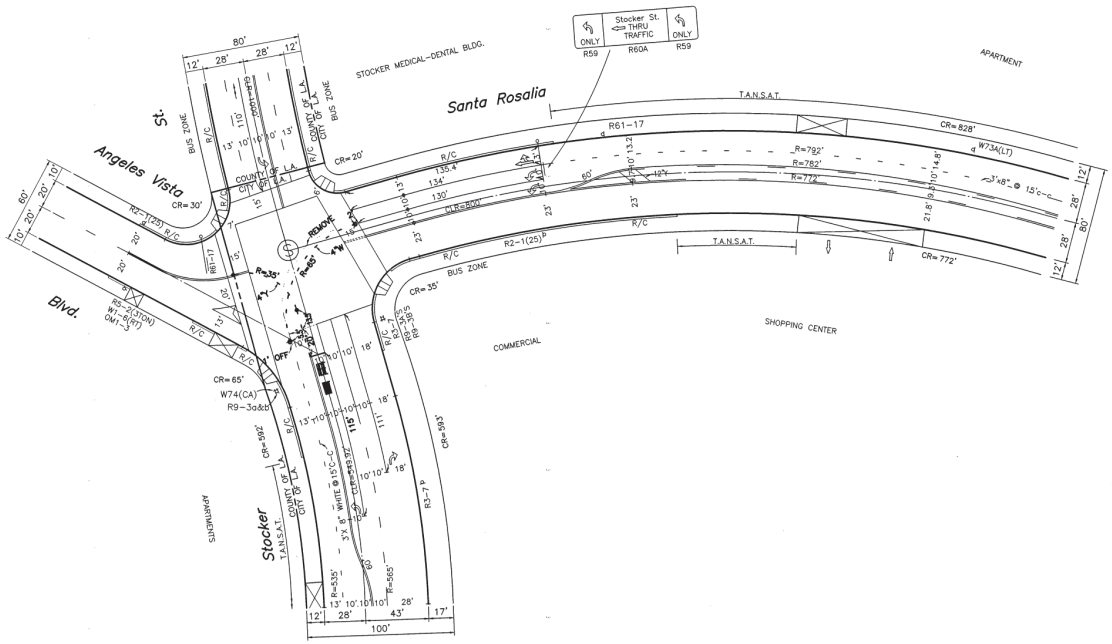
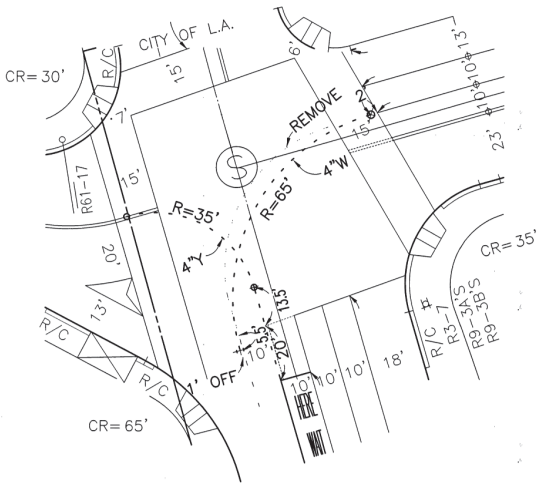
Phil Phan, PPHAN@dpw.lacounty.gov, LA County





DETAIL

LEGEND

1. EXISTING STRIPING & MARKINGS TO REMAIN
   EXISTING STRIPING & MARKINGS TO BE REMOVED
   PROPOSED STRIPING & MARKINGS
2. EXISTING SIGNS • PROPOSED SIGNS
3. SIGNALIZED INTERSECTION
4. EXISTING RED CURB
   PROPOSED RED CURB

NOTES

1. LENGTH OF DESIGN : 500' ±
2. PAINT REMOVAL REQUIRED.



SCALE: 1"=40'



DISTRICT INITIATED

SUBMITTED Dec. 4 20 13
Transportation Engineer

APPROVED Dec 5 20 13
Senior Transportation Engineer

REGISTERED PROFESSIONAL ENGINEER
MANDOCHEHR ADHAMI
No. 69854
CIVIL
STATE OF CALIFORNIA

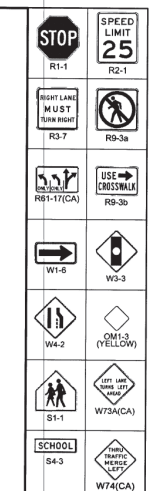
INSTALLATION DATES
MARKOUT BEGAN:
MARKOUT COMPLETED:
STRIPING COMPLETED:
References:
A-2962 A-4915
A-1314 FB114-185

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
JON KIRK MUKRI, INTERIM GENERAL MANAGER

SANTA ROSALIA DRIVE
AT STOCKER STREET

Thomas Guide	District	PROJECT NO.	DRAWING NO.	
673-D2,E3	S	GFUND000	A-6260	1/1

SCALES | HORIZ. 1"= | VERT. 1"= | SHEET | INDEX NUMBER



NO.	REVISION DESCRIPTION	BY	DATE

BASE	CHECK	DESIGN	BY	DATE
		EF	11/21/2013	

SUPERVISOR	DISTRICT	BIKEWAYS	PRINCIPAL T.E.	T.E./SR. T.E.	DATE

TRANSPORTATION ASSESSMENT
City of Los Angeles

STOCKER STREET STUDIOS PROJECT

3701 STOCKER STREET
LOS ANGELES, CA 90008

October 8, 2024

Prepared For:
Pantheon Business Consulting, Inc.
9461 Charleville Road, Suite 462
Beverly Hills, CA 90212

KAJC21049

Prepared by:

A LOCHNER COMPANY
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1. INTRODUCTION

KOA Corporation has prepared this Transportation Assessment (TA) to evaluate the potential transportation impacts of the Stocker Street Studios Project (the "Project"), a proposed general office use and sound stage/studio space. The Project will consist of four production sound stages totaling 51,200 square-feet of studio space, 57,400 square-feet of production and support office space, 123,100 square-feet of leasable commercial office space, 6,500 square-feet of commercial retail space, and 18,500 square-feet of restaurant space. The Project site currently contains several general office and medical office buildings which are vacant, which will be removed in conjunction with Project development.

The Project site is located at the northwest corner of Stocker Street and Santa Rosalia Drive, at 3701 Stocker Street, within the West Adams/Baldwin Hills/Leimert Community Plan Area of the City of Los Angeles (the "City"). The site is bounded by commercial uses to the north, Stocker Street to the south, Santa Rosalia Drive to the east, and Don Felipe Drive to the west. The location of the Project site is shown in Figure 1, Project Site Vicinity and Study Intersections.

Project automobile parking will be provided via an on-site parking garage in the northwest corner of the Project site with an additional five parking spaces in the service plaza. A total of 380 automobile parking spaces will be provided, including 22 electric vehicle spaces, three van accessible spaces, and six Americans with Disability Act (ADA) spaces. Project vehicular access will be provided via two driveways. Project vehicular access will be via two driveways, one on Santa Rosalia Drive and the second driveway on Stocker Street.

This analysis was prepared in accordance with the assumptions, methodologies, and procedures outlined in the City of Los Angeles Department of Transportation (LADOT) *Transportation Assessment Guidelines* (the "TAG") adopted in August 2022. The detailed assumptions and scope of the analysis for the specific analysis that are contained in this report were presented to and approved by the Los Angeles County (the "LA County") and LADOT in a TA Memorandum of Understanding (MOU), signed and approved on March 14, 2024. The approved MOU is included in Appendix A of this report.

The MOU outlined the preparation of a detailed analysis of potential Project transportation impacts based on California Environmental Quality Act (CEQA) guidelines, as well as an evaluation of potential non-CEQA related Project transportation effects. The Project study area for the operational analysis was determined as part of the MOU and is discussed later in this report. The study area contains the following seven intersections, which are also depicted in Figure 1:

<u>Study Intersections</u>

1. Don Felipe Drive & Stocker Street (signalized)
2. Project Driveway & Stocker Street (unsignalized)
3. Palmero Boulevard & Stocker Street (unsignalized)
4. Santa Rosalia Drive & Marlton Avenue (signalized)
5. Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street (signalized)
6. Santa Rosalia Drive & Project Driveway (unsignalized)
7. Crenshaw Boulevard & Stocker Street (signalized)

These locations include key intersections along the primary access routes to and from the site and are those locations expected to be most directly affected by Project traffic. This report presents the results and conclusions of the evaluation of the CEQA transportation impacts and non-CEQA transportation effects of the Project. The operational analysis includes the following traffic conditions:

- Existing (2024) traffic volumes
- Existing (2024) Plus Project traffic volumes
- Future (2029) Without Project traffic volumes
- Future (2029) With Project traffic volumes



FIGURE 1

2/1/2024
FN: \\Koampfs1.KOACORP.LOCAL\shares\Projects\2022\JC21049 LA 3701 Stocker Studio EIR\Docs\Figs\STUDY-INTS

PROJECT SITE VICINITY AND PROPOSED STUDY INTERSECTIONS

1100 Corporate Center Dr., Suite 201
Monterey Park, California 91754
Ph (323) 260 4703
WWW.KOACORP.COM

2. PROJECT DESCRIPTION

Under consideration is the Stocker Street Studios Project, to be located at the northwest corner of Stocker Street and Santa Rosalia Drive in the West Adams/Baldwin Hills/Leimert Community Plan Area of the City. The site is generally bounded by commercial uses to the north, Stocker Street to the south, Santa Rosalia Drive to the east, and Don Felipe Drive to the west. Within the Project vicinity, commercial uses line Santa Rosalia Drive, Crenshaw Boulevard, and Stocker Street to the east. Single and multifamily residential buildings are located along Stocker Street to the west and along the nearby local roadways and collector streets surrounding the Project site.

The Project site contains several general office and medical office buildings which are vacant and will be removed in conjunction with Project development. The Project proposes four production sound stages totaling 51,200 square-feet of studio space, 57,000 square-feet of production and support office space, 123,100 square-feet of leasable commercial office space, 6,500 square-feet of commercial retail space, and 18,500 square-feet of restaurant space.

Figures 2 illustrates the ground floor of the Conceptual Project Site Plan. On-site automobile parking will be provided via a four-story parking garage in the northwest corner of the Project site with an additional five parking spaces provided in a surface parking lot in the service plaza. In total, the Project automobile parking will provide 380 automobile parking spaces, including 22 electric vehicle spaces, three van accessible spaces, and six ADA spaces.

The primary driveway will provide full access and serve the majority of vehicular traffic off of Santa Rosalia Drive. A service driveway will be provided on Stocker Street for service vehicles with inbound access only.

In addition, the Project will provide 50 long-term and 32 short-term bicycle parking spaces, which exceeds the Los Angeles Municipal Code (LAMC) Section 12.21.A.16 bicycle parking requirements which require 41 long-term and 27 short-term bicycle parking spaces. All 50 long-term bicycle parking will be provided in the parking garage and short term bicycle parking will be provided with 16 spaces at the southeast corner of the Project site adjacent to food court/retail/offices, 6 spaces provided next to the pedestrian entrance along Santa Rosalia Drive, 2 spaces near the driveway along Stocker Street, and 8 spaces in the service level plaza.

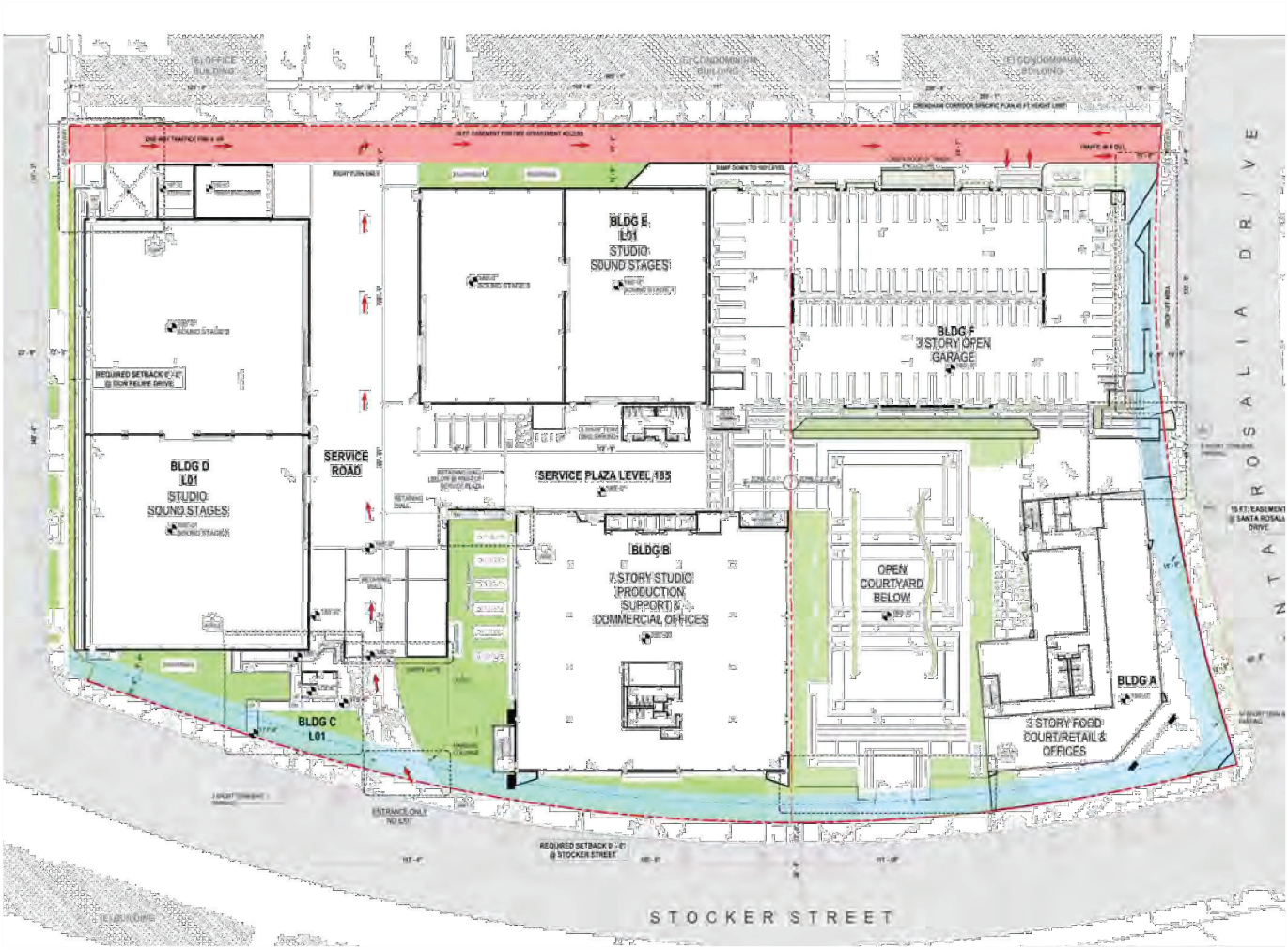

FIGURE 2

CONCEPTUAL PROJECT SITE PLAN

10/12/2023
FN: JC21049 LA 3701 Stocker Studio EIR\Docs\MOU\PROJ-SITE PLAN

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3. ENVIRONMENTAL SETTING

The Project site is surrounded by an urban area dominated by commercial uses along major arterials. Residential uses within the Project vicinity are located in all directions, along local streets and collector roadways outside of the major commercial corridors. The Baldwin Hills Crenshaw Plaza is located across Santa Rosalia Drive from the Project site. Leimert Park Plaza and Reuben Ingold Park are located approximately one-quarter mile respectively, southeast, and southwest of the Project.

The Project site and surrounding uses in the West Adams/Baldwin Hills/Leimert neighborhood are well served by Freeways, Boulevards, Avenues, Collectors and Local Streets. Freeways include the Santa Monica (Interstate 10 [I-10]) Freeway that is located approximately two miles north of the Project site, which has interchanges at South La Brea Avenue and Crenshaw Boulevard. Within the study area, the primary roadways and roadway classifications, according to the City of Los Angeles Mobility Plan 2035, include Stocker Street designated as a Boulevard II/Collector, Crenshaw Boulevard designated as a Modified Boulevard II/Avenue I, and Santa Rosalia Drive, Marlton Avenue, and Don Felipe Drive identified as Collector Streets. Primary roadways within the jurisdiction of the County of Los Angeles, Palmero Boulevard and Angeles Vista Boulevard are classified as local streets per the Los Angeles County Master Plan of Highways. The Project site is accessible via a network of sidewalks to public transportation with bus stops provided at the intersections of Stocker Street and Don Felipe Drive and Stocker Street and Santa Rosalia Drive. The Project area transportation facilities are described below in more detail.

3.1 EXISTING ROADWAY NETWORK

Regional access to the Project vicinity is provided by an extensive network that includes freeways, arterials, collectors, and local streets. The I-10 Freeway is located to the north of the Project site. This freeway provides convenient access to the larger, regional roadway network. Surface streets within the Project study area include Stocker Street, Crenshaw Boulevard, Santa Rosalia Drive, Marlton Avenue, and Don Felipe Drive. These facilities are described in greater detail below.

3.1.1 EXISTING FREEWAYS

The Santa Monica Freeway (I-10) extends eastward from its origin in the City of Santa Monica, past the Project study area and across the country as a main southern east-west interstate. The Santa Monica Freeway is located approximately two miles north of the Project site, where it generally provides four mainline travel lanes per direction, with auxiliary lanes provided between certain ramp locations. Based on the most currently available Caltrans traffic volume data, this freeway carries average daily traffic volumes of approximately 281,000 - 307,000 vehicles between its interchange with La Brea Avenue and Crenshaw Boulevard. The nearest eastbound westbound ramp connections are provided La Brea Avenue and Crenshaw Boulevard.

3.1.2 EXISTING HIGHWAYS AND STREETS

Stocker Street is an east-west roadway that forms the southern boundary of the Project site. The roadway extends between Los Angeles County to the City Baldwin Hills/Crenshaw neighborhood between La Brea Avenue and Stocker Place. The roadway is designated as a Boulevard II west of Crenshaw Boulevard and Collector Street east in the Mobility Plan 2035 along its extent within the City. Within the study area, Stocker

Street provides two travel lanes in each direction with a center left-turn lane and left-turn channelization at some intersections. On-street parking is not permitted along both sides of Stocker Street.

Crenshaw Boulevard is a north-south roadway that extends through the City continuously from its southern terminus near the Portuguese Bend Reserve in Rancho Palos Verdes to its northern terminus at Wilshire Boulevard. The roadway is designated as an Avenue I south of Stocker Street and Modified Boulevard II between Stocker and Martin Luther King Jr. Boulevard. Crenshaw Boulevard is located just east of the Project site. This roadway provides three travel lanes in each direction in the vicinity of the Project, with on-street parking generally permitted along both sides.

Santa Rosalia Drive/Angeles Vista Boulevard is a north-south roadway designated as a Collector Street north of Stocker Street in the Mobility Plan and a local street per the Los Angeles County Master Plan of Highways. This roadway extends through the neighborhood continuously from its northern terminus at Coliseum Street to its southern terminus at Slauson Avenue where the roadway connects to Buckler Avenue. Santa Rosalia Drive forms the eastern boundary of the Project site. North of Stocker Street, this roadway generally provides two travel lanes in each direction. South of Stocker Street, this roadway generally provides one travel lane in each direction. On-street parking is generally permitted along both sides, within the vicinity of the Project.

Don Felipe Drive is a generally east-west roadway designated as a Collector Street in the Mobility Plan. This roadway extends through the neighborhood parallel to Stocker Street continuously from its western terminus at Don Zaremento Drive to its eastern terminus at Stocker Street. Don Felipe Drive forms the western boundary of the Project site. This roadway provides one travel lane in each direction in the vicinity of the Project, with on-street parking generally permitted along both sides.

Marlton Avenue is a northeast-southwest roadway designated as a Collector Street in the Mobility Plan. This roadway extends through the neighborhood continuously from its southern terminus at Don Felipe Drive to its northern terminus at W. 39th Street. Marlton Avenue is located just north of the Project site. This roadway provides one travel lane in each direction in the vicinity of the Project, with on-street parking generally permitted along both sides.

Palmero Boulevard is a north-south roadway designated as a local street in the Los Angeles County Master Plan of Highways. This roadway extends through the neighborhood continuously from its northern terminus at Stocker Street to its southern terminus at Fairway Boulevard. Palmero Boulevard is located directly south of the Project site. This roadway provides one travel lane in each direction in the vicinity of the Project, with on-street parking generally permitted along both sides.

3.2 EXISTING PUBLIC TRANSIT

The roadways adjacent to the Project site are served by transit lines managed by the Los Angeles County Metropolitan Transportation Authority ("Metro") and Los Angeles Department of Transportation (LADOT) Transit. These transit lines provide a variety of bus and rail services. The Metro Line K Martin Luther King Jr. Station is located approximately 0.30-miles to the east of the Project site on Crenshaw Boulevard. When transfer opportunities are considered, the bus services outlined below provide further access to Metro rail services and numerous other bus routes served by Metro, the LADOT, and municipal bus operators. The transit services within a reasonable/comfortable walking distance (approximately one-quarter mile) of the Project site are shown in Figure 3 and described below.

METRO

K-Line provides southeast-northwest rail transit service from Downtown Los Angeles Union Station to North Hollywood. Along the route, the train travels through the Hollywood neighborhood of the City of Los Angeles with a station at N. Vermont Avenue and Sunset Boulevard near the Project. In the vicinity of the Project, Maritn Luther King Jr. Station and Leimert Park Station are provided along Crenshaw Boulevard. The B-Line generally provides daily service, with headways of approximately 10 minutes during the weekday AM and PM peak periods and 20 minutes on weekends and holidays.

Line 40 provides north-south bus service mainly along Crenshaw Boulevard, Martin Luther King Jr. Boulevard, South Broadway Street, East Florence Avenue, and Hawthorne Boulevard. Along the route, buses travel through Redondo Beach, Hawthorne, Hyde Park, Leimert Park, and the Downtown Los Angeles neighborhoods in the City. In the vicinity of the Project, buses travel north-south along Crenshaw Boulevard, with bus stops provided in both directions at the intersections with Vernon Avenue, 43rd Street, and Martin Luther King Jr. Boulevard. Line 40 generally provides daily service, with headways of approximately 10 minutes during the weekday AM and PM peak periods and 15 minutes on weekends and holidays.

Line 102 provides northeast-southwest local bus service mainly along Stocker Street and La Tijera Boulevard. Along the route, buses travel through the South Gate and Leimert Park neighborhoods of the City of Los Angeles and terminates at LAX. In the vicinity of the Project, buses travel east-west along Stocker Street, with bus stops provided in both directions at the intersection with Crenshaw Boulevard, Angeles Vista, Don Felipe Drive, and Presidio Drive. Line 102 generally provides daily service, with headways of approximately one hour during the weekday AM and PM peak periods and on weekends and holidays.

Line 105 provides east-west local bus service mainly along Vernon Avenue and north-south service mainly along La Cienega Boulevard. Along the route, buses travel through West Hollywood, Beverly Hills, Los Angeles, Leimert Park, and Vernon. In the vicinity of the Project, buses travel east-west along Martin Luther King Jr. Boulevard with bus stops at the intersections with Crenshaw Boulevard, Hillcrest Drive, Coliseum Street, Nicolet Avenue, and Obama Boulevard. In the Project vicinity, buses travel north-south along Santa Rosalia Drive as well, with bus stops at the intersections with Marlton Avenue, Buckingham Road, West Boulevard, and Hillcrest Drive. Line 105 generally provides daily service, with headways of approximately 10 minutes during the weekday AM and PM peak periods and 15 minutes on weekends and holidays.

Line 210 provides north-south local bus service mainly along Crenshaw Boulevard. Along the route, buses travel through Hollywood, Koreatown, Country Club Park, Jefferson Park, Inglewood, Hawthorne, Torrance, and Redondo Beach. In the vicinity of the Project, buses travel north-south along Crenshaw Boulevard, with bus stops provided in both directions at the intersection with 39th Street, Martin Luther King Jr. Boulevard, Homeland Drive, and Vernon Avenue. Line 210 generally provides daily service, with headways of approximately 10 minutes during the weekday AM and PM peak periods and on weekends and holidays.

LADOT

The *Crenshaw* route provides clockwise and counterclockwise local bus service mainly along Coliseum Street and Crenshaw Boulevard. Along the route, buses travel through the Crenshaw and Baldwin Hills

neighborhoods of the City of Los Angeles. In the vicinity of the Project, buses travel north-south along Santa Rosalia Drive, with bus stops provided in both directions at the intersection with Stocker Street, Medical Plaza, Marlton Avenue, and Buckingham Road. Additionally, buses travel north-south along Crenshaw Boulevard with bus stops provided in both directions at the intersections with Stocker Street, Martin Luther King Jr. Boulevard. An additional bus stop in the Project vicinity with bus stops provided in both directions is located at the intersection of Martin Luther King Jr. Boulevard and Magic Johnson Theater. This route generally provides daily service, with headways of approximately 20 minutes during the weekday AM and PM peak periods and on weekends and holidays.

The *Leimert/Slauson* route provides clockwise and counterclockwise bus service mainly along Martin Luther King Jr. Boulevard, Vernon Avenue, 54th Street, and Crenshaw Boulevard between the Crenshaw, Leimert Park, and Vermont Square neighborhoods of the City of Los Angeles. In the vicinity of the Project, buses run north-south along Crenshaw Boulevard, with bus stops provided in both directions at the intersections Homeland Drive, Stocker Street, and Martin Luther King Jr. Boulevard. An additional bus stop in the Project vicinity with bus stops provided in both directions is located at the intersection of Martin Luther King Jr. Boulevard and Magic Johnson Theater. This route generally provides daily service with headways of approximately 25 minutes during the weekday AM and PM peak periods and on weekends and holidays.

The *Midtown* route provides north-south bus service mainly along Crenshaw Boulevard, Western Avenue, West Boulevard, Adams Boulevard, and Washington Boulevard between Leimert Park and Vineyard. Along the route, buses travel through Leimert Park, Crenshaw, Jefferson Park, Western Heights, Mid City, and Vineyard neighborhoods of the City of Los Angeles. In the vicinity of the Project, buses run east-west along Crenshaw Boulevard, with bus stops provided in both directions at the intersections with Martin Luther King Jr. Boulevard and an intersection at Martin Luther King Jr. Boulevard and Magic Johnson Theater. This Route generally provides daily service 30 minutes during the weekday AM and PM peak periods and on weekends and holidays.

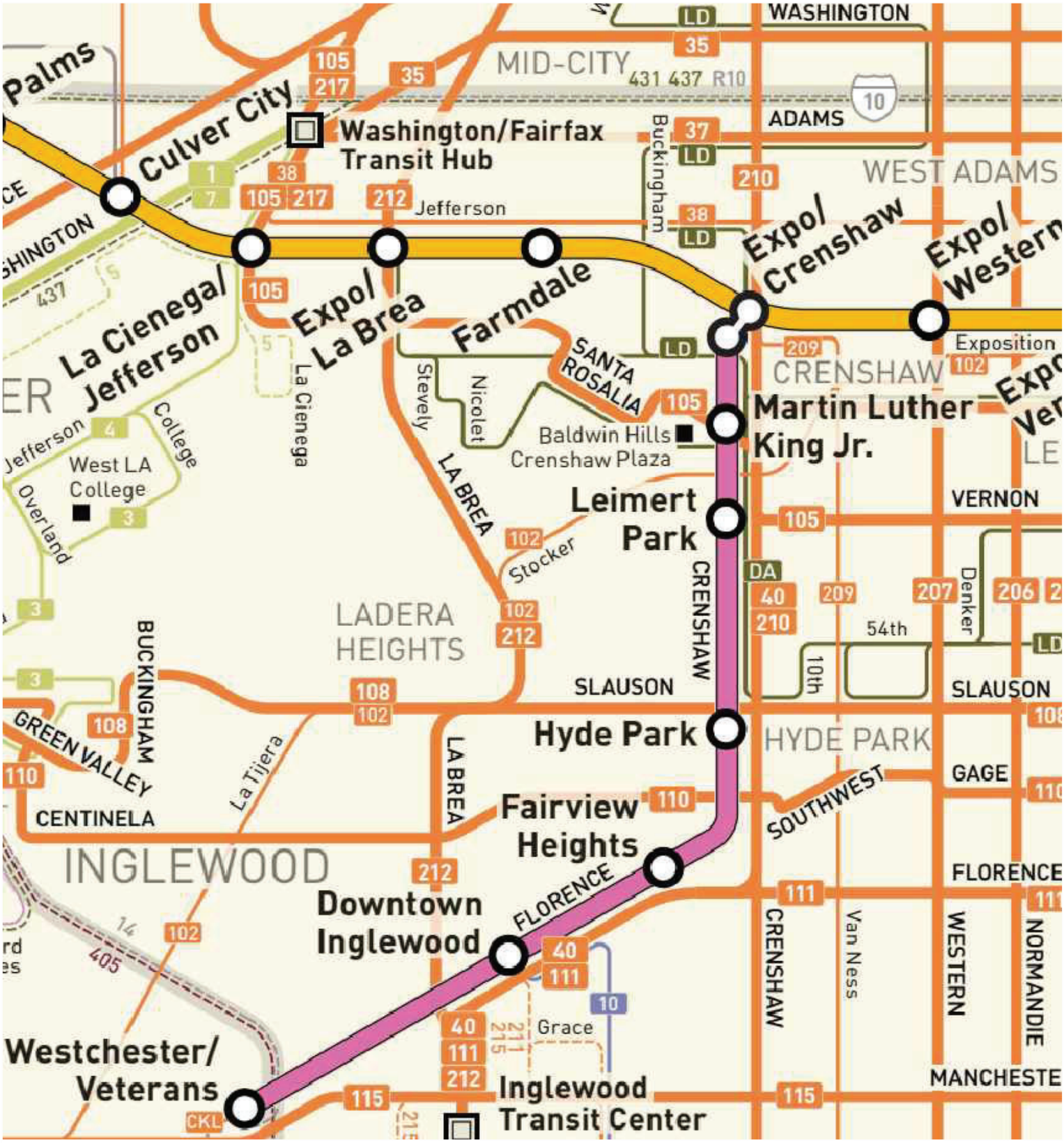

FIGURE 3

EXISTING PUBLIC TRANSIT SERVICE

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4. 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, LADOT updated the City's TAG in July 2020 and August 2022 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 TAG update, the LADOT identified three significance thresholds 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).

An evaluation of the Project's potential impacts under these three metrics follows the updated TAG and is presented in the following sections.

4.1 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. 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 Project would meet the following screening questions:

- The Project requires a discretionary action.
- The Project proposes to make modifications to the public right-of-way.

Therefore, the Project's compliance with the City's plans and policies will need 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, West Adams – Baldwin Hills – Leimert Park Community Plan, Crenshaw Corridor Specific Plan, AB 2097, Los Angeles Vision Zero Plan, Citywide Design Guidelines, LAMC, Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), and City Planning Department's Walkability Checklist. These are discussed in further detail below. Additionally, Appendix B includes the LADOT Attachment D: Plan Consistency Worksheet (the "Plan Worksheet") that outlines general questions that assist in the determination of whether or not a development project conflicts with a plan, policy, or program.

Based on the reviews, the Project will support and not preclude the implementation of the City's transportation-related goals and policies, as explained below. Therefore, the Project will not have a significant impact regarding compliance with the City's plans, programs, ordinances, or policies. The 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 Project vicinity that could affect local policy compliance.

4.1.1 MOBILITY PLAN 2035

The City's Mobility Plan 2035 identified five goals, which includes the goals and policies of the City of Los Angeles General Plan and Bicycle Plan, which include:

- *Safety First*
- *Access for All Angelenos*
- *World Class Infrastructure*
- *Collaboration, Communication and Informed Choices, and*
- *Clean Environments and Healthy Communities*

These goals contain objectives and policies to measure and achieve the goals laid out in the plan. Plan Worksheet provided in Appendix B outlines the applicable policies specific to the Mobility Plan 2035 that includes public right-of-way classification standard for dedications and improvements; project-initiated

changes to the public right-of-way dimensions; network access; parking supply and transportation demand management. The Plan Worksheet includes the following applicable policies:

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.*

The Mobility Plan designates Stocker Street, the roadway bordering the Project site to the south, as a Boulevard II. This designation entails an 80-foot-wide roadway within a 110-foot-wide right-of-way. However, it should be noted that most of this roadway fronting the Project site is technically located in LA County. According to the LA County Mobility Element, Stocker Street is designated as a Major Highway which typically provides for a 100-foot-wide right-of-way. The segment of Stocker Street adjacent to the Project site presently has a 56-foot-wide roadway within an 80-foot-wide right-of-way, with a 15-foot dedication on the north side of the roadway required to meet the roadway's ultimate dimensions. The Mobility Plan indicates that Stocker Street is identified as part of the City's Pedestrian Enhanced District (PED). The Mobility Plan designates Santa Rosalia Drive, the roadway bordering the Project site to the east, as a Collector Street. This designation entails a 40-foot-wide roadway within a 66-foot-wide right-of-way. The segment of Santa Rosalia Drive adjacent to the Project site currently has a 56-foot-wide roadway within an 80-foot right-of-way. The Project is not required to make additional improvements to Santa Rosalia Drive. The Mobility Plan designates Don Felipe Drive, the roadway bordering the Project site to the east, as a Collector Street. This designation entails a 40-foot-wide roadway within a 66-foot-wide right-of-way. The segment of Don Felipe Drive adjacent to the Project site currently has a 35-foot-wide roadway within a 60-foot right-of-way, with 3-foot dedication on the west side of the roadway to achieve the roadway's ultimate dimensions.

The Project is requesting waivers for making the required dedications on Stocker Street and Don Felipe Drive to create a Project space that would allow for the optimization of buildings and facilities, open spaces and consideration of pedestrian, bicycle, and vehicular circulation on site. The Project would enhance the community with economic development opportunities, providing more services with local-serving land uses, and create public spaces (i.e., courtyard) which support other City polices and goals. The waiver is not expected to result in impacts to VMT or create substantial hazards. The Project team will coordinate with the City's Bureau of Engineering Department and other applicable departments regarding the waivers and any necessary refinements for the Project.

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

The Project proposes to provide a new passenger curbside passenger drop-off/pick-up curb cutout on Santa Rosalia Drive. The passenger loading area will comply with the City's Bureau of Engineering's Public Right-of-Way Accessibility Guidelines (PROWAG) which requires providing an accessibility ramp and aisle. The inclusion of this passenger loading area is expected to reduce potential hazards and delays by removing these activities from the travel lane. All other loading activities are anticipated to occur on-site.

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.*

In compliance with LADOT's goals and policies, the Project driveway located along Stocker Street will be right-turn only and one-way and the primary Project driveway will be located along Santa Rosalia Drive bounding the site to the east. As mentioned in the Mobility Plan policy regarding the location of driveways along non-arterial roadways, the proposed driveway has been designed in order to provide for safe and efficient operation that considers all roadway users. Sufficient sight distance will also be provided in order to identify conflicting vehicles, bicycles, and pedestrians. Thus, since the driveway along Stocker Street will serve as ingress only for service vehicles, and the primary driveway that provides egress and ingress is proposed along a collector street, the design and operation of this access point will likely provide safe operations for vehicles, pedestrians, and bicyclists, alike, while also minimizing potential conflicts with traffic along Stocker Street and Santa Rosalia Drive.

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 2.4 *– Neighborhood Enhanced Network – Provide a slow speed network of locally serving streets.*
Policy 2.6 Bicycle Networks *– Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.*
Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*
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.*

The Project will encourage and establish a system of safe and efficient bicycle and pedestrian facilities by installing bicycle parking and maintaining spacious sidewalks adjacent to the site and provide connectivity between the Project site and external facilities. In so doing supporting local and regional policies.

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.*

The Mobility Plan 2035 also includes policies related to the implementation of Transportation Demand Management (TDM) program to promote the more effective use of existing roadway facilities by reducing single-occupancy automobile travel and promoting alternative modes of transportation. The implementation of TDM strategies will help promote increased active non-motorized mode of travel by Project employees and patrons. This includes proposing to incorporate reduced and paid parking.

4.1.2 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 Project will not preclude the Plan's goals of

promoting active transportation and a healthy city. As a mixed-use project in a transit-oriented community with short-term and long-term bicycle parking, the Project will be conducive to this active mode of travel for employees and guests alike.

4.1.3 WEST ADAMS – BALDWIN HILLS - LEIMERT COMMUNITY PLAN

The West Adams – Baldwin Hills - Leimert Community Plan, as adopted in June 2016, summarizes key issues and opportunities in the area through the development of goals, objectives, policies, and programs associated with multiple land uses including residential and commercial projects that lie within its boundaries. Through a combination of Project design and programmatic decisions proposed by the Project, the Project will help realize several of the transportation programs noted within the area Community Plan. By increasing commercial density near a major transit stop which provides rail service, the Project supports the objectives of encouraging the development of transit-oriented communities and promoting access to daily needs via sustainable modes of transportation within the area. Under the Mobility (Chapter 4), transportation section, several transportation goals and policies are noted for the area. The following are policies that are applicable to the Project:

> ***M1-3 Adequate Traffic Mitigation.*** *Developments that increase density or intensity by zone change, variance, conditional use, parcel map, subdivision or other discretionary action should provide adequate traffic mitigation and ensure that mobility needs are met.*
>
> The Project with the implementation of TDM Measures will provide safer and more efficient operations of the passenger loading area, access at the Project Driveway & Santa Rosalia Drive, and queuing into the parking garage so that the Project is not expected to substantially increase hazards under CEQA. The Project team will coordinate with the City on the driveway, access and public right-of-way feature design (e.g., passenger loading zone, pedestrian, bicycle, etc.) to ensure that there will be no significant impacts to safety.
>
> ***M1-4 Private Investment for Off-site Facilities/ Amenities.*** *Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes.*
> ***M2-1 Streetscapes.*** *Encourage and support streetscape improvements in neighborhood district commercial areas and transit-oriented development areas in order to foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to reduce travel speeds.*
> ***M3-1 Pedestrian Access.*** *Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings.*
> ***M3-2 Priority Pedestrian Routes.*** *Streets within commercial, transit- oriented, mixed-use and employment districts should have "pedestrian priority", establishing pedestrian needs as paramount to vehicular circulation needs and encouraging investment in pedestrian improvements and programs for identified segments.*
> ***M3-3 Pedestrian Amenities.*** *Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets must accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides shade from the hot sun, and street lighting that provides for safety during the night. (P193, P194, P195, P277)*
> ***M3-4 Minimize Pedestrian Conflicts.*** *Minimize conflicts between buses, cars, and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe and by creating well-*

marked crossings at intersections and select mid-block locations preferably within pedestrian-oriented areas and districts.
M4-3 Bicycle Amenities. *Incorporate bicycle amenities such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial and multi-family residential developments, employment and transit centers, as well as park-and-ride facilities.*
M5-1 Transit Connections to Key Areas. *Increase public transit access to neighborhood districts, community and regional centers and mixed- use boulevards.*
M5-2 Development at Transit Nodes. *Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.*
M6-2 Pedestrian Access to Transit. *Improve pedestrian amenities and urban design along streets served by transit to create welcoming conditions for pedestrians accessing transit.*

The Project will encourage and establish a system of safe and efficient bicycle and pedestrian facilities by installing bicycle racks and maintaining spacious sidewalks adjacent to the site and provide connectivity between the Project site and external facilities that include the nearby Metro Line K Martin Luther King Jr. Station. By providing more landscaping and connecting the Project site to the public pedestrian facilities with an accessible courtyard during the day, the Project will provide an environment that supports a successful community both through design and economic development.

M7-1 Priorities for Capacity Enhancements. *Implement a safe and efficient transportation network, and increase its capacity through, in priority order, the provision of alternative transit options, transportation demand management (TDM), and traffic system management (TSM) before considering street widening and network completion.*
M9-2 Reduce Auto Trips. *Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use development at appropriate sites well served by transit in order to minimize Vehicle Miles Traveled (VMT).*
M9-3 Alternatives to the Automobile. *Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and by encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles.*
M9-4 TDM Plans. *Encourage major developments to submit a TDM plan to the City and provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, telecommuting, bicycling, and walking, etc.).*

The West Adams-Baldwin Hills - Leimert Community Plan also encourages the establishment of TDM program to promote the more effective use of existing roadway facilities by reducing single-occupancy automobile travel and promoting alternative modes of transportation. The implementation of TDM strategies will help promote increased active non-motorized mode of travel by Project employees and patrons. The Project will also fulfill this objective by providing a mix of uses close to transit facilities, which will reduce vehicular trips and provide greater accessibility to local and regional destinations.

M10-3 On-site Loading. *Ensure that all new commercial and industrial development has adequate off-street accommodations for loading and unloading of commercial vehicles.*
M11-2 Performance-based Parking Supply. *Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements.*
M12-1 Reduced Parking Near Transit Centers. *Consider reductions in parking requirements for projects located within designated transit- oriented development (TOD) areas or within 1,500 feet of a mass transit station or transfer center.*

M12-4 Connections for Electric Vehicles. *Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles and plug-in electric hybrids.*

The Project will be providing a reduced parking supply with a reduction of 218 automobile parking spaces from the amount required by direct application of the LAMC. Electric vehicle charging will be provided according to Code. Commercial loading is primarily planned to occur on site.

4.1.4 CRENSHAW CORRIDOR SPECIFIC PLAN

The Crenshaw Corridor Specific Plan, as adopted in April 2017, serves as a policy and regulatory document for the development of the Specific Plan area. The Project is partially located within Subarea C which only has signage regulations on lots designated Regional Center Commercial within the Community Plan. The part of the Project site within Subarea C is zoned as Community Commercial land use, therefore, the regulations do not apply.

4.1.5 ASSEMBLY BILL 2097 (AB 2097)

AB 2097 is a California law that prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects within a one-half mile radius of a major transit stop. Projects located with one-half mile of a major transit stop are generally eligible for the automobile parking reduction provided by AB 2097. This includes residential, commercial, and industrial projects. As a commercial mixed-use development Project within one-half mile of a major transit stop (Martin Luther King Jr. Station), the Project is eligible for this parking reduction. The Project proposes providing 380 parking spaces which falls below the standard LAMC parking requirements. Reduced parking from the amount required by direct application of the LAMC parking rates, without consideration of parking reduction mechanisms, is considered a benefit to reducing VMT. Therefore, the Project's parking reductions, if approved, are accounted for in the VMT analysis.

4.1.6 VISION ZERO LOS ANGELES

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 street adjacent to the Project site is classified as a HIN roadway. By maintaining the existing sidewalks and infrastructure, the Project will not negatively affect the safety of pedestrians, bicycles, and other vulnerable roadway users.

4.1.7 VISION ZERO LOS ANGELES COUNTY

Vision Zero was initiated by the County of Los Angeles Board of Supervisors in February 2017 with the goal of eliminating all traffic fatalities on unincorporated County roadways by 2035. 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 County of Los Angeles has analyzed Collision Concentration Corridors that identify half-mile roadway segments that contained three or more fatal or

severe injury collisions between January 1, 2013, and December 31, 2017. Development projects proposed on a roadway identified as the County's Collision Concentration Corridors should be designed to enhance safety for non-motorized users. Stocker Street between Santa Rosalia Drive and Presidio Drive is classified as a Collision Concentration Corridor. The Project will enhance safety for non-motorized users by implementing pedestrian plazas and bicyclist facilities to improve the existing sidewalks and infrastructure.

4.1.8 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 Project's proposed pedestrian facilities provide sufficient pedestrian access at the first-floor office and commercial entrances and along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive sidewalks. In addition, the Project is proposing to provide pedestrian plazas connecting to the existing sidewalk which will activate the block as a pedestrian-friendly area. The proposed vehicular driveways are located along Stocker Street with right-turn-only access and Santa Rosalia Drive with vehicular access and egress behind the site, limiting the number of conflicting vehicles that will cross the pedestrian path of travel, providing adequate site distance to identify pedestrians, and reducing the potential for dangerous pedestrian-vehicle conflicts. The Project is designed to present a street frontage along Stocker Street and Santa Rosalia Drive that has retail store fronts, pedestrian engagement, and open spaces areas. Therefore, the Project is compliant with the *Citywide Design Guidelines*.

4.1.9 LOS ANGELES MUNICIPAL CODE

The LAMC bicycle parking ordinance § 12.21 A.16 requires the provision of short-term commercial bicycle parking spaces at a rate of 1 space per 1,000 square feet with a minimum of two spaces for office land uses; 1 space per 2,000 square feet with a minimum of two spaces for general restaurant and bar land uses; 1 space per 2,000 square feet with a minimum of two spaces for general retail store land uses; and 1 space per 10,000 square feet for other commercial land uses. The LAMC requires the provision of long-term commercial bicycle parking spaces at a rate of 1 space per 5,000 square feet with a minimum of two spaces for office land uses; 1 space per 2,000 square feet with a minimum of two spaces for general restaurant and bar land uses; 1 space per 2,000 square feet with a minimum of two spaces for general retail store land uses; and 1 per 10,000 square feet with a minimum of two spaces for other commercial land uses. Based on these rates, the Project would meet the LAMC bicycle parking requirements by providing at least 27 short-term (14 office, 5 restaurant, 2 retail, 6 studio/other commercial) and 41 long-term bicycle stalls (28 office, 5 restaurant, 2 retail, 6 studio/other commercial). The Project will provide a minimum of 32 short-term and 50 long-term bicycle spaces. The short-term bicycle parking spaces are to be located throughout the Project site with 16 spaces in the southeast corner of the Project site adjacent to food court/retail/offices, 6 spaces provided next to the pedestrian entrance along Santa Rosalia Drive, 2 spaces near the driveway along

Stocker Street, and 8 spaces in the service level plaza. All 50 long-term bicycle parking spaces are to be located in the parking garage. The Project will, therefore, provide convenient and adequate bicycle parking facilities.

The City is currently updating their TDM ordinance to better meet the changing transportation demand in a more sustainable manner. The current TDM requirements per the Transportation Demand Management and Trip Reduction Measures (LAMC **§** 12.26G) City Code outlines TDM measures that a development shall provide including:

a. ***Development in excess of 25,000 square feet of gross floor area.*** *The owner shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following:*
   (1) Current routes and schedules for public transit serving the site;
   (2) Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations;
   (3) Ridesharing promotion material supplied by commuter-oriented organizations;
   (4) Regional / local bicycle route and facility information;
   (5) A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders.

b. ***Development in excess of 50,000 square feet of gross floor area.*** *The owner shall comply with Paragraph (a) above and in addition shall provide:*
   (1) A designated parking area for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). This area shall include at least ten percent of the parking spaces required for the site. The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool / vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit;
   (2) One permanent, clearly identified (signed and striped) carpool / vanpool parking space for the first 50,000 to 100,000 square feet of gross floor area and one additional permanent, clearly identified (signed and striped) carpool / vanpool parking space for any development over 100,000 square feet of gross floor area;
   (3) Parking spaces clearly identified (signed and striped) shall be provided in the designated carpool / vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool / vanpool parking area may be used by other vehicles;
   (4) No signed and striped parking spaces for carpool / vanpool parking shall displace any handicapped parking;
   (5) A statement that preferential carpool / vanpool spaces are available on- site and a description of the method for obtaining permission to use such spaces shall be included on the required transportation information board;
   (6) A minimum vertical clearance of 7 feet 2 inches shall be provided for all parking spaces and accessways used by vanpool vehicles when located within a parking structure;
   (7) Bicycle parking shall be provided in conformance with Section 12.21 A.16. of this Code.

c. ***Development in excess of 100,000 square feet of gross floor area.*** *The owner shall comply with Paragraphs (a) and (b) above and shall provide:*
   (1) A safe and convenient area in which carpool / vanpool vehicles may load and unload passengers other than in their assigned parking area;

(2) *Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development;*
(3) *If determined necessary by the City to mitigate the project impact, bus stop improvements shall be provided. The City will consult with the local bus service providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances shall be designed to provide safe and efficient access to nearby transit stations/stops;*
(4) *Safe and convenient access from the external circulation system to bicycle parking facilities on-site.*

The Project will be in compliance with the Code. The City allows projects to implement TDM measures that are eligible as a Project Design Feature (PDF) as they are necessary to comply with local ordinances, law, or programs. This includes measures such as reduced parking supply, bicycle parking and amenities, parking cash out, etc. Additionally, these would include measures noted above as part of the City's TDM ordinance. Therefore, these measures are not considered mitigation measures since the Project is complying with a required code, ordinance, law.

The Project does plan to implement a TDM program to address potential hazardous conditions at the Project driveway with consideration of the proximity to the parking garage as well as the proposed passenger loading area. The program includes a combination of PDFs and mitigation measures. A more comprehensive discussion on Project TDM Measures is discussed in Section 6.

In reviewing the abovementioned LAMC requirements, the Project does not conflict with the bicycle, vehicle, or TDM policies. The Project compliance with the LAMC requirements is also addressed in the Plan Worksheet Section II.D.

4.1.10 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 that are laid out for the period 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 Project is consistent with the SCAG RTP/SCS because the Project would not result in a significant VMT impact as detailed further in Section 4.2.

4.1.11 WALKABILITY CHECKLIST

The Los Angeles Department of City Planning's Walkability Checklist provides design strategies and guidelines for walkable streets. These documents promote pedestrian-friendly features in the public right-of-way and on private property. The Department's Residential Citywide Design Guidelines for Multi-Family Residential & Commercial Mixed-Use Projects provide a blueprint for sustainable and aesthetically pleasing residential development. These documents promote the provision of pedestrian-friendly, street-fronting entrances to residential developments at surface grade. The Project frontage on Stocker Street and Santa Rosalia Drive will provide multiple entrances to the Project's commercial land uses for easy pedestrian-friendly access.

4.2 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.

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 comprising the City. The significance thresholds to be applied are determined based on the land use project's APC area, in this case the South LA APC area.

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 a 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 Project requires further VMT analysis, the Project's proposed land use data were input into the VMT Calculator. As shown in Appendix C, the proposed Project's land use components include the Retail (Multi-Family), Retail (High-Turnover Sit-Down Restaurant), Retail (Quality Restaurant), Office (General Office), and a custom land use. The VMT Calculator contains a set of land-use categories with trip generation rates and corresponding trip type data that can be chosen as best matching a land use project's characteristic. However, due to the unique nature of the studio land use, the VMT Calculator does not contain trip generation rates that correspond to the studio land use. Therefore, the custom land use feature was utilized to estimate the number of daily trips and daily VMT for the studio land use component. Data specific to the studio land use was inputted into the VMT Calculator to quantify each Project's daily VMT. This data included the number of daily trips, the anticipated number of employees, and the trip purpose splits for the studio land use. The trip purpose splits that were inputted into the VMT Calculator were taken from Appendix E of the City of Los Angeles VMT Calculator Documentation Version 1.3 (May 2020), which presents the land use trip purpose assumptions for the various land use rates within the VMT Calculator. The trip purpose splits for the studio land use were assumed to correspond with the trip purpose splits for the General Office land uses in the VMT Calculator.

As shown in Appendix C, using the VMT Calculator, Version 1.4 v143, the Project would generate 3,397 net daily vehicle trips and 25,018 net daily VMT per the screening analysis. As the Project would generate more than 250 net daily vehicle trips and would result in a net increase in daily VMT, the Project would meet both screening criteria and require further VMT analysis. It should be noted that, for the purposes of VMT screening per the TAG, PDFs that qualify as TDM measures are excluded from the calculations.

The VMT Calculator was then utilized to determine work VMT per employee. The Project proposes to incorporate some of the TDM strategies listed in the VMT Calculator (allowable per the LAMC) as part of Project development. Therefore, certain PDFs were considered in the VMT calculations for the Project. The TDM measures included for the Project are:

- Reduce Parking Supply: The LAMC, without consideration of parking reduction mechanisms, would require a total of 598 automobile parking spaces (§ 12.21 A.4). The Project proposes to provide a total of approximately 380 on-site automobile parking spaces, which represents a reduction of 218

automobile parking spaces from the amount required by direct application of the LAMC. This measure is considered a PDF.

- Include Bike Parking Per LAMC: The Project bicycle parking provisions exceed the City bicycle requirements per the LAMC (§ 12.21 A.16).
- Include Secure Bike Parking and Showers: The Project will be incorporating these features.
- Promotions & Marketing: The Project will be incorporating marketing and promotional tools to educate employees about transportation options. This measure is considered a PDF.
- Ride-Share Program: The Project will provide a program that includes ride-share matching services, designating preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles, and provide a website or message board to connect riders and coordinate rides. This measure is considered a PDF.
- Traffic Calming Improvements: The Project is planning on replacing the sidewalks surrounding the Project site. This measure is proposed as a mitigation measure.
- Pedestrian Network Improvements: The Project will provide a large courtyard located between Buildings A and B with public access available during the day. This measure is considered a PDF.

With the abovementioned TDM strategies implemented as Project features, the Project is anticipated to generate fewer gross daily vehicle trips and gross daily VMT. As shown in Appendix C, the VMT Calculator determined that the Project would generate a work VMT per capita of 8.5. Since the Project is located within the South LA APC area, the appropriate threshold of significance with which to compare the Project's household VMT estimate is 11.6 daily work VMT per capita, as shown previously in Table 1. Therefore, the Project is not expected to have a significant VMT impact based on its work VMT per capita. In addition, per guidance from the TAG, as a project with less-than-significant household VMT per capita and work VMT per employee impacts, the Project can be assumed not to have a cumulative impact related to VMT.

4.3 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 criteria 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 Project is not a transportation project, threshold T-2.2 does not apply.

4.4 SUBSTANTIALLY INCREASING HAZARDS DUE TO GEOMETRIC DESIGN FEATURE OR INCOMPOATIBLE 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 the 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 Project proposes installing one new right-turn only ingress driveway on Stocker Street for service studio trucks. The new driveway is expected to provide adequate sight distance to identify conflicting vehicular, pedestrian, and bicycle traffic. The Project team will coordinate with the City's Planning and LADOT departments to ensure the driveway meets City standards for design and safety. There are two existing driveways on Don Felipe Drive. The southern driveway closest to Stocker Street will be removed and the northern driveway will be restricted to ingress only for emergency vehicles. The existing driveway on Santa Rosalia Drive will experience no modifications to Stocker Street intersecting with their respective streets at right angles and providing adequate sight distance to identify conflicting traffic.

An operational analysis of the six study intersections was conducted to determine if the addition of Project trips at these intersections would contribute or lead to potential hazardous roadway conditions. Two of the study intersections (Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street and Crenshaw Boulevard & Stocker Street) are projected to experience worsening queuing conditions under existing and future conditions which could exacerbate the safety of the roadway. To address the worsening operations and potential safety concerns, the Project is planning to implement a TDM program to reduce the number of Project trips. The program consists of a combination of PDFs and a mitigation measure. Additionally, other intersection improvements are considered at the intersection of Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street. The TDM Measures and intersection improvements are discussed in Section 6.

To address potential operational concerns that could lead to hazardous roadway conditions at the Project driveway on Santa Rosalia Drive, an operational analysis at the intersection was conducted to determine if a traffic signal would be warranted at this location as well as consideration of queuing into the nearby parking garage. The Project does plan to implement a TDM program that includes both PDFs and an additional mitigation measure to reduce any potential hazardous conditions as a result of the addition of Project trips to the study area. A more comprehensive discussion on Project TDM Measures are discussed in Section 6.

The Project is not expected to substantially increase hazards at the Project driveway intersection with the implementation of the mitigation measures. With the TDM program realized, the Project will not require a traffic signal. Regarding vehicle queuing into the parking garage, the parking garage will provide adequate storage for vehicles to queue at the control gate without adversely affecting nearby roadways. The results of these analyses are further described in Section 6.3.1 and Section 6.3.2, respectively.

Additionally, the Project proposes to provide a new passenger curbside passenger drop-off/pick-up curb cutout on Santa Rosalia Drive. The passenger loading area will comply with the City's Bureau of Engineering's Public Right-of-Way Accessibility Guidelines (PROWAG) which requires providing an accessibility ramp and aisle. The inclusion of this passenger loading area is expected to reduce potential hazards and delays by removing these activities from the travel lane. A passenger loading evaluation was conducted to determine if there is adequate storage for the passenger load area. The evaluation determined that the passenger load area has adequate storage and is not anticipated to adversely affect the operations of the adjacent roadways. The results of this evaluation are described in Section 6.3.1.

Based on this assessment, the Project is not anticipated to have a significant impact related to geometric design feature of incompatible use hazards at the Project driveways and passenger loading area. The Project is not expected to contribute to a significant cumulative hazard impact since the access to adjacent properties would not be altered by the construction of the Project or other developments. The Project will implement a combination of TDM Measures and intersections improvements to address increases in hazardous conditions at the intersections of Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street and Crenshaw Boulevard & Stocker Street. These measures are expected to mitigate the safety impact to less than significant. The Project team will coordinate with the City on the driveway, access and public right-of-way features (e.g., passenger loading zone, pedestrian, bicycle, etc.) to ensure that there will be no significant impacts to safety.

Additionally, further analysis will be required to assess whether a project would result in impacts due to queuing from a freeway off-ramp that could lead to unsafe differential travel speeds if all criteria are met:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
- Would the land use project generate a net increase of 250 or more daily vehicle trips?
- Would the land use project add 25 or more trips to any off ramp in either the morning or afternoon peak hour?

The *Interim Guidance for Freeway Safety Analysis* was developed by LADOT to address Caltrans' comments regarding freeway off-ramp safety considerations, especially as they pertain to freeway off-ramp queueing and speed differentials. The analysis guidance presented in the memorandum are used to evaluate whether conditions along Caltrans off-ramp facilities resulting from a project represent a potential safety impact under CEQA.

The Project's weekday peak-hour trip generation estimates (presented in Section 5.2) indicate that the Project will generate at most 201 inbound vehicle trips during a peak hour (AM peak hour). Based on the Project trip distribution percentages once the trips are distributed to the larger surrounding roadway network, no individual freeway off-ramp will experience 25 or more vehicle trips during either peak hour. Since the Project will not add 25 or more trips to any freeway off-ramp in either the AM or PM peak period,

the Project does not require a freeway ramp analysis and is therefore not expected to cause a significant safety impact.

During construction of the Project, most construction activities for the Project are anticipated to be contained within the Project site. The temporary closure of a portion of the roadway width along Stocker Street, Santa Rosalia Drive and/or Don Felipe Drive, adjacent to the site, may be necessary for certain phases of construction. All construction activity is temporary; therefore, any disruptions would be relatively short-term in nature. The Project will implement and comply with the requirements set forth in LAMC (§ 62.61 and 62.250) to minimize the construction effects to the greatest extent possible. This will include the preparation of a Construction Staging and Traffic Management Plan, to be approved by LADOT. This plan will detail the measures enacted to mitigate negative effects on traffic during construction related to designated haul routes and staging areas, traffic control procedures, emergency access provisions, and construction crew parking. The Project shall obtain prior LADOT approval for any lane closures, detours, on-street staging areas, or other temporary changes in traffic control due to construction activities and will enact appropriate temporary traffic control procedures. Haul routes for Project construction will be coordinated with the City of Los Angeles Department of Building and Safety (LADBS) to minimize the effects of construction traffic to congested roadways and residential streets.

5. NON-CEQA TRANSPORTATION ANALYSIS

In addition to the analysis required under the revised CEQA Guidelines, LADOT has outlined four additional analysis areas that should be reviewed for proposed development projects. This section outlines the methodologies applied for and the results of these four analyses.

5.1 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, all of 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.

The Project will meet all three screening criteria requiring further analysis of pedestrian, bicycle, and transit facilities surrounding the site:

- It will require a discretionary action from the Department of City Planning.
- The Project proposes more than 50,000 square feet of non-residential uses.
- These uses will generate, per the VMT Calculator, 3,397 net daily vehicle trips without consideration of the Project features that qualify as TDM measures. Additionally, as shown in Figure 2, the Project has approximately 630 feet of frontage on Stocker Street (a Boulevard II), 320 feet of frontage on Santa Rosalia Drive (a Collector), and 270 feet of frontage on Don Felipe Drive (a Collector).

The 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 4. ADA compliant curb ramps are provided at most intersections in the Project vicinity, with numerous ramps featuring tactile warning strips along Stocker Street and Crenshaw Boulevard. Marked crosswalks are provided at major intersections along these roadways, as well as midblock crosswalks across Santa Rosalia Drive and Don Felipe Drive. A majority of these crosswalks have standard or continental markings which improve crosswalk visibility for motorists. Pedestrian push-buttons are provided at signalized marked crosswalks along Stocker Street and Crenshaw Boulevard. Limited bicycle facilities currently are provided in the Project vicinity, with bicycle racks provided adjacent to the Martin Luther King Jr. Station and along Stocker Street. Transit facilities near the

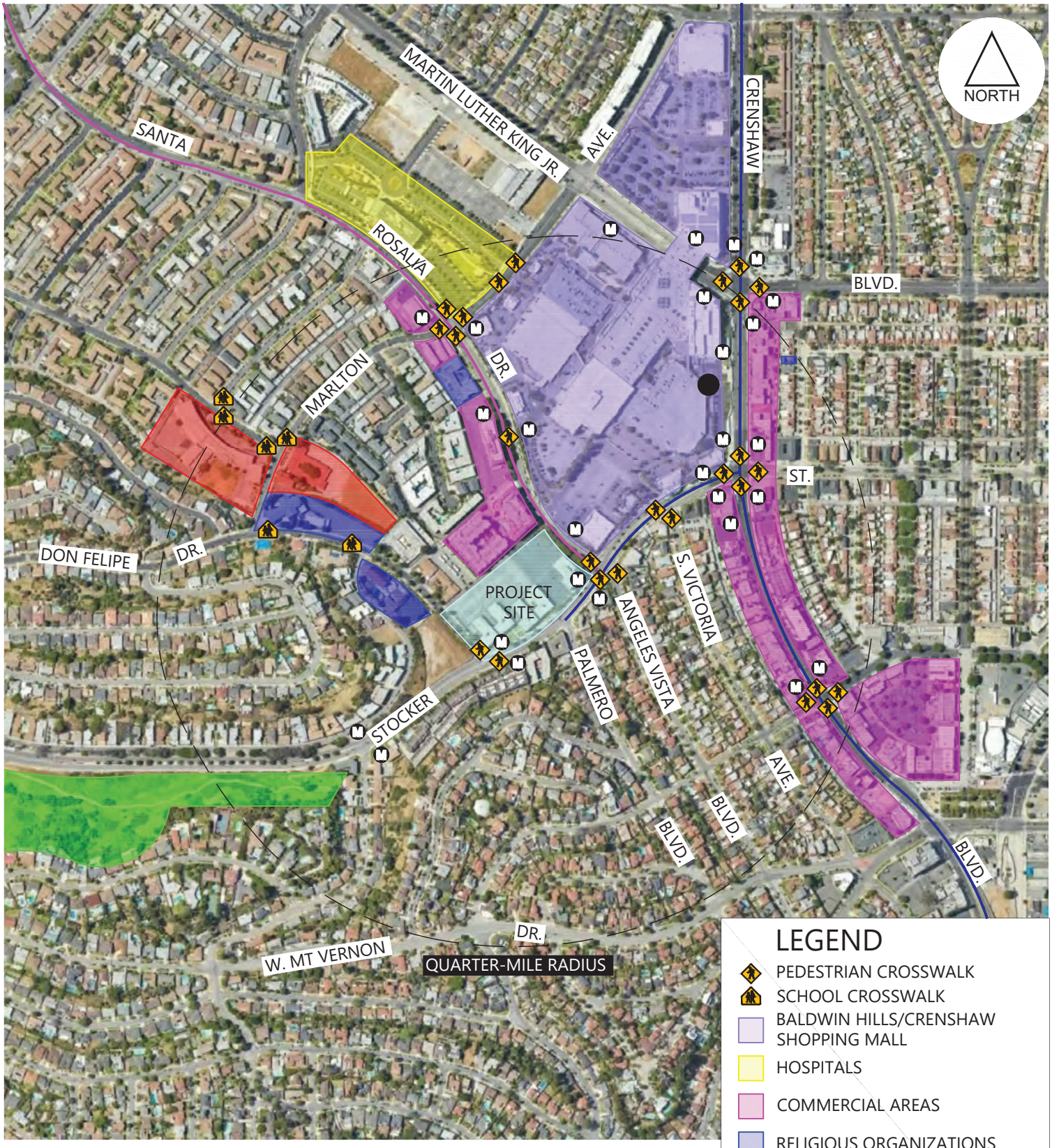

FIGURE 4

3/19/2024
FN: \\Koampfs1.KOACORP.LOCAL\shares\Projects\2022\JC21049 LA 3701 Stocker Studio EIR\Docs\Figs\PED-ATT

PROJECT STUDY AREA PEDESTRIAN DESTINATION MAP

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Monterey Park, California 91754
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Project site include bus stops along major travel routes, located on Stocker Street, Santa Rosalia Drive, and Crenshaw Boulevard. Most bus stops in the vicinity of the Project provide benches, while some select stops also provide shade structures. The following sections evaluate the Project's effects on these various facilities.

5.1.1 REMOVAL OR DEGRADATION OF FACILITIES

The Project has frontage along Stocker Street, Santa Rosalia Drive, and Don Felipe Drive. As the 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 Project. Approximately 122 feet of the sidewalk provided along the east side of the Project site is to be reconstructed, with the approximate width of 15 feet retained to provide a drop-off area. ADA curb ramps are provided in front of the Project site at the intersection of Stocker Street with Don Felipe Drive and Santa Rosalia Drive which provide access to eastbound transit stops. The Project will maintain these facilities in addition to maintaining some of the existing street trees and adding additional trees along the roadways which serve as a buffer between the sidewalk and adjacent vehicular traffic. The Project will replace the existing sidewalks in order to maintain pedestrian and ADA mobility and is not expected to degrade existing facilities.

Bicycle racks are provided along Stocker Street adjacent to the Project. The construction of the Project will not affect the sidewalk along Stocker Street or any of the bicycle facilities along this roadway. In fact, the Project proposes to provide short-term bicycle parking spaces within the street-level pedestrian plazas adjacent to the Project's proposed commercial uses. These bicycle facilities will improve bicycle parking options for patrons of the Project and bicyclists within the surrounding area, which currently have very limited bicycle parking options. Thus, the Project will supplement and upgrade the bicycle facilities surrounding the Project site.

Metro Line 102 runs east-west along Stocker Street adjacent to the Project site. Eastbound bus stops are located adjacent to the site along Stocker Street at the intersections with Don Felipe Drive and Santa Rosalia Drive. Westbound bus stops are located across Stocker Street. The Project will not make changes to the existing sidewalk or bus locations along Stocker Street. LADOT Crenshaw Clockwise runs north-south along Santa Rosalia Drive adjacent to the Project site. The northbound stop at Santa Rosalia Drive is located on the east side of Santa Rosalia Drive across the street from the Project site. No bus stop is located adjacent to the site, along Santa Rosalia Drive and the Project will not require changes to any bus stop locations or the rerouting of existing transit lines. Therefore, the existing transit facilities in the Project vicinity will not be degraded.

5.1.2 INTENSIFICATION OF USE

As the Project is located near the intersection of Stocker Street and Crenshaw Boulevard with convenient access to a variety of land uses and additional transit, bicycle, and pedestrian facilities, some of the Project 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 Project will likely increase demand on the transit, bicycle, and pedestrian facilities in the Project vicinity. As shown in Appendix 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 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

or the proposed 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 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 (2024) and future (2029) analysis years. Using this methodology, the Project's peak-hour pedestrian trip generation was calculated for internal capture, transit, and non-motorized trips. The 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 Project completion, the site is expected to generate 802 daily external, non-vehicular person trips, with 66 external person trips during the AM peak hour and 90 external person trips during the PM peak hour. The NCHRP Internal Trip Capture Estimation Tool worksheets are provided in Appendix F.

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 Project is surrounded by numerous residential and commercial uses along Stocker Street, Santa Rosalia Drive, Crenshaw Boulevard, and Martin Luther King Jr. Boulevard, and the connecting roadways between, there are many potential destinations to and from which non-motorized trips would be drawn. While these streets are characterized by relatively high vehicular traffic volumes and travel speeds, sidewalks are present along these roadways some with landscaping to provide a buffer between the vehicular and pedestrian paths of travel. Most intersections along these roadways provide curb ramps, with an ADA accessible route provided along at least one side of the roadway. Marked crosswalks are provided at major intersections, including Santa Rosalia Drive, Don Felipe Drive, and Crenshaw Boulevard, in the Project vicinity. In addition, marked crosswalks are provided across Stocker Street at signalized intersection in front of the Project site that provide a convenient pedestrian crossing location for Project users. These crosswalks will provide Project pedestrians with demarcated places to cross the roadways, instead of at unmarked or uncontrolled locations.

While limited dedicated bicycle facilities are currently provided in the Project area, numerous local and collector streets feature lower vehicular volumes and travel speeds. These streets connect the Project site to residential neighborhoods between major arterials. Project employees and patrons can use these shared roadways to safely travel in the Project vicinity via bicycle.

In addition, as shown in Table 2, the Project will slightly increase transit demand in the Project study area. In the Project vicinity, the intersection of Stocker Street & Crenshaw Boulevard serves as a major transit stop as it provides intersecting transit lines with peak period headways of 15 minutes or less as well as the Metro Line K Martin Luther King Jr. Station. Due to the close proximity of this intersection to the Project site, it is expected that the majority of transit demand for the Project will be drawn to and from this intersection. The wide sidewalk facilities and the marked crosswalks provide convenient pedestrian travel paths to these transit stops. All bus stops at the intersection of Stocker Street & Crenshaw Boulevard provide benches, with some providing shade structures. Thus, while the Project will increase pedestrian, bicycle, and transit demand on the facilities in the immediate Project vicinity, these facilities are ample and in good condition and can accommodate the added demands of the Project.

Table 2: Project Weekday Person Trip Generation Summary

Land Use	ITE Code/ Other[1]	Intensity[2]	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Average Rate Total	In	Out	Average Rate Total
Trip Generation Rates									
General Office	710	1 ksf	10.84	88%	12%	1.52	17%	83%	1.44
Medical/Dental Office	720	1 ksf	36.00	79%	21%	3.10	30%	70%	3.93
Strip Retail Plaza (<40k)	822	1 ksf	54.45	60%	40%	2.36	50%	50%	6.59
Fine Dining Restaurant	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
Studio - Sound Stage	Empirical	1 ksf	5.91	63%	37%	0.20	40%	60%	0.43
Studio - Support	Empirical	1 ksf	4.14	65%	35%	0.61	45%	55%	0.57
Studio - Production Office	Empirical	1 ksf	9.34	62%	38%	0.66	45%	55%	0.63
Studio - Service Trucks	-	-	12.00	50%	50%	6.00	50%	50%	6.00
Trip Generation Summary									
Description		Size	Average Weekday[7]	AM Peak Hour			PM Peak Hour		
				In	Out	Average Rate Total	In	Out	Average Rate Total
Proposed Uses									
Studio									
Sound Stage		51.200 ksf	303	6	4	10	9	13	22
Support		13.000 ksf	54	5	3	8	3	4	7
Production Office		44.400 ksf	415	18	11	29	13	15	28
Studio Total Baseline All Vehicle Trips			796	35	24	59	31	38	69
Studio Person Trips[2]			1,359	62	42	104	54	67	121
Studio Internal Person Trips[3]			100	5	15	20	2	1	3
Studio External Trips by Transit[3]			8	0	0	0	1	0	1
Studio External Trips by Walk/Bicycle[3]			155	7	4	11	7	8	15
Commercial									
General Office Total Baseline Vehicle Trips		123.100 ksf	1,334	165	22	187	30	147	177
Office Total Person Trips[2]			2,348	290	39	329	53	259	312
Office Internal Person Trips[3]			174	21	13	34	2	5	7
Office External Trips by Transit[3]			13	2	0	2	0	2	2
Office External Trips by Walk/Bicycle[3]			269	33	3	36	6	31	37
Strip Retail Plaza (<40k)		6.500 ksf	354	9	6	15	22	21	43
Retail Total Person Trips[4]			629	16	11	27	39	37	76
Retail Total Internal Person Trips[2]			275	6	4	10	23	12	35
Retail External Trips by Transit[3]			0	0	0	0	0	0	0
Retail External Trips by Walk/Bicycle[3]			43	1	1	2	2	3	5
Fine Dining Restaurant		9.000 ksf	755	6	1	7	47	23	70
High-Turnover (Sit-Down) Restaurant		9.500 ksf	1,018	50	41	91	52	34	86
Restaurant Total Baseline Vehicle Trips		18.500 ksf	1,773	56	42	98	99	57	156
Restaurant Total Person Trips[2]			3,120	99	74	173	174	100	274
Restaurant Total Internal Person Trips[3]			593	24	24	48	14	23	37
Restaurant External Trips by Transit[3]			7	0	0	0	1	0	1
Restaurant External Trips by Walk/Bicycle[3]			307	9	6	15	20	9	29
Proposed Project Total Internal Person Trips			**1,142**	**56**	**56**	**112**	**41**	**41**	**82**
Proposed Project Total External Person Trips			**802**	**52**	**14**	**66**	**36**	**53**	**90**
Existing Project Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**
Net Project Total Internal Person Trips			**1,142**	**56**	**56**	**112**	**41**	**41**	**82**
Net Project Total External Person Trips			**802**	**52**	**14**	**66**	**36**	**53**	**90**

Notes:
1) ksf = Thousands of Square Feet of Gross Leasable Floor Area or Gross Floor Area.

2) 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 proposed project uses in Appendix F.

3) 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 uses in Appendix F.

5.2 PROJECT ACCESS, SAFETY, 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 500 or more daily vehicle trips.

The Project will meet both screening criteria as it will require a discretionary action under the Department of City Planning and it will generate a net increase of 500 or more daily vehicles trips (Project will generate 3,397 net daily vehicle trips). Therefore, further analysis is required to be conducted of potential access and circulation constraints of the Project site. Per the TAG, operational and passenger loading evaluations have been conducted to determine the Project's effects on adjacent roadway travel. These evaluations are detailed in the sections below.

5.2.1 OPERATIONAL EVALUATION

To determine the effects of the Project on the operation of vehicular travel within the immediate Project vicinity, an evaluation was conducted to determine the Project's contribution to delay and queuing at intersections adjacent to the Project under existing and future conditions. A Project completion year of 2029 is anticipated and is assumed in the analysis. In consultation with the LADOT and LA County, the following site-adjacent and nearby study intersections were selected for the analysis of potentially negative Project traffic effects:

1. Don Felipe Drive/Stocker Street (signalized)*
2. Project Driveway/Stocker Street (unsignalized)
3. Palmero Boulevard & Stocker Street (unsignalized)*
4. Santa Rosalia Drive/Marlton Avenue (signalized)
5. Santa Rosalia Drive/Stocker Street (signalized)*
6. Santa Rosalia Drive/Project Driveway (unsignalized)
7. Crenshaw Boulevard/Stocker Street (signalized)

** Shared intersection with LADOT and LA County.*

The study locations were shown previously in Figure 1.

5.2.2 ANALYSIS METHODOLOGY

This section outlines the results of the delay and queuing analysis for Existing (2024) and Future (2029) conditions during the weekday AM and PM peak hours. This analysis was conducted in accordance with the methodology outlined in the TAG. 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). The HCM methodology determines intersection LOS based on operational vehicle delay. For unsignalized, two-way stop-controlled intersections, the operational delay corresponds to the delay for the stop-controlled movements. 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 Tables 3 and 4 for signalized and unsignalized intersections, respectively.

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.

Table 4: HCM LOS & Delay for Two-Way and All-Way Stop-Controlled Intersections

LOS	Delay (seconds/vehicle)			
A	<=	10.0		
B	>	10.0	<=	15.0
C	>	15.0	<=	25.0
D	>	25.0	<=	35.0
E	>	35.0	<=	50.0
F	>	50.0		

Source: *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis*, Exhibit 20-2 for two-way STOP-controlled intersections and Exhibit 21-8 for all-way STOP-controlled intersections.

The second methodology consisted of a Synchro queuing analysis in order to evaluate potential issues associated with queued vehicles entering or exiting the Project site. A Synchro traffic model was constructed to model the two study intersections. Queuing conditions at the study intersections 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.

Per the TAG and LA County Transportation Impact Analysis Guidelines (July 2020), 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 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 Project traffic.

5.2.3 EXISTING (2024) TRAFFIC VOLUMES

Traffic volumes for existing conditions at the study intersections were obtained from manual traffic counts conducted on June 1, 2022, and January 31, 2024, when local 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. For analysis of existing conditions, an ambient traffic growth factor of 1.0 percent per year, compounded annually, was applied to the volumes collected on June 1, 2022, to develop existing (2024) baseline traffic volumes. Weekday AM and PM peak-hour volumes at the study intersections are illustrated in Figures 5(a) and 5(b), respectively. The manual intersection traffic volume count data sheets are provided in Appendix 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. Many of the signalized intersections in the Project vicinity are operating under the City's Adaptive Traffic Control System (ATCS) and Automated Traffic Surveillance and Control (ATSAC) System. 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. Although many surrounding signalized intersections in the Project area are ATCS/ATSAC system controlled, the study intersections consist solely of unsignalized intersections.

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 seven study intersections are illustrated in Appendix F.

5.2.4 PROJECT TRAFFIC

The following section describes the methodology used to determine the Project vehicle trip generation, distribution, and assignment.

Trip Generation

Per the approved TA MOU signed by LADOT and LA County staff on March 14, 2024, and included as Appendix A to this report, the ITE *Trip Generation Manual* (11th Edition, 2021) was used to develop the traffic characteristics of the Project's proposed uses. The trip generation equations, rates, and directional distributions in the ITE manual are nationally recognized and are used as the basis for most transportation-related studies conducted in the City and the surrounding region. Information was obtained from the *Trip Generation Manual* for ITE Land Use Code (LUC) 710 – General Office, LUC 822 – Strip Retail Plaza (<40k), LUC 931 – Fine Dining, and LUC 932 – High-Turnover (Sit-Down) Restaurant. The studio land use trip generation rates were based on empirical rates from the *Paramount Picture Master Plan* (2015) prepared by Gibson Transportation and attached in Appendix G. The studio service trucks were conservatively based on a maximum number of six large trucks assumed per day with access to the site during AM and PM peak hours. This estimate is based on the size of the studio and expected operations. Rates from these sources were applied to develop the Project's trip generation estimates. Table 5 presents the trip generation rates used to generate the weekday peak-hour traffic volumes for the Project.

For this analysis, since the VMT Calculator does not calculate weekday AM or PM peak-hour trip generation estimates, the ITE *Trip Generation Manual* and LADOT survey-based trip generation rates provided in Table 5 were used to determine the weekday AM peak-hour and PM peak-hour vehicle trips anticipated for the Project. As these rates do not account for such trip-reducing factors as significant transit usage and/or walk-trip potential, the baseline vehicle 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 baseline trip generation estimates to develop the Project's vehicle trips. All adjustments have been approved by LADOT and LA County staff in the MOU signed on March 14, 2024, and included as Appendix A of this report.

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 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 Project, some of the residents would be expected to patronize the on-site commercial retail and restaurant uses. Thus, a reduction in trips between the residential and commercial 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 Project land use components. The internal capture methodology and calculations are included as Appendix F of this report.

The use of public transportation is an important consideration in the evaluation of a project's trip-generating potential. As noted previously in the Existing Public Transit section of this report, the Project is well served by multiple bus lines. These local and regional routes are readily accessible to Project 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 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 Project land uses. The transit and non-motorized mode split assumptions were obtained from the LADOT TDF model.

Trip reduction factors for the Project also account for the presence of "pass-by" trips. As some motorists pass by the Project, the specific convenient facilities provided by the 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 Project and, therefore, vehicles making these stops are not considered to be newly generated Project-related traffic. 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 Project's proposed commercial retail and restaurant uses.

The trip generation rates and aforementioned adjustment factors were employed to derive Project vehicle trip projections. Table 5 summarizes the trip generation estimates for the Project. As shown in Table 4, once completed and occupied, the Project is anticipated to generate a total of 254 net vehicle trips during the

AM peak hour (201 inbound, 53 outbound) and 332 net trips during the PM peak hour (127 inbound, 205 outbound). These peak-hour trips were distributed to the study intersections for the Project impact analysis.

Table 5: Project Weekday Trip Generation Summary

Land Use	ITE Code/ Other[1]	Intensity[2]	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Average Rate Total	In	Out	Average Rate Total
Trip Generation Rates									
General Office	710	1 ksf	10.84	88%	12%	1.52	17%	83%	1.44
Strip Retail Plaza (<40k)	822	1 ksf	54.45	60%	40%	2.36	50%	50%	6.59
Fine Dining Restaurant	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
Studio - Sound Stage	Empirical	1 ksf	5.91	63%	37%	0.20	40%	60%	0.43
Studio - Support	Empirical	1 ksf	4.14	65%	35%	0.61	45%	55%	0.57
Studio - Production Office	Empirical	1 ksf	9.34	62%	38%	0.66	45%	55%	0.63
Studio - Service Trucks	-	-	12.00	50%	50%	6.00	50%	50%	6.00

Description	Size	Average Weekday[7]	AM Peak Hour			PM Peak Hour		
			In	Out	Average Rate Total	In	Out	Average Rate Total
Trip Generation Summary								
Proposed Uses								
Studio								
Sound Stage	51.200 ksf	303	6	4	10	9	13	22
Support	13.000 ksf	54	5	3	8	3	4	7
Production Office	44.400 ksf	415	18	11	29	13	15	28
Studio Service Truck Vehicle Trips[3]	108.600 ksf	24	6	6	12	6	6	12
Studio Vehicle Trips		772	29	18	47	25	32	57
Studio Total Baseline All Vehicle Trips		796	35	24	59	31	38	69
Studio Person Trips[4]		1,359	62	42	104	54	67	121
Studio Internal Person Trips[5]		100	5	15	20	2	1	3
Studio External Person Trips[5]		1,258	57	28	85	52	66	118
Studio External Trips by Vehicle[5,6]		623	28	14	42	26	33	59
Studio External Trips by Transit[5]		8	0	0	0	1	0	1
Studio External Trips by Walk/Bicycle[5]		155	7	4	11	7	8	15
Commercial								
General Office Total Baseline Vehicle Trips	123.100 ksf	1,334	165	22	187	30	147	177
Office Total Person Trips[4]		2,348	290	39	329	53	259	312
Office Internal Person Trips[5]		174	21	13	34	2	5	7
Office Total External Person Trips[5]		2,175	269	25	294	51	254	305
Office External Trips by Vehicle[5,6]		1,076	133	12	145	25	126	151
Office External Trips by Transit[5]		13	2	0	2	0	2	2
Office External Trips by Walk/Bicycle[5]		269	33	3	36	6	31	37
Strip Retail Plaza (<40k)	6.500 ksf	354	9	6	15	22	21	43
Retail Total Person Trips[4]		629	16	11	27	39	37	76
Retail Total Internal Person Trips[5]		275	6	4	10	23	12	35
Retail Total External Person Trips[5]		354	10	7	17	16	25	41
Retail External Trips by Vehicle (including pass-by trips)[5]		177	5	3	8	8	13	21
Retail External Trips by Transit[5]		0	0	0	0	0	0	0
Retail External Trips by Walk/Bicycle[5]		43	1	1	2	2	3	5
Retail External Trips by Vehicle (with pass-by trip adjustment)[7]		89	3	1	4	4	7	11
Fine Dining Restaurant	9.000 ksf	755	6	1	7	47	23	70
High-Turnover (Sit-Down) Restaurant	9.500 ksf	1,018	50	41	91	52	34	86
Restaurant Total Baseline Vehicle Trips	18.500 ksf	1,773	56	42	98	99	57	156
Restaurant Total Person Trips[4]		3,120	99	74	173	174	100	274
Restaurant Total Internal Person Trips[5]		593	24	24	48	14	23	37
Restaurant Total External Person Trips[5]		2,527	75	50	125	160	77	237
Restaurant External Trips by Vehicle (including pass-by trips)[5]		1,263	38	25	63	79	39	118
Restaurant External Trips by Transit[5]		7	0	0	0	1	0	1
Restaurant External Trips by Walk/Bicycle[5]		307	9	6	15	20	9	29
Restaurant External Trips by Vehicle (with pass-by trip adjustment)[7]		1,061	31	20	51	66	33	99
Net Project Total External Trips by Vehicle (including Pass-By Trips)		**3,163**	**210**	**60**	**270**	**144**	**217**	**361**
Net Project Total External Trips by Vehicle		**2,873**	**201**	**53**	**254**	**127**	**205**	**332**

Table 5: Project Weekday Trip Generation Summary (continued)

Notes:

1) ITE *Trip Generation Manual* (11th Edition, 2021) trip generation rates and directional distributions applied for Land Use Codes (LUC) 710 (General Office), 822 (Strip Retail Plaza [<40K]), 931 (Fine Dining Restaurant), 932 (High-Turnover [Sit-Down] Restaurant) to develop baseline vehicle trips for each land use associated with the commercial components. LUC 931 does not include directional distribution for the AM peak hour of adjacent street traffic; the directional distribution for the AM peak hour of the generator was assumed. The General Urban/Suburban setting was used as it best represents the project location.

   The studio trip generation rates were based on empirical rates from the *Paramount Picture Master Plan* (2015) prepared by Gibson Transportation and are attached on the following pages.

   The ITE *Trip Generation Handbook* (3rd Edition, 2017) recommended methodology for estimating the trip generation of a mixed-use development was 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 Project and existing uses. The internal trips for the Studio uses were combined with the Office uses it was the most comparable land use. Internal calculations for these office-related trips are attached on the following pages.

   The studio service trucks were conservatively based on a maximum number of 6 large trucks assumed per day. All of these larger production trucks were assumed to access the site during the AM and PM peak hours. The truck estimate is based on the size of the studio and expected operations.

2) ksf = Thousands of Square Feet of Gross Leasable Floor Area or Gross Floor Area.

3) A passenger car equivalent (PCE) of 2.0 was applied to the the number of service truck trips.

4) See attached 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 proposed project uses.

5) See attached 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 uses.

6) No pass-by trips assumed for the general office land and studio uses.

7) Per Attachment J of the LADOT *Transportation Assessment Guidelines* (August 2022), an average pass-by trip discount rate of 50 percent was applied for the proposed retail component (as it is less than 50,000 square feet). For the proposed fine dining and high-turnover (sit-down) restaurant components, Attachment J recommends pass-by trip discounts of 10 percent and 20 percent, respectively. As the trips associated with the two restaurant uses were combined as part of the internal trip capture estimation, the pass-by trip discount rates were blended for each analysis time period based on the proportion of trips from each component restaurant use. For example, in the AM peak hour, with 91 high-turnover (sit-down) trips (at 20 percent) and 7 fine dining trips (at 10 percent) summing to 98 baseline restaurant vehicle trips, the blended average is approximately 19 percent. The blended pass-by discount rates were 16 percent for the weekday daily and PM peak-hour periods, respectively.

8) 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).

Trip Distribution and Assignment

Estimation of the directional distribution of Project trips was the next step in the analytical process. The primary factors affecting the trip distribution patterns are the nature of the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project site and its proximity to freeways and major travel routes, residential areas from which employees would likely be drawn, and other various regions generating visitors and patrons. Based on these factors, the overall Project directional trip distribution percentages were determined and are summarized in Table 6.

The general distribution percentages shown in Table 5 were then disaggregated and assigned to specific routes and intersections within the study area (and the Project driveway) that are expected to be used for Project access/egress. The Project's trip distribution percentages for the Project's studio and commercial uses and the service studio trucks are in Figures 6(a) and 6(b), respectively.

Applying these inbound and outbound percentages to the non-pass-by Project trip generation estimates calculated in Table 6, the Project's traffic volumes at the study intersections were determined for the weekday AM and PM peak hours. The Project studio and commercial uses weekday AM and PM peak-hour traffic volumes are depicted in Figures 7(a) and 7(b), respectively. The Project service studio truck weekday AM and PM peak-hour traffic volumes are illustrated in Figures 8(a) and 8(b), respectively.

Table 6: Project Directional Trip Distribution Percentages

STUDIO/COMMERCIAL USES:

Direction	Precentage
North	20%
South	15%
East	40%
West	25%

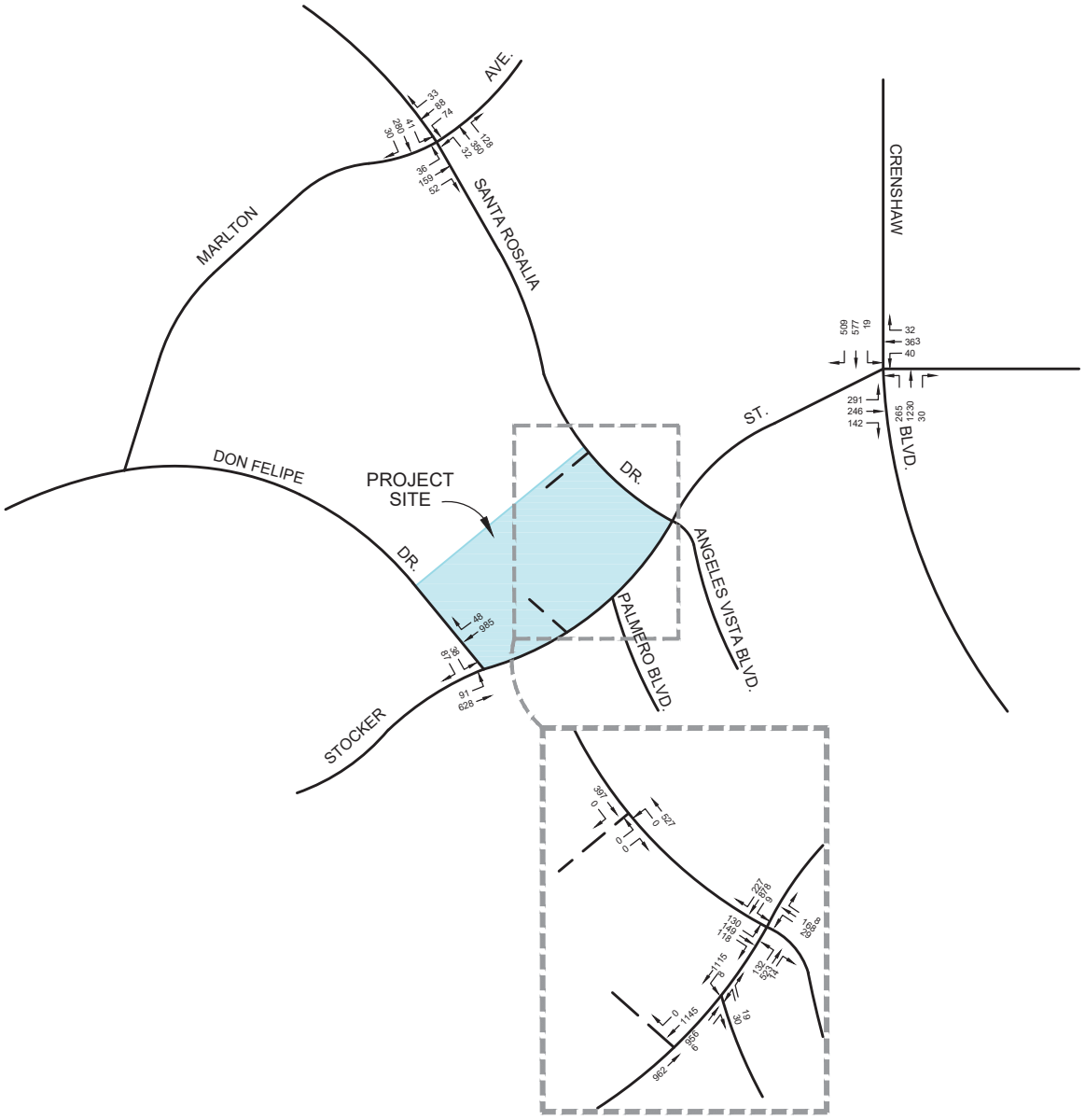

FIGURE 5(a)

EXISTING (2024) TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

3/21/2024
FN: 2022\JC21049 LA 3701 Stocker Studio EIR\Analysis\Icap7\STICK\Existing_AM

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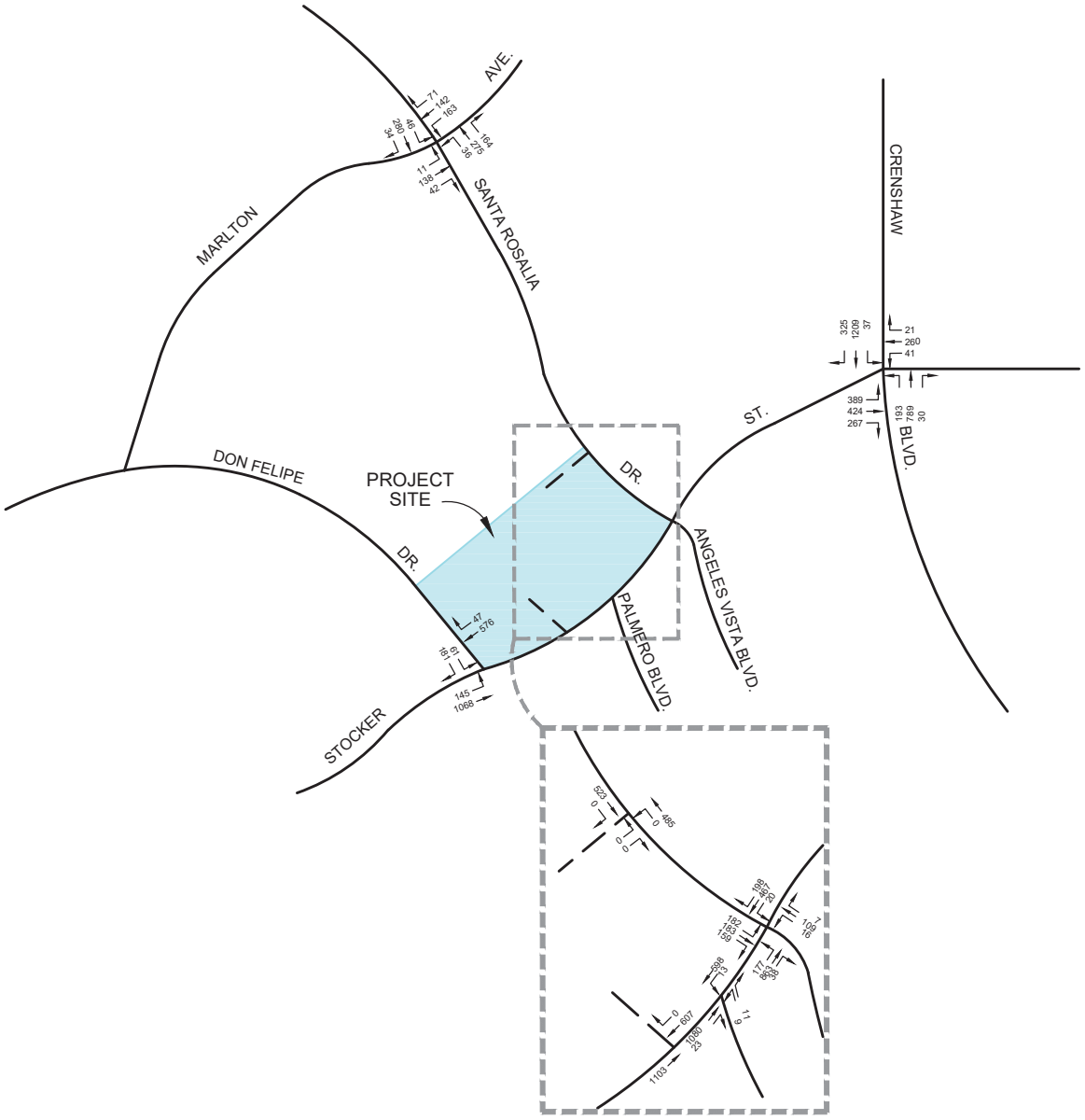

FIGURE 5(b)

3/21/2024

FN: 2022\JC21049 LA 3701 Stocker Studio EIR\Analysis\Icap7\STICK\Existing_PM

EXISTING (2024) TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

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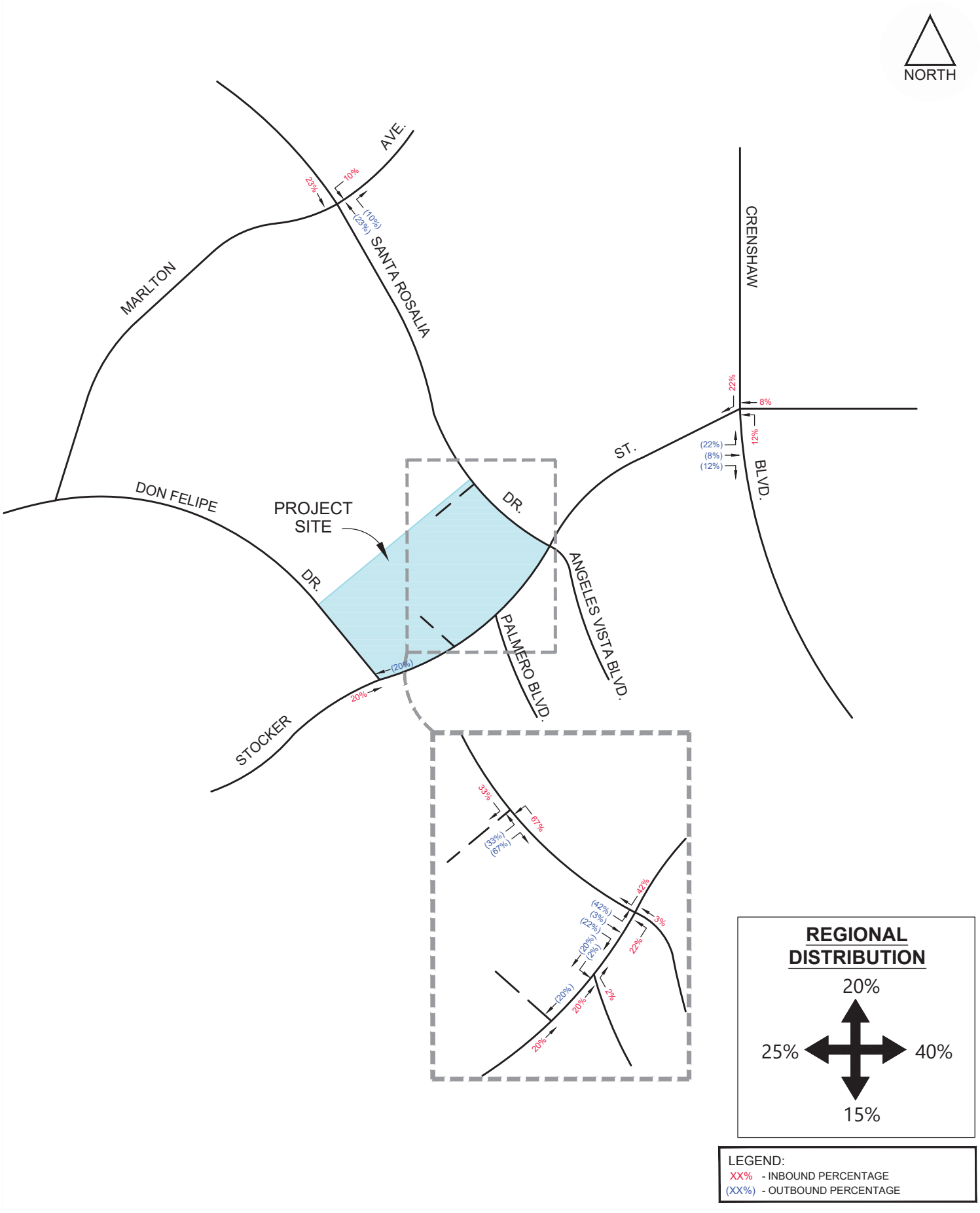

FIGURE 6(a)

10/26/2023
FN:2022\JC21049 LA 3701 Stocker Studio EIR\Docs\Figs\COMMERCIAL_ProjDis

PROJECT TRIP DISTRIBUTION PERCENTAGES - STUDIO AND COMMERCIAL USES

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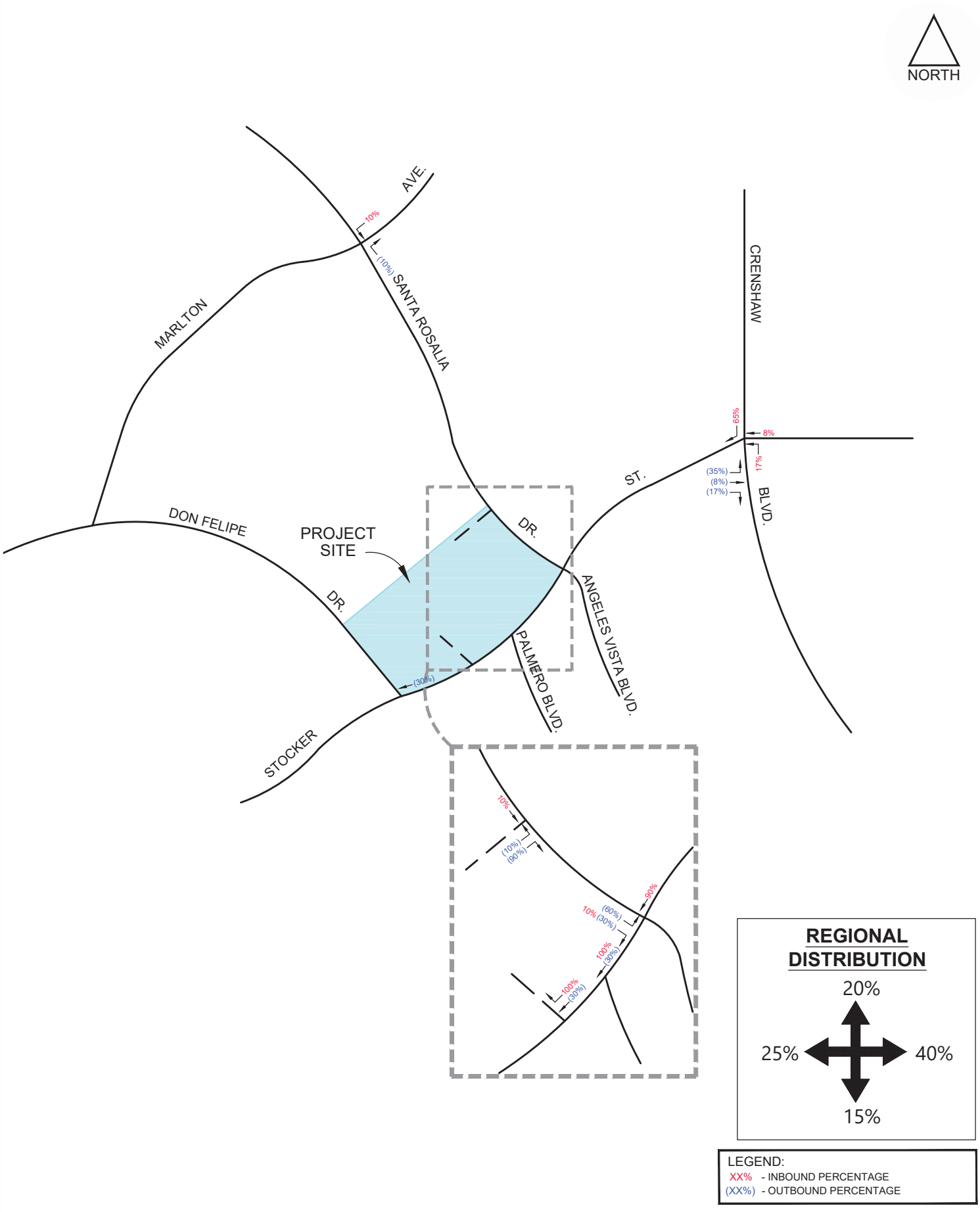

FIGURE 6(b)

10/26/2023
FN: 2022\JC21049 LA 3701 Stocker Studio EIR\Docs\Figs\STUDIO_ProjDist

PROJECT TRIP DISTRIBUTION PERCENTAGES - SERVICE STUDIO TRUCKS

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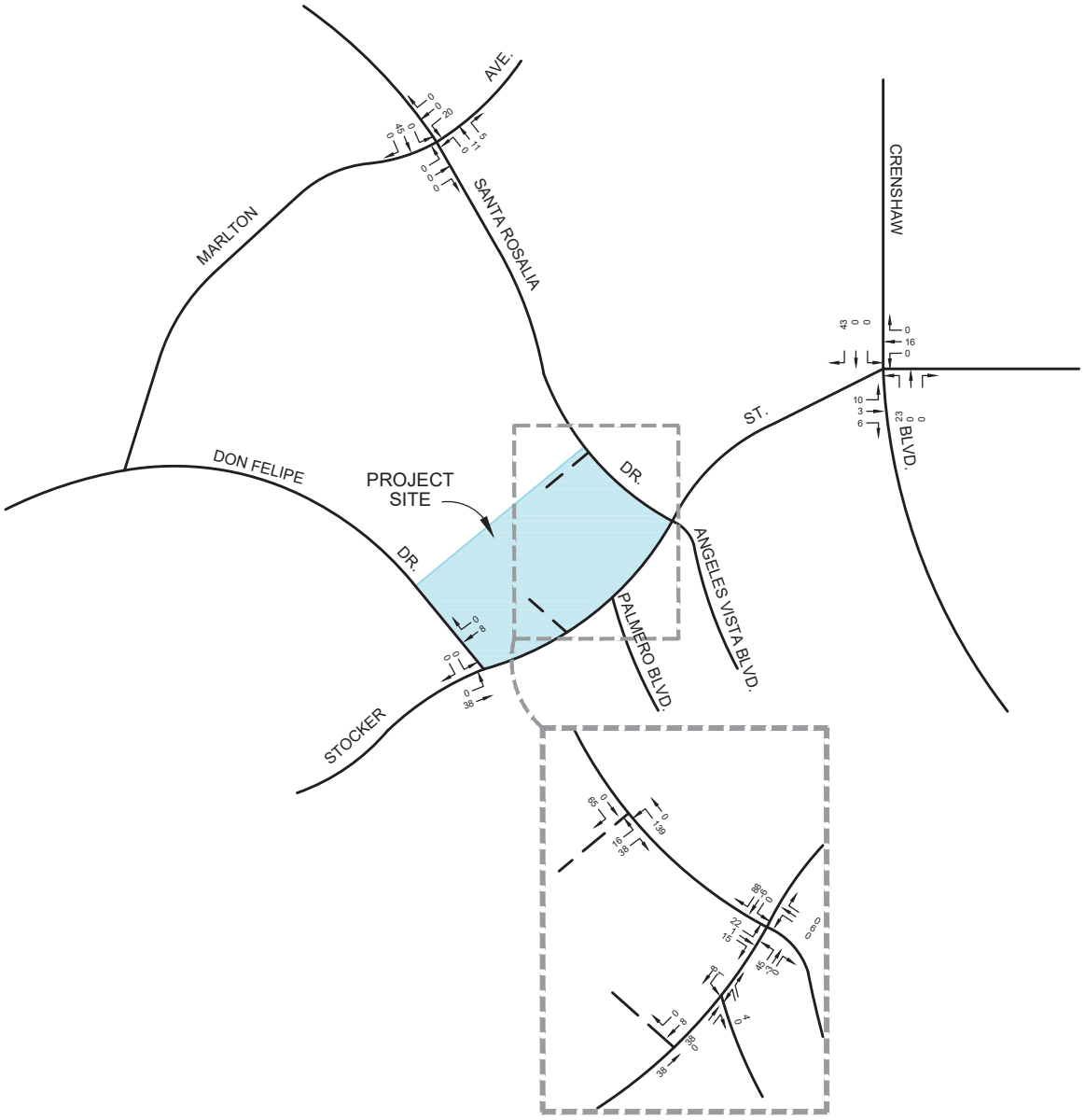

FIGURE 7(a)

3/22/2024
FN: 2022\JC21049 LA 3701 Stocker Studio EIR\Analysis\Icap7\STICK\PrjVol_StudioComm_AM_20240322

PROJECT STUDIO AND COMMERCIAL USES VEHICLE TRIPS
AM PEAK HOUR

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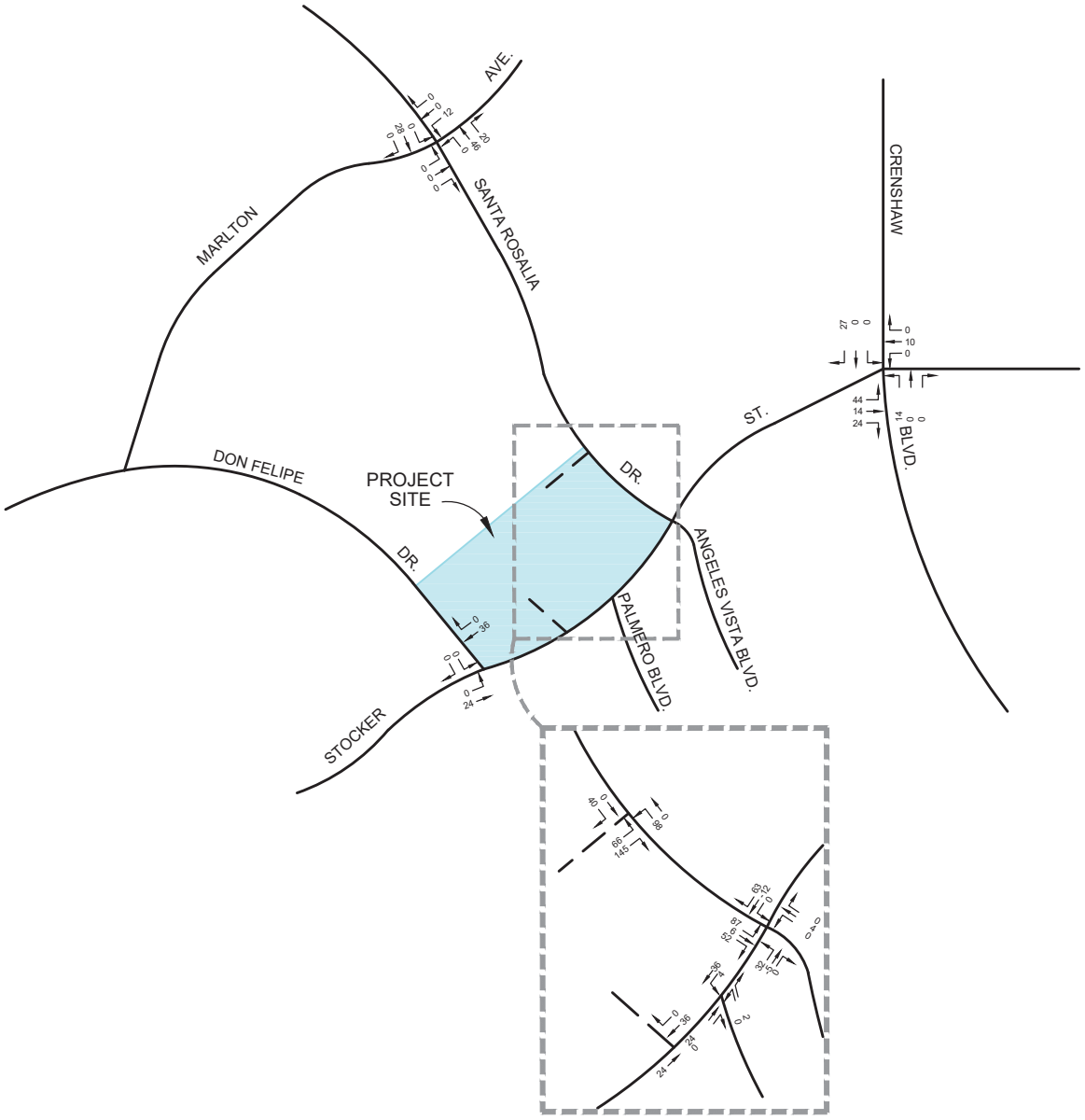

FIGURE 7(b)

3/22/2024
FN: 2022\JC21049 LA 3701 Stocker Studio EIR\Analysis\Icap7\STICK\PrjVol_StudioComm_PM_20240322

PROJECT STUDIO AND COMMERCIAL USES VEHICLE TRIPS
PM PEAK HOUR

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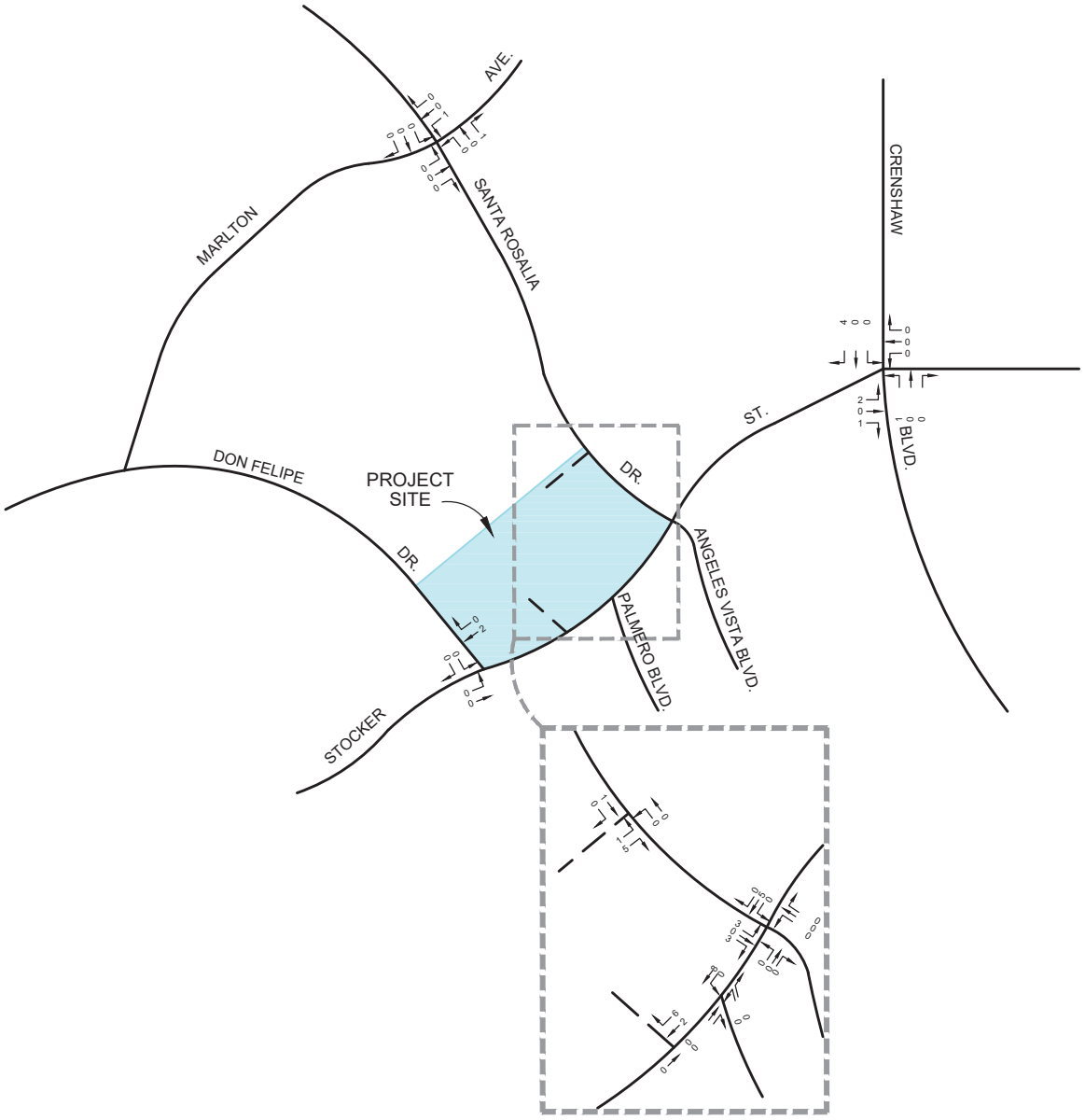

FIGURE 8(a)

3/22/2024
FN: 2022\JC21049 LA 3701 Stocker Studio EIR\Analysis\Icap7\STICK\Prj\Vol_Trucks_AM_20240322

PROJECT SERVICE STUDIO TRUCK TRIPS
AM PEAK HOUR

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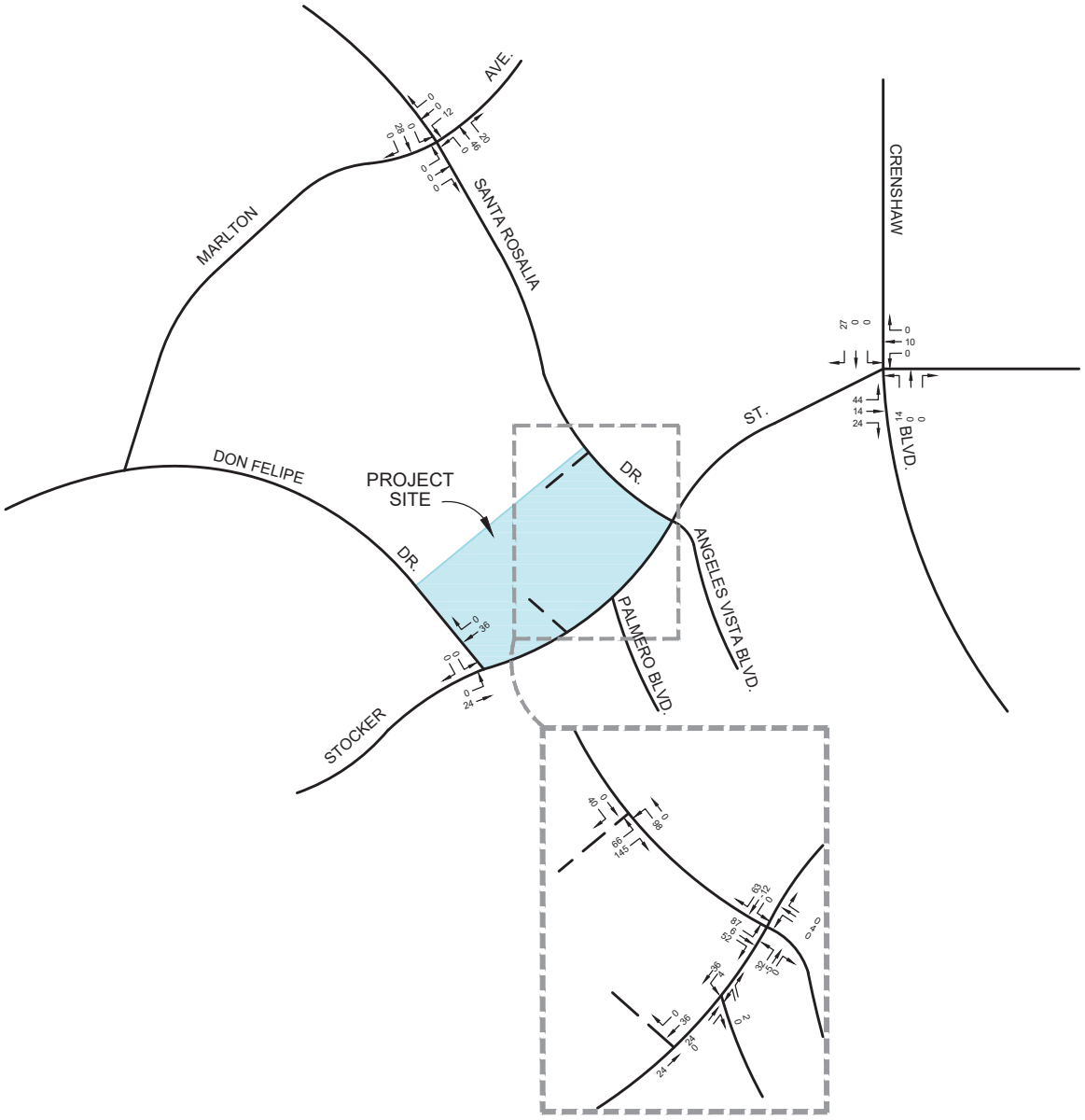

FIGURE 8(b)

2/1/2024
FN: JC21049 LA 3701 Stocker Studio EIR\Analysis\lcap7\STICK\PrjVol_StudioComm_PM

PROJECT VEHICLE TRIPS - STUDIO AND COMMERCIAL USE
PM PEAK HOUR

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5.2.5 EXISTING (2024) AND EXISTING (2024) PLUS PROJECT CONDITIONS

The analysis of existing traffic conditions at the study intersections for existing year (2024) was performed using the two methodologies described previously. The Existing (2024) intersection traffic volumes for the weekday AM and PM peak hours were shown previously in Figures 5(a) and 5(b), respectively. These estimates are the "benchmark" volumes used in determining the Project effects on queuing and delay conditions for the surrounding roadway system.

The Existing (2024) Plus Project traffic volumes were determined by superimposing the Project traffic volumes onto the Existing (2024) traffic volumes. The Existing (2024) Plus Project traffic volumes at the study intersections are shown in Figures 9(a) and 9(b) for the weekday AM and PM peak hours, respectively. These volumes were used to create a Synchro traffic model for the "Existing Plus Project" scenario to determine changes to vehicle queuing and delay conditions directly attributable to the Project using the previously described methodologies. The Synchro delay and queue calculation worksheets are included in Appendix G.

Table 7 presents the results of the delay-based quantitative analysis of Existing (2024) and Existing (2024) Plus Project conditions. The Existing (2024) conditions are as follows:

- Don Felipe Drive & Stocker Street, Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street, and Santa Rosalia Drive & Marlton Avenue all operate at LOS B or better during the AM and/or PM peak hours.
- The stop-controlled approach of Palermo Boulevard & Stocker Street currently operates at LOS C during both peak hours.
- The signalized intersection at Crenshaw Boulevard & Stocker Street currently operates at LOS C during the AM peak hour and LOS D during the PM peak hour.

Following the addition of Project traffic, the following conditions are expected for the Existing (2024) Plus Project:

- The intersections of Palmero Boulevard & Stocker Street, Santa Rosalia Drive & Marlton Avenue, and Crenshaw Boulevard & Stocker Street would continue to operate at the same LOS during both peak hours as the existing conditions.
- Operations at the signalized intersection of Don Felipe Drive & Stocker Street would improve from LOS B to LOS A during the PM peak hour.
- The intersection of Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street would worsen from LOS B to LOS C during the AM peak hour while continuing to operate at LOS B during the PM peak hour.
- The Project driveway on Santa Rosalia Drive would operate at LOS C during the AM peak hour and LOS E during the PM peak hour.

Overall vehicle delay changes at the signalized study intersections will range from -1.8 to 2.9 seconds. The stop-controlled approaches will experience delay increases between 0.2 and 49.0 seconds. The Project is not expected to substantially increase delays at any of the study intersections with the exception of the Project driveway along Santa Rosalia Avenue. The delay at this Project driveway is related to vehicles exiting the Project driveway internal to the Project site.

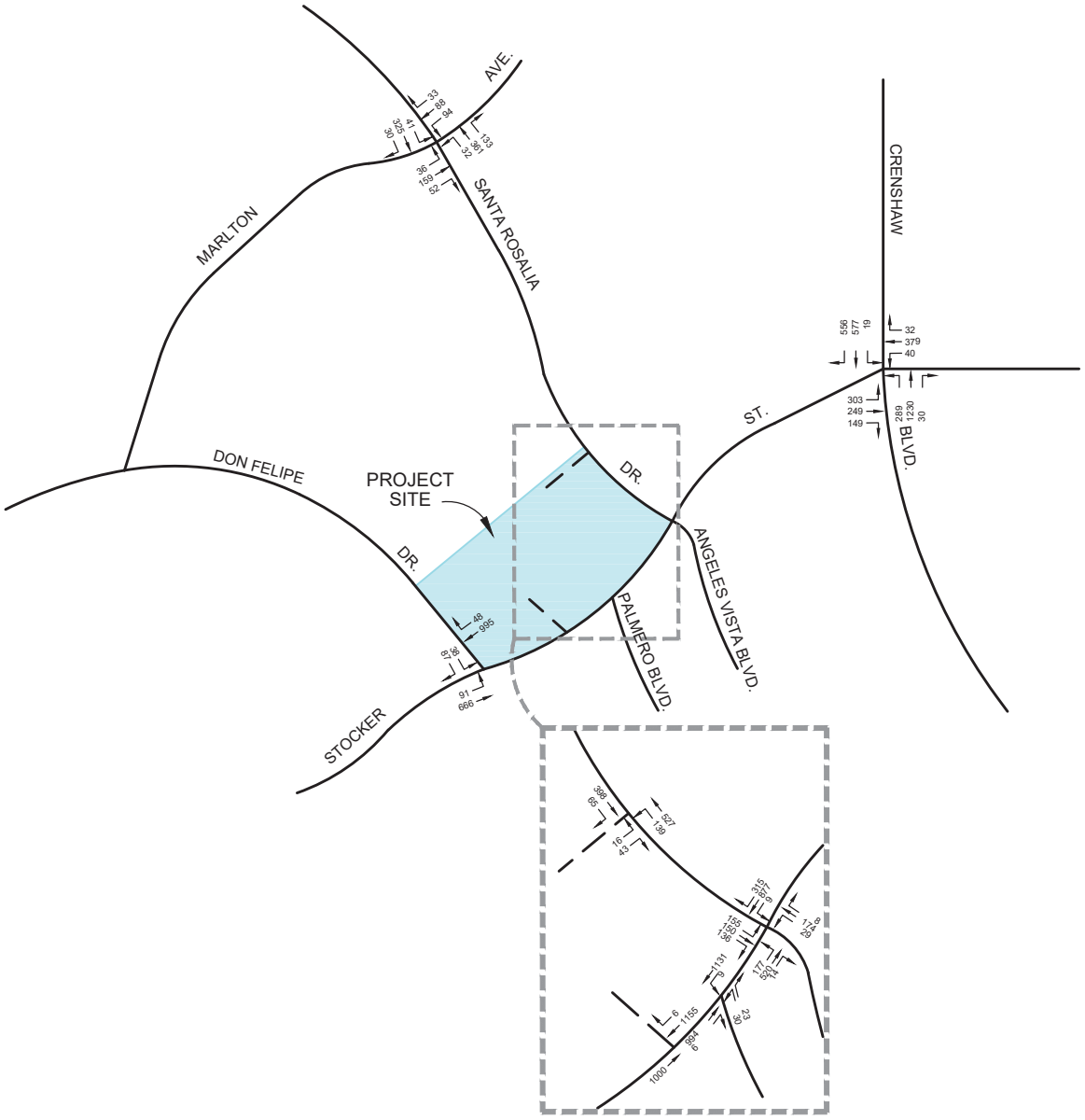

FIGURE 9(a)

3/22/2024
FN: 2022\JC21049 LA 3701 Stocker Studio EIR\Analysis\Icap7\STICK\Existing_withProj_AM

EXISTING (2024) PLUS PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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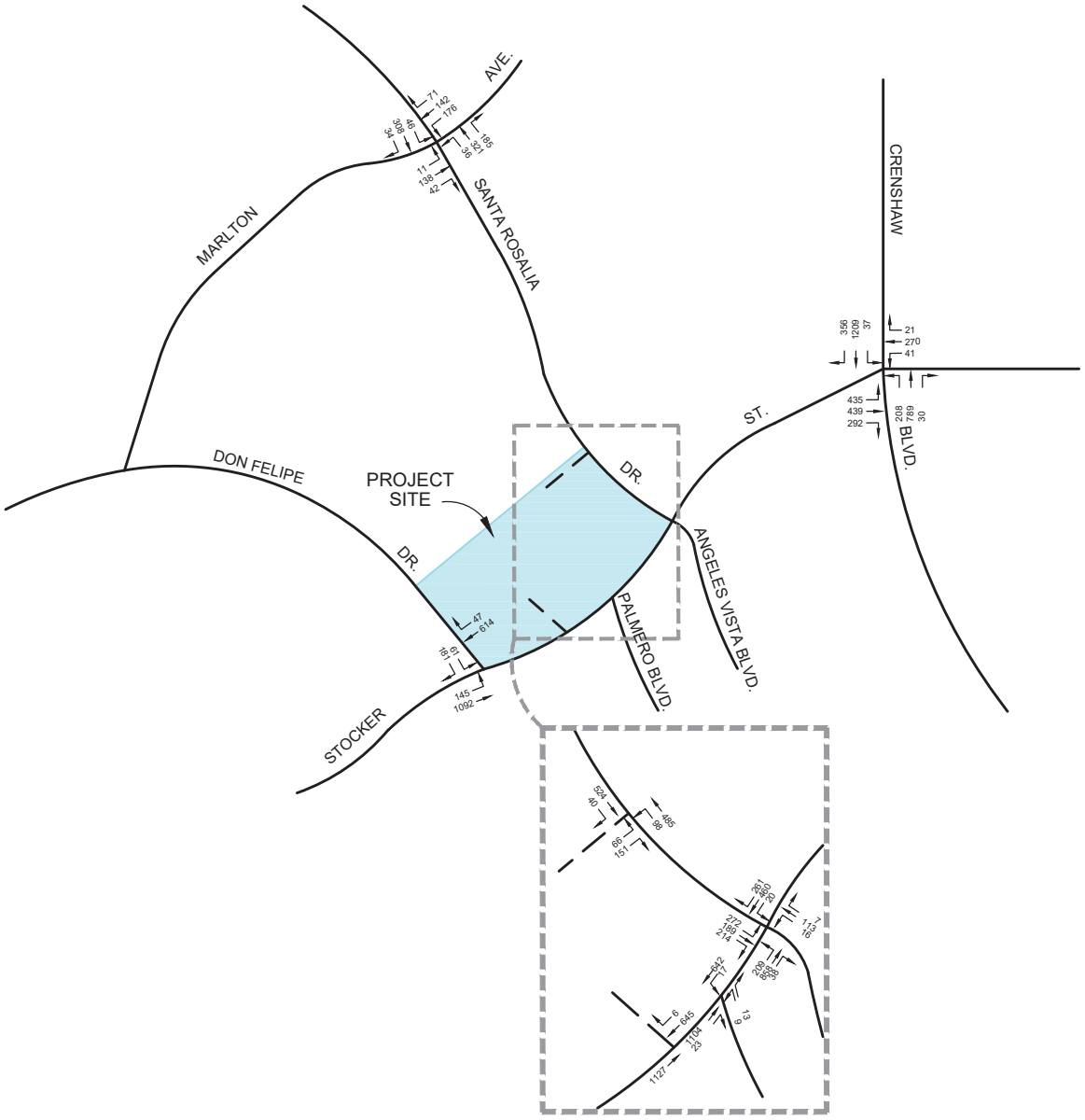

FIGURE 9(b)

3/22/2024
FN: 2022\JC21049 LA 3701 Stocker Studio EIR\Analysis\Icap7\STICK\Existing_withProj_PM

EXISTING (2024) PLUS PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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Table 7: Existing (2024) Traffic Conditions
Intersection Delay Summary

	Study Intersections	Peak Hour	Existing (2024) Conditions		Existing (2024) Plus Project Conditions		Change in Delay[3]
			Delay[1]	LOS[2]	Delay[1]	LOS[2]	
1	Don Felipe Drive & Stocker Street	AM	6.7	A	4.9	A	-1.8
		PM	11.2	B	9.8	A	-1.4
2	Project Driveway & Stocker Street*	AM	-	-	0.0	A	0.0
		PM	-	-	0.0	A	0.0
3	Palmero Boulevard & Stocker Street*	AM	21.9	C	22.4	C	0.5
		PM	19.9	C	20.1	C	0.2
4	Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street[4]	AM	19.0	B	20.8	C	1.8
		PM	16.0	B	18.6	B	2.6
5	Santa Rosalia Drive & Project Driveway*	AM	-	-	19.3	C	19.3
		PM	-	-	49.0	**E**	49.0
6	Santa Rosalia Drive & Marlton Avenue	AM	15.0	B	15.0	B	0.0
		PM	14.8	B	15.0	B	0.2
7	Crenshaw Boulevard & Stocker Street[4]	AM	30.2	C	31.6	C	1.4
		PM	37.2	D	40.1	D	2.9

*Unsignalized Intersection- Delay is based on higher delay at stop approach
1. Delay in seconds
2. *LOS = Level of Service*
3. Change in delay reported in seconds
4. HCM6th Edition methodology does not support Non-NEMA phasing, therefore, HCM2000 results reported.

Queuing conditions were analyzed at the study intersections. The queue lengths, measured in number of feet for the 95th percentile back-of-queue length, are shown in Table 8 for Existing (2024) and Existing (2024) Plus Project conditions. As shown in Table 8, several intersections are experiencing instances of spillover either during Existing (2024) and/or Existing (2024) Plus Project conditions including:

- Don Felipe Drive & Stocker Street during the PM peak hour with the southbound left-turn lane exceeding the storage capacity by 20 feet. The Project will not contribute to the vehicle queues.
- Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street experiences spillover conditions in the eastbound left-turn lane in the Existing (2024) condition by 36 feet or approximately 1.44 vehicle lengths during the AM peak hour. The Project will contribute to the queue with the addition of Project trips which is projected to increase the existing queue another 78 feet or 3.12 vehicle lengths. During the PM peak hour, the Project will contribute to both the southbound and eastbound left-turn lanes by adding 67 feet or 2.68 vehicle lengths and by 106 feet or 4.24 vehicle lengths, respectively. The addition of these vehicles will cause these lanes to spillover by 28 feet or approximately 1.12 vehicle lengths and by 33 feet or 1.32 vehicle lengths, respectively.
- Santa Rosalia Drive & Marlton Avenue is expected to experience vehicle queues that exceed the existing storage capacity for the northbound right-turn lane by eight feet or approximately 0.32

vehicle length. It should be noted there is sufficient capacity to accommodate the additional vehicles since the red curb extends further south.

- Crenshaw Boulevard & Stocker Street experiences extensive vehicle queueing during the peak hours notably with queues extending past existing storage capacity at left-turn movements and along several movements at the intersection. During the AM peak hour, the northbound and eastbound left-turn lanes experience extended queuing and spillover of 66 feet or approximately 2.64 vehicle lengths and 19 feet or 0.76 vehicle length, respectively. The Project will increase these queues by 25 feet or one vehicle length and seven feet or 0.28 vehicle length, respectively. The southbound right-turn lane experiences 148 feet or 5.92 vehicle lengths spilling over into through lanes, and with the Project will increase another 87 feet or 3.48 vehicle lengths. During the PM peak hour, the northbound and eastbound left-turn lanes experience extended queuing and spillover of 60 feet or approximately 2.4 vehicle lengths and 90 feet or 3.6 vehicle lengths, respectively. The Project will increase these queues by 19 feet or 0.76 vehicle lengths and 45 feet or 1.8 vehicle lengths, respectively. The eastbound through lane experiences queues that exceed the available capacity by over 140 feet or 5.6 vehicle lengths. The Project will increase the queue by 19 feet or 0.76 vehicle lengths.
- At the Project Driveway & Santa Rosalia Drive intersection, after completion of the Project, intersection approaches are expected to experience nominal increases of 0 to 25 feet or up to one vehicle length (vehicle length is equivalent to 25 feet), with the exception of the Project driveway along Santa Rosalia Drive which is anticipated to experience queue lengths of 153 feet (approximately six vehicle lengths) during the PM peak hour for the eastbound approach exiting the Project site.

There are instances where existing spillover and extensive queues are experienced at the study intersections, specifically at Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street and Crenshaw Boulevard & Stocker Street. With the addition of Project trips, the Project is expected to contribute to worsening queuing conditions as noted above. To address the worsening operations and potential safety concerns, mitigation measures and intersection improvements were developed. The CEQA mitigation measures are discussed in Section 6 along with the non-CEQA recommended actions in Section 7.

Table 8: Existing (2024) Traffic Conditions Intersection Queuing Summary

Study Intersections	Peak Hour	Approach	Storage Capacity (ft)	Existing (2024) Conditions	Existing (2024) Plus Project Conditions	
				Queue Length[1]	Queue Length[1]	Change[2]
1 Don Felipe Drive & Stocker Street	AM	SBL	50	48	48	0
		SBR	735	120	120	0
		EBL	150	23	10	-13
		EBT	650	38	40	3
		WBT	370	83	13	-70
		WBR	370	83	13	-70
	PM	SBL	50	***70***	***70***	0
		SBR	735	250	250	0
		EBL	150	53	43	-10
		EBT	650	163	168	5
		WBT	370	83	23	-60
		WBR	370	85	25	-60
2 Project Driveway & Stocker Street*	AM	EBT	125	-	0	0
		WBT	220	-	0	0
		WBR	220	-	0	0
	PM	EBT	125	-	0	0
		WBT	220	-	0	0
		WBR	220	-	0	0
3 Palmero Boulevard & Stocker Steet*	AM	NBL/R	950	23	25	3
		EBT	370	-	-	-
		EBR	370	-	-	-
		WBL	45	0	0	0
		WBT	230	-	-	-
	PM	NBL/R	950	10	13	3
		EBT	370	-	-	-
		EBR	370	-	-	-
		WBL	45	3	3	0
		WBT	230	-	-	-
4 Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street[4]	AM	NBL	20	-	-	-
		NBT	1050	177	181	4
		NBR	20	0	0	0
		SBL	130	69	79	10
		SBT	285	161	170	9
		SBR	134	-	-	-
		EBL	130	***166***	***244***	78
		EBT	230	147	147	0
		WBL	115	11	11	0
		WBT	330	256	258	2
		WBR	110	31	38	7
	PM	NBL	20	-	-	-
		NBT	1050	124	124	0
		NBR	20	0	0	0
		SBL	130	91	***158***	67
		SBT	285	242	278	36
		SBR	134	-	-	-
		EBL	130	57	***163***	106
		EBT	230	113	122	9
		WBL	115	19	20	1
		WBT	330	109	155	46
		WBR	110	18	23	5
5 Santa Rosalia Drive & Project Driveway*	AM	NBL	285	-	13	13
		NBT	285	-	-	-
		SBT	650	-	-	-
		SBR	650	-	-	-
		EBL/R	230	-	18	18
	PM	NBL	285	-	10	10
		NBT	285	-	-	-
		SBT	650	-	-	-
		SBR	650	-	-	-
		EBL/R	230	-	153	153

Table 8: Existing (2024) Traffic Conditions Intersection Queuing Summary (continued)

Study Intersections	Peak Hour	Approach	Storage Capacity (ft)	Existing (2024) Conditions	Existing (2024) Plus Project Conditions	
				Queue Length[1]	Queue Length[1]	Change[2]
6 Santa Rosalia Drive & Marlton Avenue	AM	NBL	100	18	18	0
		NBT	300	203	205	2
		NBR	100	65	65	0
		SBL	60	30	30	0
		SBT	500	85	98	13
		SBR	500	88	100	13
		EBL	55	13	15	3
		EBT	330	0	0	0
		EBR	330	83	85	3
		WBL	130	33	45	13
		WBT	260	30	30	0
		WBR	130	10	13	3
	PM	NBL	100	20	20	0
		NBT	300	165	190	25
		NBR	100	95	***103***	7
		SBL	60	30	30	0
		SBT	500	85	88	3
		SBR	500	85	90	5
		EBL	55	3	5	3
		EBT	330	0	0	0
		EBR	330	60	65	5
		WBL	130	63	73	10
		WBT	260	40	43	3
		WBR	130	20	20	0
7 Crenshaw Boulevard & Stocker Street[4]	AM	NBL	145	***211***	***236***	25
		NBT	1100	337	341	4
		SBL	200	43	43	0
		SBT	790	208	208	0
		SBR	200	***348***	***435***	87
		EBL	150	***169***	***176***	7
		EBT	275	269	272	3
		EBR	170	19	19	0
		WBL	55	***58***	***57***	-1
		WBT	200	***211***	***218***	7
	PM	NBL	145	***205***	***224***	19
		NBT	1100	217	217	0
		SBL	200	64	64	0
		SBT	790	537	537	0
		SBR	200	114	150	36
		EBL	150	***240***	***285***	45
		EBT	275	***415***	***434***	19
		EBR	170	32	40	8
		WBL	55	55	55	0
		WBT	200	137	142	5

Notes:

* Unsignalized Intersections

[1] 95th percentile vehicle queue length in number of feet (Synchro software assumes 25 feet per vehicle).

[2] Change in vehicle queue length reported in number of feet.

[3] Storage capacities and queue lengths for movements with dual-lane turn pockets reported based on the average of the two lane

[4] Future condition includes a signal improvement to the northbound/southbound approaches as part of HSIP 7

XX ***Bolded/italicized*** vehicle queue length indicates that the queue exceeds turn-pocket capacity or distance in through lane to upstream intersection.

NB = Northbound; SB = Southbound; WB = Westbound; EB = Eastbound; L = Left-turn; T = Through; R = Right-turn.

5.2.6 FUTURE (2029) WITHOUT AND WITH 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 Project area, an analysis of Existing (2024) 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 seven study intersections to develop future year (2029) 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 (2029) Without Project condition. Finally, the traffic expected to be generated by the Project was analyzed as an incremental addition to the Future (2029) Without Project condition, resulting in the Future (2029) With Project condition.

Ambient Traffic Growth

Based on an analysis of traffic growth projections in the West Adams/Baldwin Hills/Leimert Plan Area, the 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 (2024) traffic volumes to develop the estimated baseline volumes for the future study year of 2029.

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 within the study time frame were obtained from the LADOT, Department of City Planning, and Los Angeles County. Recently published transportation impact studies 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 one-mile radius of the Project site were included. Refinement of the information resulted in a total of 16 related projects in the surrounding area that could add traffic to the study intersections.

The locations of the related projects are shown in Figure 10, Related Project Location Map. The related project locations, descriptions, and trip generation estimates are summarized in Table 9. The number of vehicle 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 (2029) Without Project traffic conditions, each related project's generated vehicle trips were distributed and assigned to the study area circulation system, using methodologies similar to those previously described for the 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 11(a) and 11(b) for the weekday AM and PM peak hours, respectively.

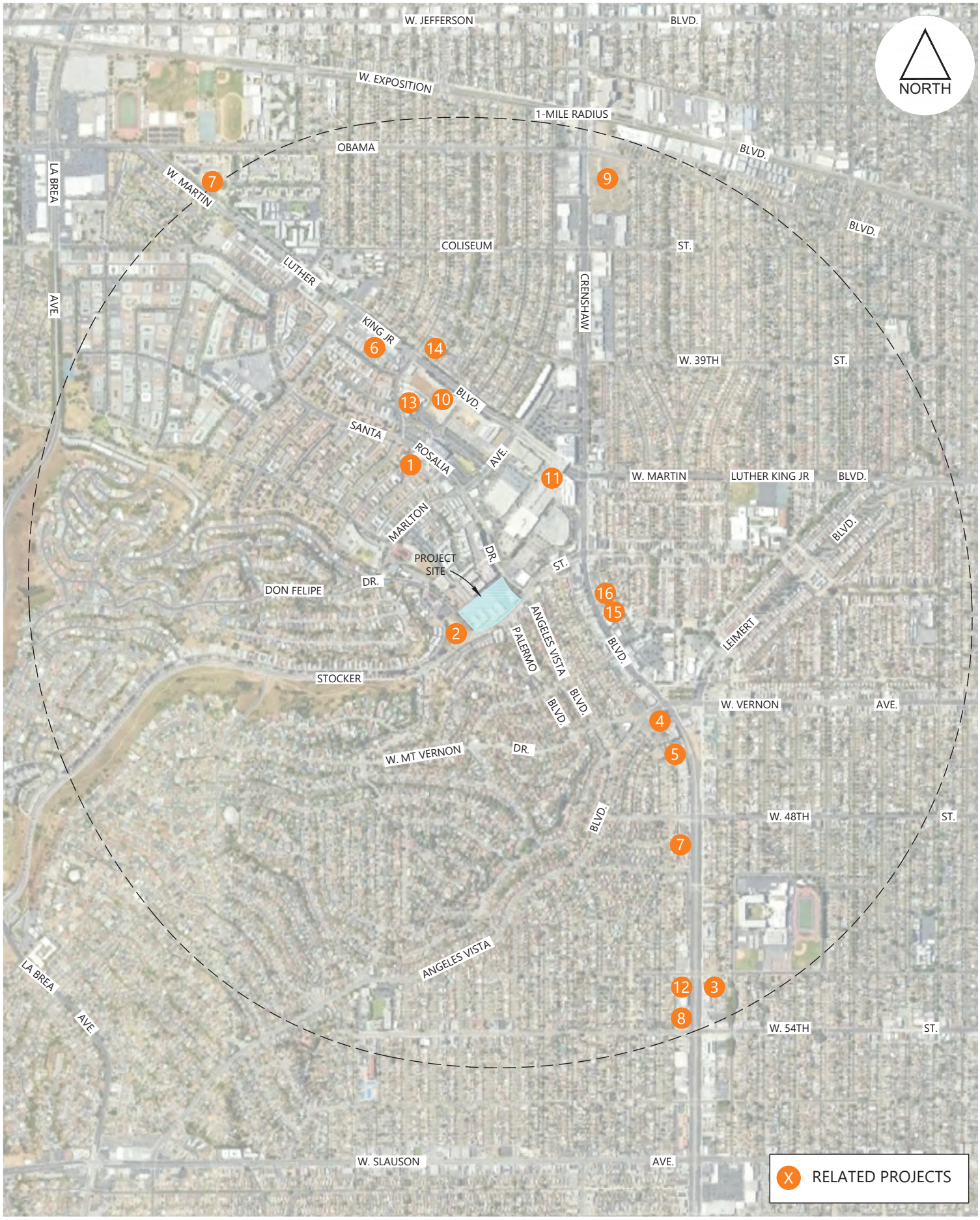

FIGURE 10

10/2/2023
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RELATED PROJECT LOCATION MAP

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Table 9: Related Project Locations, Descriptions, and Trip Generation Estimates

CITY OF LOS ANGELES

No.	Address/Location	Size	Project Description	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1.	4101 S. Somerset Drive[4]	36 du	Residential - Multifamily Housing (Mid-Rise)	221	171	4	8	12	7	4	10
2.	3831 W. Stocker Street[1]	127 du	Apartments *(Credit for existing use & transit trips applied)*	-	710	4	48	52	50	19	69
3.	5300 S. Crenshaw Boulevard[1]		Crenshaw Apartments		412	7	19	26	19	14	33
		73 du	Apartments	-							
		9 du	Affordable Housing	-							
		1.847 du	Retail	-							
4.	4421 S. Crenshaw Boulevard[4,5,7,9]		Treehouse Leimert Park		1,211	39	43	81	61	46	107
		90 du	Apartments	221	428	10	19	29	17	9	26
		11 du	Affordable Housing	TAG	46	2	3	5	2	2	4
		7.295 ksf	Retail	822	397	10	7	17	24	24	48
		3.173 ksf	Restaurant	932	340	17	14	30	18	11	29
5.	4605 S. Crenshaw Boulevard[3,4,5]		4611 Crenshaw		895	23	41	64	36	21	56
		173 du	Residential - Multifamily Housing (Mid-Rise, Close to Rail Transit)	221	822	20	35	55	33	18	50
		22 du	Residential - Affordable Housing (Inside TPA Area)	TAG	92	4	7	11	4	4	8
		(4) du	*Residential - Multifamily Housing (Low-Rise, Close to Rail Transit)*	*220*	*(19)*	*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
6.	4008 W. Martin Luther King Jr. Boulevard[1]		4008 W. Martin Luther King Jr. Boulevard		343	8	19	27	19	20	33
		63 du	Apartments	-							
		7 du	Affordable Housing	-							
		0.437 ksf	Retail	-							
7.	4827 Crenshaw Boulevard[4,5]		4827 Crenshaw Boulevard		149	4	7	11	6	4	10
		27 du	Residential - Multifamily Housing (Mid-Rise, Close to Rail Transit)	221	128	3	6	9	5	3	8
		5 du	Residential - Affordable Housing (Inside TPA Area)	TAG	21	1	1	2	1	1	2
8.	5365 S. Crenshaw Boulevard[4,5,7]		5365 Crenshaw		(246)	(6)	2	(4)	(20)	(24)	(43)
		42 du	Residential - Multifamily Housing (Mid-Rise, Close to Rail Transit)	221	200	5	8	13	8	4	12
		6 du	Residential - Affordable Housing (Inside TPA Area)	TAG	25	1	2	3	1	1	2
		1.224 ksf	Commercial - Strip Retail Plaza	822	67	2	1	3	4	4	8
		(9.878) ksf	*Commercial - Strip Retail Plaza*	*822*	*(538)*	*(14)*	*(9)*	*(23)*	*(33)*	*(33)*	*(65)*
9.	3650 Crenshaw Boulevard[1]	298.800 ksf	Retail (*Total reflects credit for exisitng shopping center 85.1 KSF*)	-	4,750	62	40	102	214	232	446
10.	3900 W. Martin Luther King Jr. Boulevard[2,6,8]		Marlton Square Redevelopment		5,084	439	78	517	159	450	609
		300 ksf	Commercial - General Office	710	3,252	401	55	456	73	359	432
		19.000 ksf	Retail - Supermarket	850	1,783	32	22	54	85	85	170
		10.000 ksf	Industrial - General Light Industrial	110	49	6	1	7	1	6	7
11.	3650 W. Martin Luther King Jr. Boulevard[1]		Baldwin Hills/Crenshaw Plaza Mixed-Use Development		13,512	447	428	875	665	668	1,333
		410 du	Apartments	-							
		551 du	Condominiums	-							
		400 rooms	Other	-							
		148.000 ksf	Office	-							
		50.000 ksf	Other	-							
		2,823 seats	Other	-							
		978.251 ksf	Retail	-							
		44.052 ksf	Other	-							
12.	5311 S. Crenshaw Boulevard[1]		Charter School		0	62	57	119	0	0	0
		990 stu	School	-							
13.	4018 S. Buckingham Road[1]		The Metro at Buckingham		447	10	16	26	18	15	33
		130 du	Senior Housing	-							
14.	4115 W. Martin Luther King Jr. Boulevard[1]		MLK Jr. Charter Middle School		1,054	210	134	344	31	42	72
		500 stu	School *(Total includes transit trip credits)*	-							
15.	4252 S. Crenshaw Boulevard[1]	110 du	Residential - Apartments	-	372	(1)	20	19	16	4	20
16.	4242 S. Crenshaw Boulevard[1]		4242 Crenshaw Mixed-Use		578	3	25	28	23	11	34
		113 du	Apartments	-							
		11 du	Affordable Housing	-							
		5.750 ksf	Retail	-							

Notes:

du = Dwelling Units; ksf = 1,000 Square Feet

Unless otherwise noted, trip generation and peak-hour directional distribution of trips based on data for the appropriate Land Use Code (LUC), per the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition).

[1] Net trip generation and peak-hour directional distributions provided by the LADOT Case Logging and Tracking System (CLATS) related projects database (accessed September 13, 2023).

[2] Trip generation and peak-hour directional distribution of trips based on ITE LUC 110 for General Light Industrial with the setting General Urban/Suburban.

[3] Trip generation and peak-hour directional distribution of trips based on ITE LUC 220 for Multifamily Housing (Low-Rise) with the subcategory Close to Rail Transit and setting General Urban/Suburban

[4] Trip generation and peak-hour directional distribution of trips based on ITE LUC 221 for Multifamily Housing (Mid-Rise) with the subcategory Close to Rail Transit and setting General Urban/Suburban.

[5] Trip generation and peak-hour directional distribution of trips based on information provided in Table 3.3-2 of the LADOT Transportation Assessment Guidelines.

[6] Trip generation and peak-hour directional distribution of trips based on ITE LUC 710 for General Office Building with the setting General Urban/Suburban.

[7] Trip generation and peak-hour directional distribution of trips based on ITE LUC 822 for Strip Retail Plaza with the setting General Urban/Suburban.

[8] Trip generation and peak-hour directional distribution of trips based on ITE LUC 850 for Retail Supermarket with the setting General Urban/Suburban.

[9] Trip generation and peak-hour directional distribution of trips based on ITE LUC 932 for High-Turnover (Sit-Down) Restaurants with the setting General Urban/Suburban.

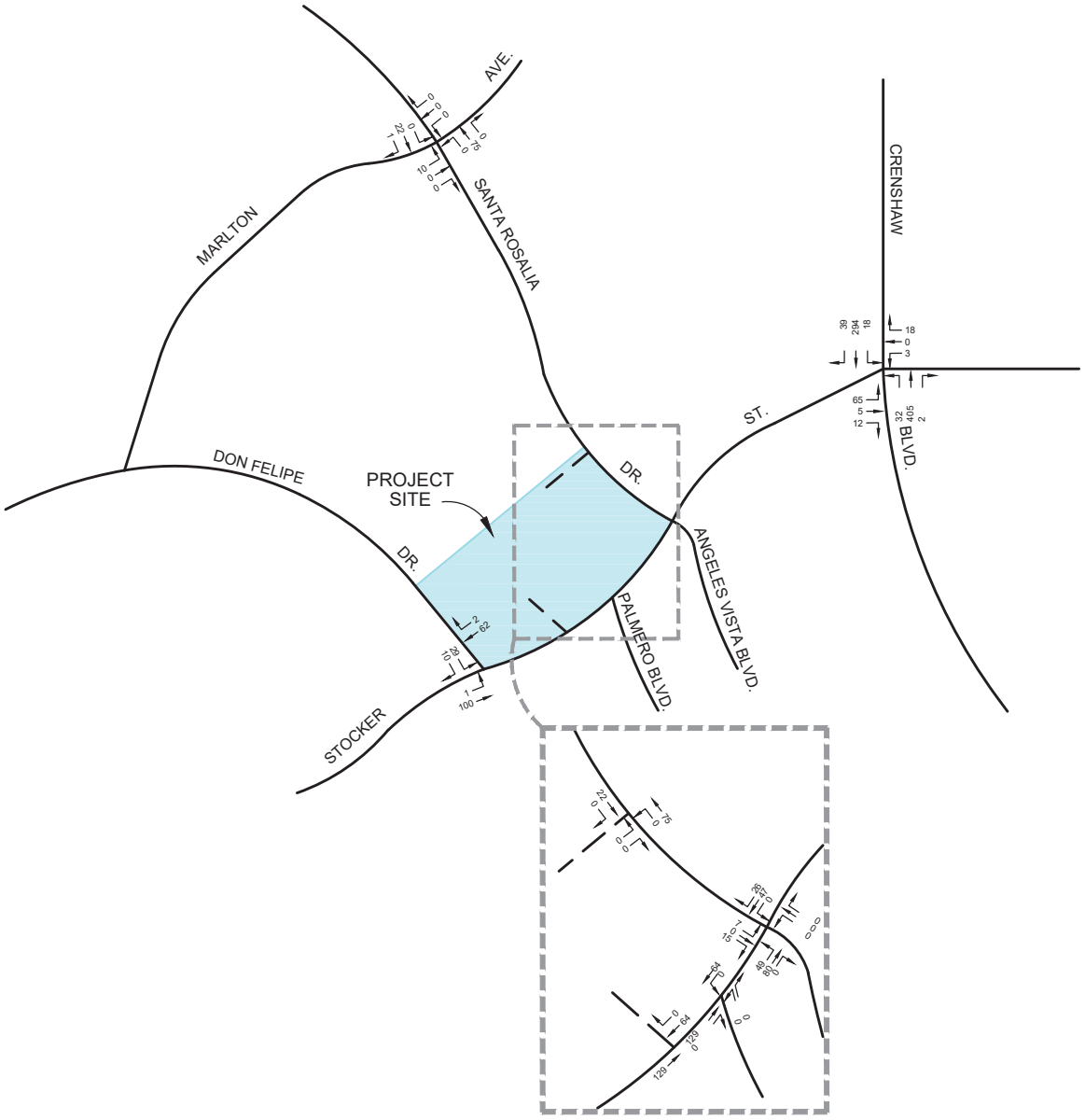

FIGURE 11(a)

3/22/2024
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RELATED PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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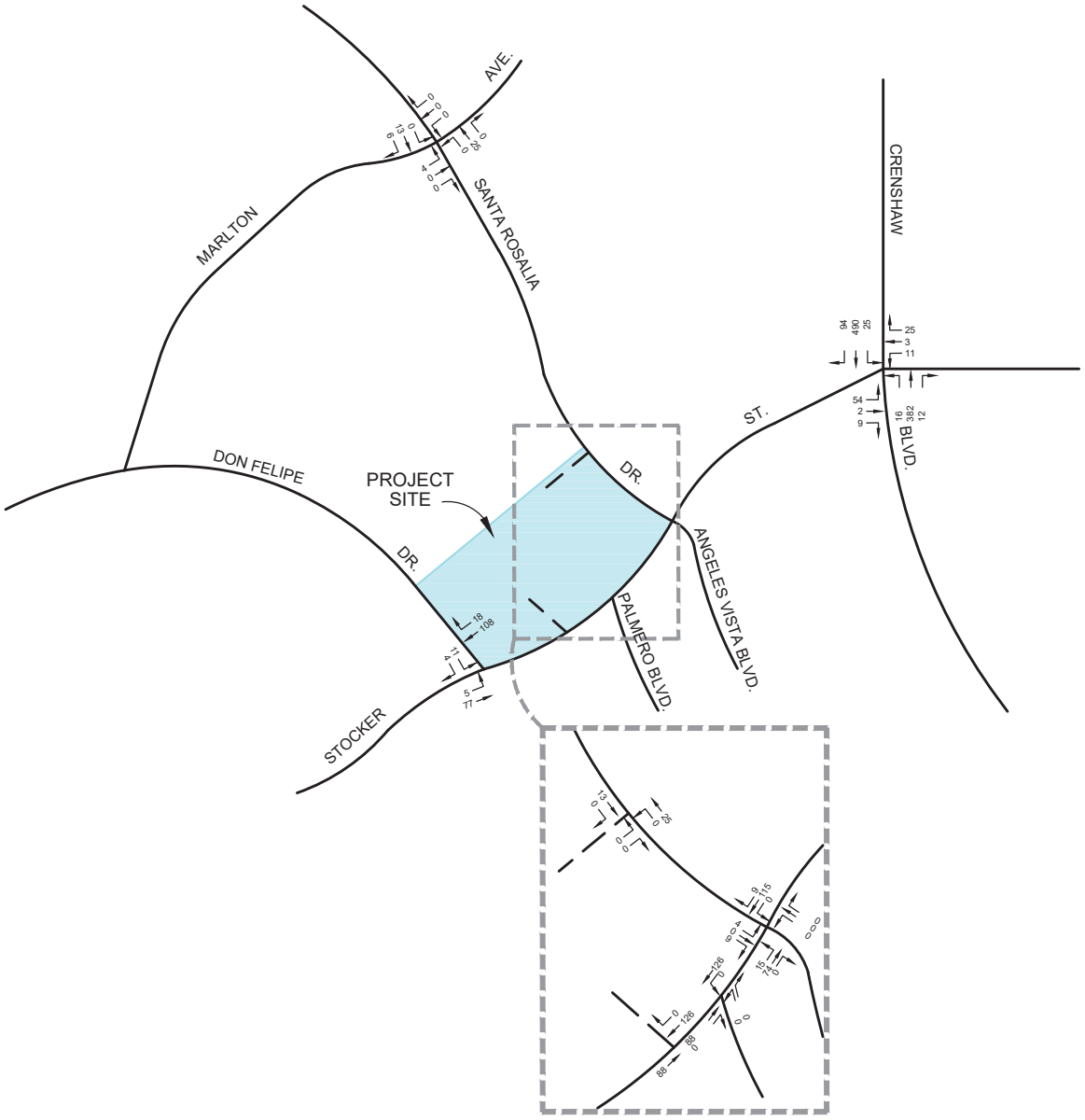

FIGURE 11(b)

3/22/2024
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RELATED PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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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 Project study area:

- Stocker Street between Palmero Drive and Crenshaw Boulevard will add pedestrian enhanced districts per the LADOT 2035 Mobility Plan.
- Santa Rosalia Drive between Stocker Street and Coliseum Drive will add neighborhood enhanced networks.

Per information reviewed of the LADOT website, the abovementioned improvements are not currently in the planning, design, or construction phases. Therefore, these improvements are unlikely to be installed between now and the Project buildout year of 2029. As such, no changes to the future (2029) study intersection geometrics and/or traffic control conditions due to pedestrian or neighborhood improvements have been assumed 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. As no highway system improvements were identified, the existing and future intersection geometrics and traffic control conditions are assumed to be the same, as illustrated in Appendix E.

Analysis of Future (2029) Traffic Conditions, Without and With Project

The analysis of future traffic conditions at the study intersections was performed using the analysis procedures described previously in this report. Future (2029) baseline traffic volumes for the Without Project condition were determined by superimposing area-wide ambient traffic growth and the total related projects traffic volumes onto Existing (2024) traffic volumes. The Future (2029) Without Project traffic volumes are illustrated in Figures 12(a) and 12(b) for the weekday AM and PM peak hours, respectively.

Project traffic volumes, Figures 7(a) and 7(b), 8(a) and 8(b), were then added to the Future (2029) Without Project traffic volumes to develop the Future (2029) With Project traffic volumes. The Future (2029) With Project weekday AM and PM peak-hour traffic volumes are shown in Figures 13(a) and 13(b), respectively. The Future (2029) With Project traffic volumes were incorporated into the Synchro model to determine the future delay and queuing conditions at the study intersections after Project completion and the results are included in Appendix G.

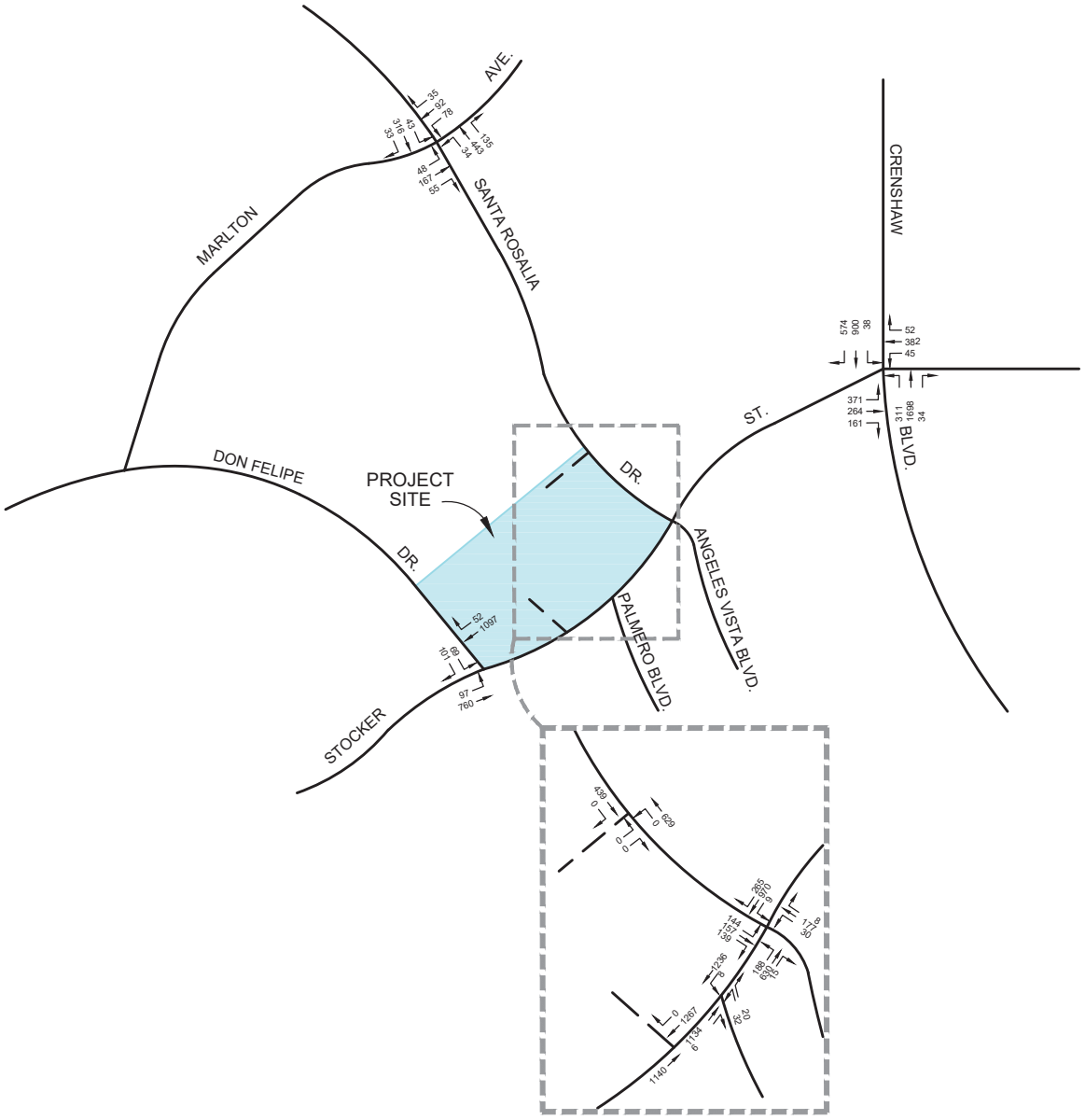

FIGURE 12(a)

3/22/2024
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FUTURE (2029) WITHOUT PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

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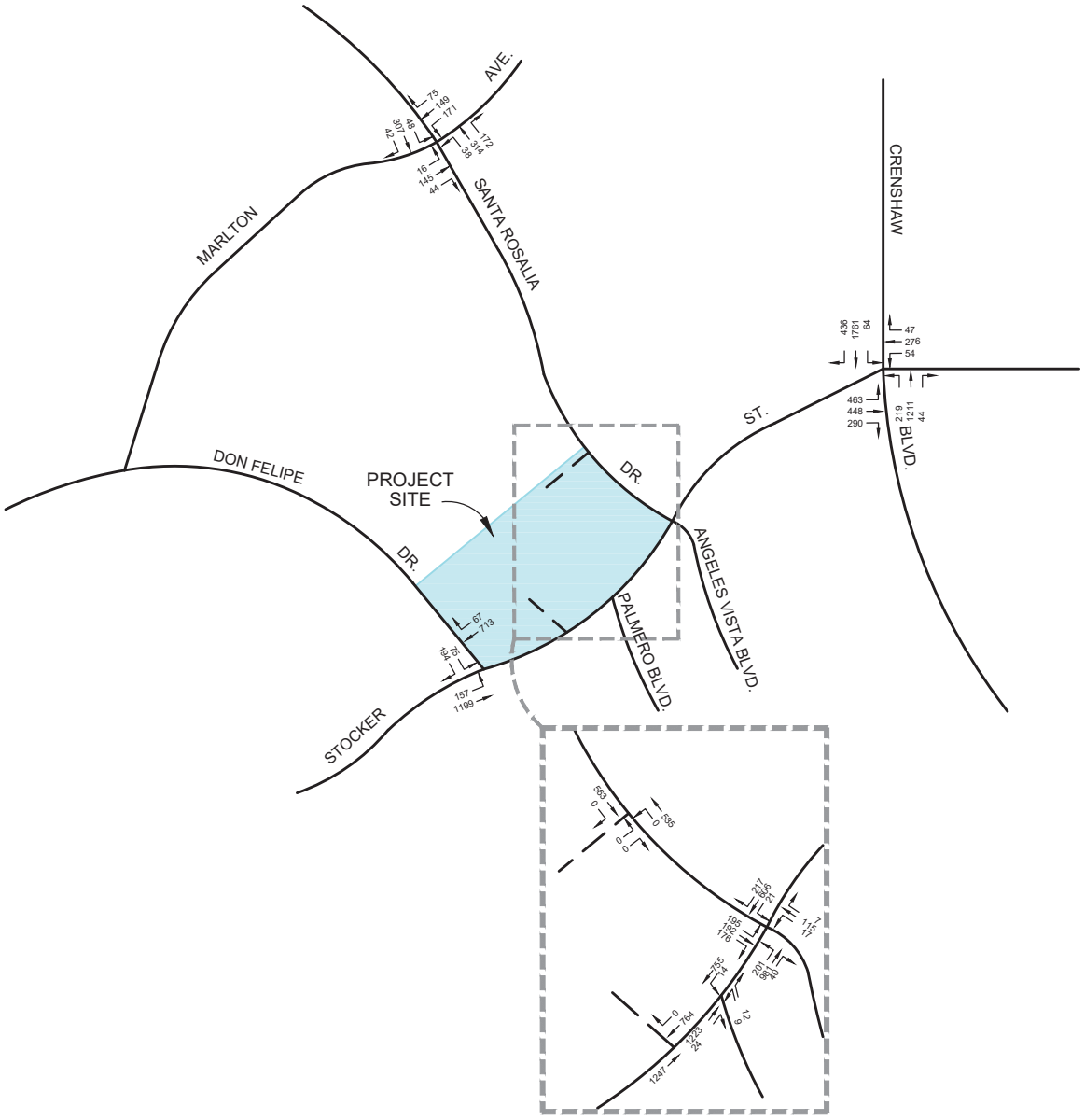

FIGURE 12(b)

3/22/2024
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FUTURE (2029) WITHOUT PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

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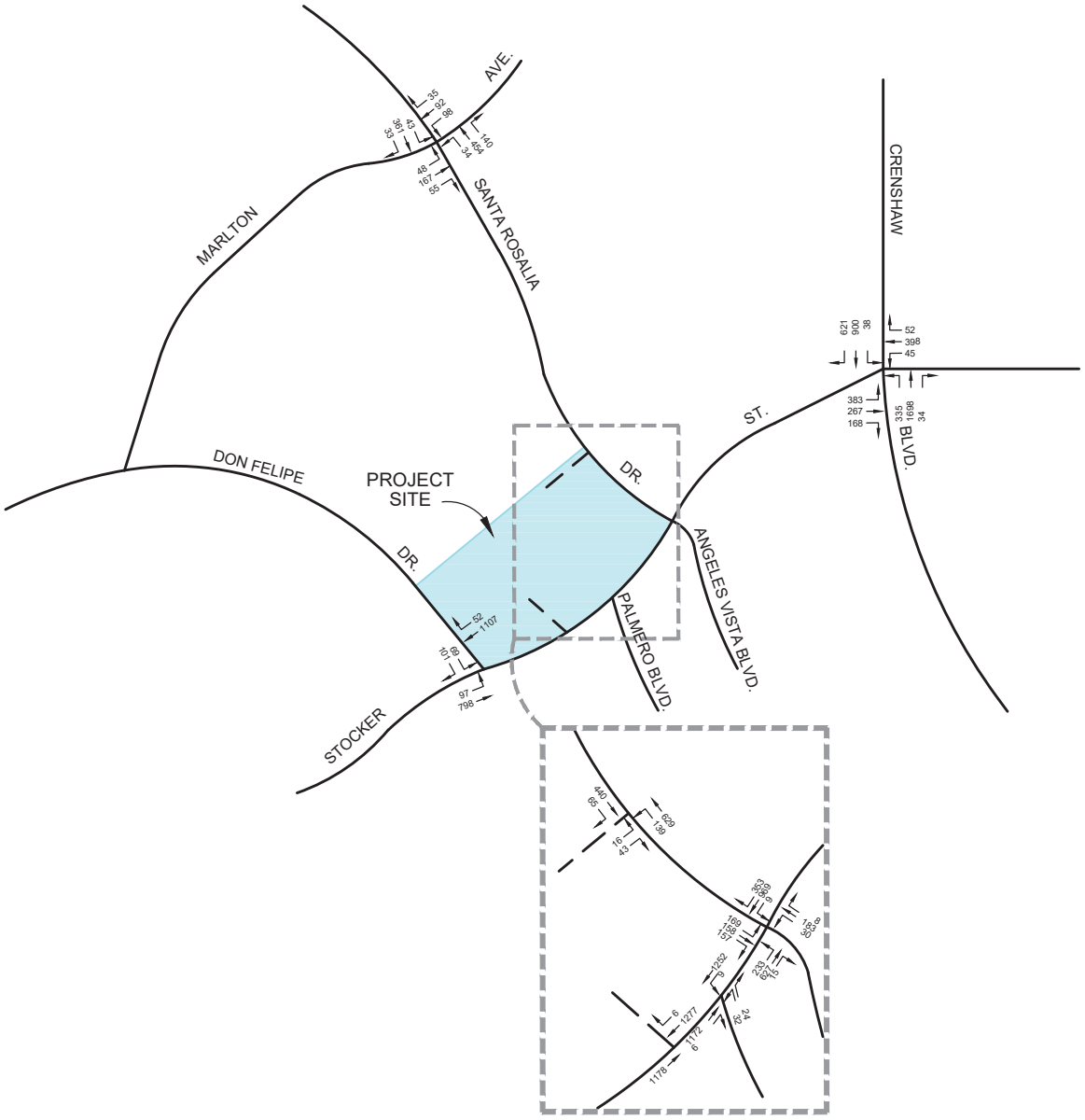

FIGURE 13(a)

3/22/2024
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FUTURE (2029) WITH PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

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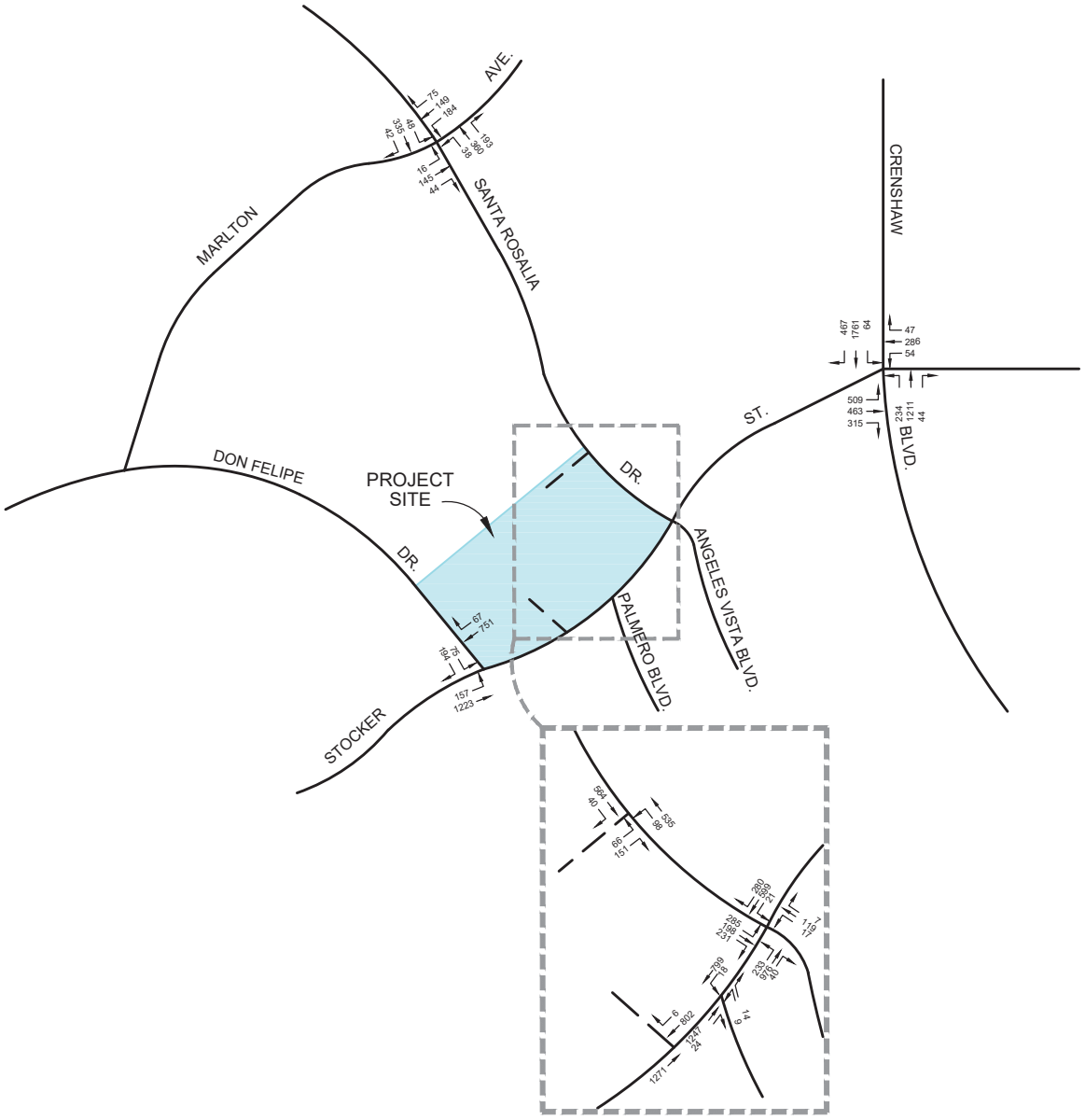

FIGURE 13(b)

3/22/2024

FN: 2022\JC21049 LA 3701 Stocker Studio EIR\Analysis\Icap7\STICK\PM2029WP

FUTURE (2029) WITH PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

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The results of the delay-based quantitative analysis of future traffic conditions at the study intersections are summarized in Table 10. Under Future (2029) Without Project conditions, traffic operations are expected to degrade when compared with Existing (2024) conditions:

- The stop-controlled approaches of Palermo Boulevard & Stocker Street degrade from LOS C to LOS D during the AM peak hour.
- The signalized intersection at Santa Rosalia Drive/Angeles Vista Boulevard Street & Stocker Street degrades from LOS B to LOS C during the AM peak hour.
- The signalized intersection at Crenshaw Boulevard & Stocker Street deteriorates from LOS C to LOS D during the AM peak hour and LOS D to LOS F during the PM peak hour.

Following the addition of Project traffic, the level of service at the intersections under the Future (2029) With Project conditions are expected to operate as follows:

- The intersections of Don Felipe Drive & Stocker Street, Palmero Boulevard & Stocker Street, and Santa Rosalia Drive & Marlton Avenue would continue to operate at the same LOS during both AM and PM peak hours.
- The intersection of Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street would deteriorate from LOS C to LOS D during the AM peak hour and LOS B to LOS C during the PM peak hour.
- The signalized intersection at Crenshaw Boulevard & Stocker Street worsens from LOS D to LOS E during the AM peak hour and remains at LOS F during the PM peak hour.
- Lastly, the Project driveway on Santa Rosalia Drive would operate at LOS C during the AM peak hour and LOS F during the PM peak hour. The poor level of service during the PM peak hour is attributed to the outbound trips at the Project driveway.

Vehicle delay changes at the signalized study intersections will range from -2.0 to 10.1 seconds. The stop-controlled approaches will experience delay increases between 0.3 and 69.2 seconds. Overall, and similar to the existing conditions scenario, the Project is not expected to substantially increase delays at any of the study intersections with the possible exception of the Project driveway.

Table 10: Future (2029) Traffic Conditions
Intersection Delay Summary

	Study Intersections	Peak Hour	Future (2029) Without Project Conditions		Future (2029) With Project Conditions		Change in Delay[3]
			Delay[1]	LOS[2]	Delay[1]	LOS[2]	
1	Don Felipe Drive & Stocker Street	AM	7.7	A	5.7	A	-2.0
		PM	12.1	B	10.4	B	-1.7
2	Project Driveway & Stocker Street*	AM	-	-	0.0	A	0.0
		PM	-	-	0.0	A	0.0
3	Palmero Boulevard & Stocker Street*	AM	27.5	D	28.3	D	0.8
		PM	23.1	C	23.4	C	0.3
4	Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street[4]	AM	25.6	C	35.7	D	10.1
		PM	16.7	B	21.3	C	4.6
5	Santa Rosalia Drive & Project Driveway*	AM	-	-	23.6	C	23.6
		PM	-	-	69.2	**F**	69.2
6	Santa Rosalia Drive & Marlton Avenue	AM	15.0	B	15.0	B	0.0
		PM	15.0	B	15.2	B	0.2
7	Crenshaw Boulevard & Stocker Street[4]	AM	52.7	D	56.6	**E**	3.9
		PM	104.7	**F**	111.9	**F**	7.2

*Unsignalized Intersection- Delay is based on higher delay at stop approach
1. Delay in seconds
2. *LOS = Level of Service*
3. Change in delay reported in seconds
4. HCM6th Edition methodology does not support Non-NEMA phasing, therefore, HCM2000 results reported.

The queue lengths are shown in Table 11 for Future (2029) Without Project and With Project conditions. Compared to Existing (2024) conditions, the signalized intersections will experience more vehicle queueing during the peak hours. The following intersections are expected to experience instances of spillover either during Future (2029) Without and/or With Project conditions:

- Don Felipe Drive & Stocker Street during the AM and PM peak hour with the southbound left-turn lane exceeding the storage capacity by 35 feet and 38 feet, respectively. The Project will not increase vehicles to these queues.
- Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street will experience spillover conditions in the eastbound left-turn lane by 150 feet or approximately 6 vehicle lengths during the AM peak hour. The Project will contribute to the queue with the addition of Project trips which is anticipated to increase the queue an additional 78 feet or 3.12 vehicle lengths. During the PM peak hour, the Project will contribute to the southbound and eastbound left-turn lanes 71 feet or 2.84 vehicle lengths and 145 feet or 58 vehicle lengths, respectively. The addition of these trips will cause queues to spillover by 38 feet or approximately 1.52 vehicle lengths and by 107 feet or 4.28 vehicle lengths, respectively. Additionally, the Project will add 37 feet or 1.48 vehicle lengths to the southbound through lane causing the lane to exceed the capacity by 12 feet or 0.48 vehicle lengths.

- Santa Rosalia Drive & Marlton Avenue is expected to experience vehicle queues that exceed the existing storage capacity for the northbound right-turn lane by 10 feet or approximately 0.40 vehicle length. It should be noted there is sufficient capacity to accommodate the additional vehicles since the red curb extends further south.
- Crenshaw Boulevard & Stocker Street experiences extensive vehicle queueing during the peak hours notably with queues extending past existing storage capacity at left-turn movements and along several movements at the intersection in both Without and With Project scenarios. During the AM peak hour, the northbound and eastbound left-turn lanes will experience extended queuing and spillover of 289 feet or approximately 11.56 vehicle lengths and 141 feet or 5.64 vehicle lengths, respectively. The Project will increase these queues by 53 feet or 2.12 vehicle lengths and 12 feet or 0.48 vehicle length, respectively. The eastbound and westbound through lanes will experience 12 feet or 0.48 vehicle length and 26 feet or 1.04 vehicle lengths, respectively. With the Project trips, queues will increase another 2 feet or 0.08 vehicle lengths and 7 feet or 0.28 vehicle lengths, respectively. Additionally, the southbound right-turn lane is projected to exceed the capacity 326 feet or 13.04 vehicle lengths. With the Project, the queues will be reduced by 55 feet or 2.2 vehicle lengths. During the PM peak hour, the northbound and eastbound left-turn lanes experience extended queuing and spillover of 245 feet or approximately 9.8 vehicle lengths and 217 feet or 8.68 vehicle lengths, respectively. The Project will increase these queues by 29 feet or 1.16 vehicle lengths and 44 feet or 1.76 vehicle lengths, respectively. Additionally, the southbound right-turn lane and eastbound through lane are projected to exceed the capacity of the lanes by 12 feet or 0.48 vehicle lengths and 238 feet or 9.52 vehicle lengths, respectively. With the Project, the queues will extend another 28 feet or 1.12 vehicle lengths and 25 feet or 1 vehicle length, respectively.
- The Project driveway along Santa Rosalia Drive is anticipated to experience queue lengths at the eastbound approach of 190 feet (approximately eight vehicle lengths) during the PM peak hour.

Under future conditions, there are instances where spillover and extensive queues are experienced at the study intersections prior to the inclusion of the Project trips, namely at the intersections of Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street and Crenshaw Boulevard & Stocker Street. With the Project, the additional trips are expected to contribute to worsening queuing conditions and have the potential to cause hazardous roadway conditions. To address the worsening operations and potential safety concerns, mitigation measures and intersection improvements were developed. The CEQA mitigation measures are discussed in Section 6 along with the non-CEQA recommended actions in Section 7.

Table 11: Future (2029) Traffic Conditions Intersection Queuing Summary

Study Intersections	Peak Hour	Approach	Storage Capacity (ft)	Future (2029) Conditions	Future (2029) with Project Conditions	
				Queue Length[1]	Queue Length[1]	Change[2]
1 Don Felipe Drive & Stocker Street	AM	SBL	50	***85***	***85***	0
		SBR	735	135	135	0
		EBL	150	30	15	-15
		EBT	650	55	58	2
		WBT	370	108	18	-90
		WBR	370	113	18	-95
	PM	SBL	50	***88***	***88***	0
		SBR	735	275	275	0
		EBL	150	70	55	-15
		EBT	650	203	208	5
		WBT	370	115	35	-80
		WBR	370	118	35	-83
2 Project Driveway & Stocker Street*	AM	EBT	125	-	0	0
		WBT	220	-	0	0
		WBR	220	-	0	0
	PM	EBT	125	-	0	0
		WBT	220	-	0	0
		WBR	220	-	0	0
3 Palmero Boulevard & Stocker Steet*	AM	NBL/R	950	33	35	3
		EBT	370	-	-	-
		EBR	370	-	-	-
		WBL	45	0	3	3
		WBT	230	-	-	-
	PM	NBL/R	950	15	15	0
		EBT	370	-	-	-
		EBR	370	-	-	-
		WBL	45	3	3	0
		WBT	230	-	-	-
4 Santa Rosalia Drive/Angeles Vista Beoulvard & Stocker Street[4]	AM	NBL	50	-	-	-
		NBT	1050	183	184	1
		NBR	20	0	0	0
		SBL	130	74	86	12
		SBT	285	176	183	7
		EBL	130	***280***	***358***	78
		EBT	230	187	190	3
		WBL	115	11	12	1
		WBT	330	302	309	7
		WBR	110	41	51	10
	PM	NBL	50	-	-	-
		NBT	1050	129	127	-2
		NBR	20	0	0	0
		SBL	130	97	***168***	71
		SBT	285	260	***297***	37
		EBL	130	92	***237***	145
		EBT	230	184	221	37
		WBL	115	21	22	1
		WBT	330	148	157	9
		WBR	110	19	24	5
5 Santa Rosalia Drive & Project Driveway*	AM	NBL	285	-	13	13
		NBT	285	-	-	-
		SBT	650	-	-	-
		SBR	650	-	-	-
		EBL/R	230	-	25	25
	PM	NBL	285	-	10	10
		NBT	285	-	-	-
		SBT	650	-	-	-
		SBR	650	-	-	-
		EBL/R	230	-	190	190

Table 11: Future (2029) Traffic Conditions Intersection Queuing Summary (continued)

Study Intersections	Peak Hour	Approach	Storage Capacity (ft)	Future (2029) Conditions	Future (2029) with Project Conditions	
				Queue Length[1]	Queue Length[1]	Change[2]
6 Santa Rosalia Drive & Marlton Avenue	AM	NBL	100	18	18	0
		NBT	300	243	245	3
		NBR	100	60	63	3
		SBL	60	33	33	0
		SBT	500	88	98	10
		SBR	500	90	103	13
		EBL	55	20	23	3
		EBT	330	0	0	0
		EBR	330	100	103	2
		WBL	130	40	53	13
		WBT	260	35	38	3
		WBR	130	13	15	3
	PM	NBL	100	23	20	-3
		NBT	300	188	210	23
		NBR	100	95	***105***	10
		SBL	60	33	33	0
		SBT	500	90	95	5
		SBR	500	93	98	5
		EBL	55	5	8	3
		EBT	330	0	0	0
		EBR	330	68	73	5
		WBL	130	70	83	13
		WBT	260	45	48	3
		WBR	130	23	23	0
7 Crenshaw Boulevard & Stocker Street[4]	AM	NBL	145	***434***	***487***	53
		NBT	1100	685	695	10
		SBL	200	35	35	0
		SBT	790	356	356	0
		SBR	200	***526***	***471***	-55
		EBL	150	***291***	***303***	12
		EBT	275	***287***	***289***	2
		EBR	170	21	22	1
		WBL	55	***63***	***62***	-1
		WBT	200	***226***	***233***	7
	PM	NBL	145	***390***	***419***	29
		NBT	1100	404	404	0
		SBL	200	53	53	0
		SBT	790	743	743	0
		SBR	200	***211***	***239***	28
		EBL	150	***367***	***411***	44
		EBT	275	***513***	***538***	25
		EBR	170	85	100	15
		WBL	55	***67***	***67***	0
		WBT	200	154	159	5

Notes:

* Unsignalized Intersections

[1] 95th percentile vehicle queue length in number of feet (Synchro software assumes 25 feet per vehicle).

[2] Change in vehicle queue length reported in number of feet.

[3] Storage capacities and queue lengths for movements with dual-lane turn pockets reported based on the average of the two lanes.

[4] Future condition includes a signal improvement to the northbound/southbound approaches as part of HSIP 7

XX ***Bolded/italicized*** vehicle queue length indicates that the queue exceeds turn-pocket capacity or distance in through lane to upstream intersection.

NB = Northbound; SB = Southbound; WB = Westbound; EB = Eastbound; L = Left-turn; T = Through; R = Right-turn.

5.3 PROJECT CONSTRUCTION

The TAG requires an evaluation of potential effects to pedestrian, bicycle, transit, and vehicle circulation resulting from the construction activities of development projects. In order to assist in determining whether further analysis of these construction-related effects is required, the TAG establishes seven screening criteria to identify development projects that may reduce the functionality of nearby transportation facilities. Further analysis of construction activities is required if any of the following screening criteria are met:

1. The development project requires construction activities to take place within the right-of-way of a Boulevard or Avenue, which would necessitate temporary, lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street).
2. The development project requires construction activities to take place within the right-of-way of a Collector or Local Street, which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and overnight closures if on a residential street).
3. In-street construction activities would result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of bicycle parking to an existing land use for more than one day (including day and evening hours and overnight closures if access is lost to residential uses).
4. In-street construction activities would result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours.
5. In-street construction activities would result in the temporary loss, for more than one day, of an existing bus stop or the rerouting of a bus route that serves the development project site.
6. Construction activities would result in the temporary removal and/or loss of on-street metered parking for more than 30 days.
7. The development project would involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24 feet wide in a hillside area.

Most construction activities for the Project are anticipated to be contained within the Project site. The temporary closure of a portion of the roadway width along Stocker Street, Santa Rosalia Drive and/or Don Felipe Drive, adjacent to the site, may be necessary for certain phases of construction. All construction activity is temporary; therefore, any disruptions would be relatively short-term in nature.

In addition, the Project will prepare a Construction Staging and Traffic Management Plan, to be approved by the LADOT. This plan will detail the measures enacted to mitigate negative effects on traffic during construction related to designated haul routes and staging areas, traffic control procedures, emergency access provisions, and construction crew parking. The Project shall obtain prior LADOT approval for any lane closures, detours, on-street staging areas, or other temporary changes in traffic control due to construction activities and will enact appropriate temporary traffic control procedures. Haul routes for Project construction will be coordinated with the City of Los Angeles Department of Building and Safety (LADBS) to minimize the effects of construction traffic to congested roadways and residential streets. With the implementation of these measures, the Project construction would not adversely affect the pedestrian, bicycle, transit, and vehicular circulation around the Project site and no further analysis is required.

5.4 RESIDENTIAL STREET CUT-THROUGH ANALYSIS

The TAG seeks to identify whether cut-through traffic resulting from a development project would considerably increase average daily traffic (ADT) along residential Local Streets near the development site. Cut-through trips result from the traffic diverting from congested arterial streets to roadways with residential use frontage that are designated as Local Streets. The TAG establishes preliminary screening criteria to identify development projects that may contribute a significant amount of cut-through traffic to nearby residential streets. Further analysis may be required if both of the following screening criteria are met:

1. The development project would generate a net increase of 250 or more daily vehicle trips.
2. The development project includes a discretionary action that would be under review by the Department of City Planning.

Per the VMT Calculator, the Project is projected to generate 3,397 net daily vehicle trips without consideration of the Project's proposed TDM features. The Project also requires review by the Department of City Planning. Therefore, an assessment of the roadways in the vicinity of the Project area must be conducted to determine whether Project traffic is likely to be shifted from the arterial roadways to residential Local Streets. The following three conditions must be present when selecting residential street segments for analysis:

- The development project is located along a currently congested Boulevard or Avenue and adds trips that may lead to trip diversion to parallel routes along residential Local Streets.
- The development project is projected to add a substantial amount of traffic to the congested Boulevard(s), Avenue(s), or Collector(s) that could potentially cause a shift to alternative route(s).
- Nearby local residential street(s) provide motorists with a viable alternative route.

The Project is located on the north side of Stocker Street, which is classified as a Boulevard II per the Mobility Plan 2035. Vehicular access is proposed via the existing driveway on Santa Rosalia Drive for studio and commercial users, and on Stocker Street for service studio trucks. The Project is not expected to contribute extensively to residential Local Street traffic volumes based on the trip distribution.

6. CEQA MITIGATION MEASURES

The Project is expected to contribute to worsening operations with the potential contribution to hazardous conditions at the Project driveway and at the passenger loading area due to the addition of Project trips. Both of the driveway and loading area are located on the northeastern side of the Project site on Santa Rosalia Drive. Due to these potential impacts, mitigation measures were developed to reduce the number of Project trips that will be utilizing the site and therefore, reducing the concentration of activity surrounding the Project access area. Additionally, the addition to the Project trips to adjacent intersection have the potential to exacerbate and cause potential safety conditions. Therefore, mitigation measures were developed to improve access and circulation constraints associated to the Project. These actions include:

- Shifting service truck deliveries to off-peak hours
- The implementation of an extensive TDM program
- Intersection improvements at the intersection of Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street

To address the worsening operations which could contribute to potential safety concerns, mitigation measures were developed in consultation with LADOT for the TDM Measures and LADOT and LA County for the Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street intersection improvement. The following sections describe the mitigation measures in further details as well as the post mitigation results of the various analyses conducted.

6.1 PROJECT TDM MEASURES

The TDM Measures noted below were coordinated and approved with LADOT. These strategies include a combination of PDFs, which are required to comply with existing codes, ordinances, programs measures, and mitigation measures. Based on literature from the Federal Highway Administration (FHWA) publication *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (August 2012), a vehicle trip reduction of 25% was applied based on a comprehensive program with a paid parking requirement.

- *Reduce Parking Supply* – This is a strategy that includes providing less on-site parking than required under the City Municipal Code parking requirement. The Project will be providing less parking than required by the City by providing a total of approximately 380 on-site automobile parking spaces, which represents a reduction of 218 automobile parking spaces from the amount required by direct application of the LAMC. This measure is considered a PDF.
- *Include Bike Parking Per LAMC* – This includes providing short- and long-term bicycle parking per City Code. The Project will be complying with the Code and will actually exceed the required bicycle parking by providing 50 long-term and 32 short-term bicycle parking spaces (41 long-term and 27 short-term required). This measure is considered a PDF.
- *Include Secure Bike Parking and Showers* – This strategy involves providing bicycle facilities that include secure bike parking (e.g., bike lockers, rooms, or cages) and showers. The Project will be providing a large bicycle parking area in the Building F (parking garage) with showers for bike riders being provided in Buildings A and B, which are adjacent to Building F. This measure is considered a PDF.
- *Promotions & Marketing* – Is strategy using marketing and promotional tools to educate employees about transportation options. This is a passive strategy that uses posters, information boards or a website to inform travelers. This measure is considered a PDF.

- *Ride-Share Program* – This program provides ride-share matching services, designating preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles, and providing a website or message board to connect riders and coordinate rides. This measure is considered a PDF.
- *Traffic Calming Improvements* – Implementation of traffic calming measures throughout the perimeter of the project site that encourages people to walk, bike or take transit. This may include enhanced crossings, curb extensions, correcting a substandard sidewalk width. The Project is planning on replacing the sidewalks surrounding the Project site. This measure is proposed as a mitigation measure.
- *Pedestrian Network Improvements* - This strategy involves implementation of pedestrian network improvements throughout and around the project site that encourage people to walk. This includes internally linking all uses within the project site with pedestrian facilities such as sidewalks and connecting the project site to the surrounding pedestrian network. It also includes the elimination of barriers such as walls, landscaping, and slopes that impede pedestrian circulation. The Project will provide a large courtyard located between Buildings A and B with public access available during the day. This measure is considered a PDF.

Table 12 summarized the trip generation estimates for the Project with the TDM Measure reduction of 25%. As shown, the Project is anticipated to generate a total of 191 net vehicle trips during the AM peak hour (151 inbound, 40 outbound) and 249 net trips during the PM peak hour (95 inbound, 154 outbound). These peak-hour trips were distributed to the study intersections for the Project impact analysis.

Table 12: Project Weekday Trip Generation Summary – With TDM Measures

Land Use	ITE Code/ Other[1]	Intensity[2]	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Average Rate Total	In	Out	Average Rate Total
Trip Generation Rates									
General Office	710	1 ksf	10.84	88%	12%	1.52	17%	83%	1.44
Strip Retail Plaza (<40k)	822	1 ksf	54.45	60%	40%	2.36	50%	50%	6.59
Fine Dining Restaurant	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
Studio - Sound Stage	Empirical	1 ksf	5.91	63%	37%	0.20	40%	60%	0.43
Studio - Support	Empirical	1 ksf	4.14	65%	35%	0.61	45%	55%	0.57
Studio - Production Office	Empirical	1 ksf	9.34	62%	38%	0.66	45%	55%	0.63
Studio - Service Trucks	-	-	12.00	50%	50%	6.00	50%	50%	6.00
Trip Generation Summary									
Description		**Size**	**Average Weekday[8]**	**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Average Rate Total**	**In**	**Out**	**Average Rate Total**
Proposed Uses									
Studio									
Sound Stage		51.200 ksf	303	6	4	10	9	13	22
Support		13.000 ksf	54	5	3	8	3	4	7
Production Office		44.400 ksf	415	18	11	29	13	15	28
Studio Service Truck Vehicle Trips[3]		108.600 ksf	24	6	6	12	6	6	12
Studio Vehicle Trips			772	29	18	47	25	32	57
Studio Total Baseline All Vehicle Trips			796	35	24	59	31	38	69
Studio Person Trips[4]			1,359	62	42	104	54	67	121
Studio Internal Person Trips[5]			100	5	15	20	2	1	3
Studio External Person Trips[5]			1,258	57	28	85	52	66	118
Studio External Trips by Vehicle[5,6]			623	28	14	42	26	33	59
Studio External Trips by Transit[5]			8	0	0	0	1	0	1
Studio External Trips by Walk/Bicycle[5]			155	7	4	11	7	8	15
Commercial									
General Office Total Baseline Vehicle Trips		123.100 ksf	1,334	165	22	187	30	147	177
Office Total Person Trips[4]			2,348	290	39	329	53	259	312
Office Internal Person Trips[5]			174	21	13	34	2	5	7
Office Total External Person Trips[5]			2,175	269	25	294	51	254	305
Office External Trips by Vehicle[5,6]			1,076	133	12	145	25	126	151
Office External Trips by Transit[5]			13	2	0	2	0	2	2
Office External Trips by Walk/Bicycle[5]			269	33	3	36	6	31	37
Strip Retail Plaza (<40k)		6.500 ksf	354	9	6	15	22	21	43
Retail Total Person Trips[4]			629	16	11	27	39	37	76
Retail Total Internal Person Trips[5]			275	6	4	10	23	12	35
Retail Total External Person Trips[5]			354	10	7	17	16	25	41
Retail External Trips by Vehicle (including pass-by trips)[5]			177	5	3	8	8	13	21
Retail External Trips by Transit[5]			0	0	0	0	0	0	0
Retail External Trips by Walk/Bicycle[5]			43	1	1	2	2	3	5
Retail External Trips by Vehicle (with pass-by trip adjustment)[7]			89	3	1	4	4	7	11
Fine Dining Restaurant		9.000 ksf	755	6	1	7	47	23	70
High-Turnover (Sit-Down) Restaurant		9.500 ksf	1,018	50	41	91	52	34	86
Restaurant Total Baseline Vehicle Trips		18.500 ksf	1,773	56	42	98	99	57	156
Restaurant Total Person Trips[4]			3,120	99	74	173	174	100	274
Restaurant Total Internal Person Trips[5]			593	24	24	48	14	23	37
Restaurant Total External Person Trips[5]			2,527	75	50	125	160	77	237
Restaurant External Trips by Vehicle (including pass-by trips)[5]			1,263	38	25	63	79	39	118
Restaurant External Trips by Transit[5]			7	0	0	0	1	0	1
Restaurant External Trips by Walk/Bicycle[5]			307	9	6	15	20	9	29
Restaurant External Trips by Vehicle (with pass-by trip adjustment)[7]			1,061	31	20	51	66	33	99
Net Project Total External Trips by Vehicle (including Pass-By Trips)			**3,163**	**210**	**60**	**270**	**144**	**217**	**361**
Net Project Total External Trips by Vehicle			**2,873**	**201**	**53**	**254**	**127**	**205**	**332**
TDM Strategy Trip Reduction (25%) (including Pass-By Trips)[9]			**(791)**	**(53)**	**(15)**	**(68)**	**(36)**	**(54)**	**(90)**
TDM Strategy Trip Reduction (25%) (with Pass-By Trip Adjustement)[9]			**(718)**	**(50)**	**(13)**	**(64)**	**(32)**	**(51)**	**(83)**
Net Project Total External Trips by Vehicle with TDM Reduction (including Pass-By Trips)			**2,372**	**158**	**45**	**203**	**108**	**163**	**271**
Net Project Total External Trips by Vehicle with TDM Reduction			**2,155**	**151**	**40**	**191**	**95**	**154**	**249**

Table 12: Project Weekday Trip Generation Summary – With TDM Measure Reductions (continued)

Notes:

1) ITE *Trip Generation Manual* (11th Edition, 2021) trip generation rates and directional distributions applied for Land Use Codes (LUC) 710 (General Office), 822 (Strip Retail Plaza [<40K]), 931 (Fine Dining Restaurant), 932 (High-Turnover [Sit-Down] Restaurant) to develop baseline vehicle trips for each land use associated with the commercial components. LUC 931 does not include directional distribution for the AM peak hour of adjacent street traffic; the directional distribution for the AM peak hour of the generator was assumed. The General Urban/Suburban setting was used as it best represents the project location.

   The studio trip generation rates were based on empirical rates from the *Paramount Picture Master Plan* (2015) prepared by Gibson Transportation and are attached on the following pages.

   The ITE *Trip Generation Handbook* (3rd Edition, 2017) recommended methodology for estimating the trip generation of a mixed-use development was 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 Project and existing uses. The internal trips for the Studio uses were combined with the Office uses it was the most comparable land use. Internal calculations for these office-related trips are attached on the following pages.

   The studio service trucks were conservatively based on a maximum number of 6 large trucks assumed per day. All of these larger production trucks were assumed to access the site during the AM and PM peak hours. The truck estimate is based on the size of the studio and expected operations.

2) ksf = Thousands of Square Feet of Gross Leasable Floor Area or Gross Floor Area.

3) A passenger car equivalent (PCE) of 2.0 was applied to the the number of service truck trips.

4) See attached 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 proposed project uses.

5) See attached 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 uses.

6) No pass-by trips assumed for the general office land and studio uses.

7) Per Attachment J of the LADOT *Transportation Assessment Guidelines* (August 2022), an average pass-by trip discount rate of 50 percent was applied for the proposed retail component (as it is less than 50,000 square feet). For the proposed fine dining and high-turnover (sit-down) restaurant components, Attachment J recommends pass-by trip discounts of 10 percent and 20 percent, respectively. As the trips associated with the two restaurant uses were combined as part of the internal trip capture estimation, the pass-by trip discount rates were blended for each analysis time period based on the proportion of trips from each component restaurant use. For example, in the AM peak hour, with 91 high-turnover (sit-down) trips (at 20 percent) and 7 fine dining trips (at 10 percent) summing to 98 baseline restaurant vehicle trips, the blended average is approximately 19 percent. The blended pass-by discount rates were 16 percent for the weekday daily and PM peak-hour periods, respectively.

8) 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).

9) Based on literature from the Federal Highway Administration (FHWA) publication *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (August 2012), a vehicle trip reduction of 25% was applied based on a comprehensive program with a paid parking requirement.

6.2 INTERSECTION IMPROVEMENT - SANTA ROSALIA DRIVE/ANGELES VISTA BOULEVARD & STOCKER STREET

At the intersection of Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street, additional mitigation measures were evaluated to reduce the Project's potential contribution to substantial hazardous roadway conditions. This included coordinating with LADOT to evaluate lane geometrics and signal timing improvements. LADOT identified improvements at the intersection which were approved in a Traffic Control Report (TCR) dated February 12, 2020. A traffic engineering study was conducted to respond to several requests to evaluate the signal timing, congestion, and striping at the intersection. Based on this analysis, the TCR was prepared and approved by both LADOT and LA County with the following determinations (the "TCR Improvement"):

- Northbound approach at Angeles Vista Boulevard be improved with a protected-only left-turn phase which includes restriping the approach from a shared left-through and right-turn lane to a dedicated left-, through-, and right-turn lane;
- Eastbound and westbound approaches on Stocker Street be improved with protected-permissive left-turn phasing; and
- Southbound approach at Santa Rosalia Drive be improved with a dedicated right-turn lane.

The TCR report and corresponding conceptual signing & striping plan prepared by LADOT is provided in Appendix I.

6.3 POST MITIGATION ANALYSES

The post mitigation analysis included an assessment of the Project driveway and passenger loading area operations since the Project will introducing new design features which may cause hazardous conditions that may include vehicles queuing and spilling over into the public right-of-way and/or travel lanes. The analysis included shifting the service truck deliveries to off-peak hours (thereby removing the trips from the

roadway during the peak hours) and the implementation of TDM Measures as described in Section 6.1. The following sections provide the results of these analyses for the following:

- Traffic Signal Warrant Analysis at the Project Driveway & Santa Rosalia Drive Intersection (CEQA Threshold T-3)
- Parking Structure Queuing Analysis (CEQA Threshold T-3)
- Passenger Loading Zone Evaluation (CEQA Threshold T-3)
- Intersection Operations at Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street and Crenshaw Boulevard & Stocker Street. (CEQA Threshold T-3)

6.3.1 TRAFFIC SIGNAL WARRANT ANALYSIS – PROJECT DRIVEWAY & SANTA ROSALIA DRIVE

A full traffic signal warrant analysis (TSWA) was conducted at the request of LADOT to determine if a traffic signal should be considered since this driveway is the primary access point to the site and for consideration of hazardous conditions. The TSWA was prepared based on the latest version of the LADOT Traffic Signal Warrants Worksheet (version rev. 8-10-2020). The analysis utilized 2022 Streetlight data at the intersection. To account for future year 2029 conditions, a growth factor of 1% over a 7-year period was applied to develop the future baseline volumes at the intersection. The Project trips with the inclusion of the TDM Measures were then added to the intersection to evaluate if a traffic signal would be warranted under Future (2029) With Project conditions when the project is anticipated to be completed and in operation. The analysis determined that a traffic signal is not warranted at this location as summarized in Table 13 and described below.

Table 13: Future (2029) With Project + TDM Measures
Traffic Signal Warrant Analysis Summary

Warrant	Description	Warrant Satisfied?
CA MUTCD Traffic Signal Warrants		
Warrant 1	Eight-Hour Vehicular Volume	No
Warrant 2	Four-Hour Vehicular Volume	No
Warrant 3[1]	Peak Hour	N/A
Warrant 4[2]	Pedestrian Volume	N/A
Warrant 5	School Crossing	No
Warrant 6	Coordinated Signal System	N/A
Warrant 7	Crash Experience Warrant	No
Warrant 8	Roadway Network	No
Warrant 9	Intersection Near a Grade Crossing	No
Warrant 10[2]	Bicycles (Optional)	N/A
Warrant 11	Pedestrian Activated Yellow Flashing Beacons (Optional)	N/A

[1] The peak hour warrant typically applies only in unusual cases and was not evaluated for this analysis.

[2] Pedestrian and bicycle volumes were not available and therefore not evaluated for this analysis.

Warrant 1 – Eight-Hour Vehicular Volume

The Eight-Hour Vehicular Volume (Warrant 1) warrant is intended for application at intersections where a large amount of intersecting traffic is the primary reason to consider providing a traffic control signal. Based on the criteria for an intersection in an urban setting with one travel lane along all analyzed approaches to the intersection, the minimum hourly volumes of 500 vehicles on both major street approaches and 150 vehicles on the higher of the minor street approaches are required for all eight hours to meet Condition A (Minimum Vehicular Volume) of the warrant. Based on the volumes projected, the two major street approaches will not serve 500 or more vehicles per hour and the highest minor street approach will not service 150 or more vehicles per hour during all eight identified hours. Therefore, Part A of the Eight-Hour Vehicular Volume warrant is not satisfied.

For Condition B (Interruption of Continuous Traffic) of the warrant, the minimum approach volumes required to meet the warrant for an urban intersection are 630 vehicles per hour on both major street approaches and 70 vehicles on the higher of the minor street approaches. The intersection will not meet the minimum requirements. Thus, the intersection volumes do not meet Part B of the Eight-Hour Vehicular Volume warrant. The intersection also does not meet the warrant based on the Combination of Conditions A & B.

Therefore, Warrant 1 is not satisfied under typical weekday traffic conditions for the study intersection based on the Future (2029) With Project traffic volumes.

Warrant 2 – Four-Hour Vehicular Volume

Warrant 2, the Four-Hour Vehicular Volume warrant, is also intended for locations where the volume of intersecting traffic is the primary reason for considering the installation of a traffic control signal. Based on the criteria for an intersection in an urban setting, the plotted points for the four hours of vehicular volumes must fall above the corresponding curve in Figure 4C-1. Three of the four hours fall above the plotted points along the curve. Since the Figure (2029) With Project traffic volumes do not meet all four hours, Warrant 2 is not satisfied.

Warrant 3 – Peak-Hour

The Peak Hour warrant, Warrant 3, is meant for intersections at which, for at least one hour of an average day, minor-street traffic suffers lengthy delays entering or crossing the major street. The warrant requires that either Part A or Part B be satisfied. Since this warrant is intended for use only in unusual cases, the Peak Hour warrant was not conducted. As such, Warrant 3 is not satisfied.

Warrant 4 – Pedestrian Volume

Warrant 4, the Pedestrian Volume warrant, is intended for application where major street traffic volumes are so high that pedestrians suffer undue delays in crossing the major street. Pedestrian volumes were not available at this location. Warrant 4 was not applicable and therefore not satisfied.

Warrant 5 – School Crossing

The School Crossing warrant (Warrant 5) is intended for application at locations where the presence of schoolchildren (defined as elementary through high school students) crossing the major street is the primary reason for providing a traffic control signal. As no schools are located within walking distance of the Project Driveway & Santa Rosalia Drive intersection, Warrant 5 is not satisfied for the study intersection.

Warrant 6 – Coordinated Signal System

Warrant 6, the Coordinated Signal System warrant, is intended for application at intersections where the installation of a traffic control signal would allow for better progressive traffic flow and platooning of vehicles and where the spacing of traffic signals is more than 1,000 feet. The intersection is located approximately 350 feet for an existing traffic signal. Therefore, the installation of a traffic control signal at the study intersection is not applicable and Warrant 6 is not satisfied.

Warrant 7 – Crash Experience

Warrant 7, the Crash Experience warrant, is meant for intersections where the frequency and severity of motor vehicle collisions are the main reasons for providing traffic signal control. In order to be satisfied, this warrant requires among its criteria that an intersection has experienced five or more reported crashes of types susceptible to correction through the installation of a traffic signal, within a 12-month period.

A five-year collision history (2019-2023) was requested from the Statewide Integrated Traffic Records System (SWITRS) to determine the highest number of collisions during a 12-month period. Of the collisions identified over a 12-month period, no collisions would be susceptible to correction through the installation of a traffic signal. As such, the intersection does not meet the Crash Experience warrant and is not satisfied.

Warrant 8 – Roadway Network

Warrant 8, the Roadway Network warrant, is intended for application at locations in order to promote concentration and organization of traffic flow on a roadway network. In order for this warrant to be satisfied, both the major and minor streets must meet certain "major route" characteristics, and the intersection must meet certain minimum traffic volume requirements. The intersection meets the minimum peak-hour traffic volume requirements for a typical weekday with a total entering volume of 1,161 vehicles during the peak hour. However, the intersection does not satisfy the definition of two major routes. Therefore, Warrant 8 is not satisfied.

Warrant 9 – Intersection Near a Grade Crossing

The intersection of the Project Driveway & Santa Rosalia Drive is not located near a grade crossing, therefore Warrant 9 is not satisfied.

The TSWA analysis including the TSWA worksheet, counts, and collision data are provided in Appendix I.

6.3.2 PARKING STRUCTURE QUEUING EVALUATION

A queuing analysis was conducted to determine if there is adequate storage for vehicles to queue at the gated parking garage without spilling over into the public right-of-way. The Project's peak-hour trip generation with the implementation of the TDM Measures for inbound vehicles was utilized for this queuing analysis which will occur during the AM peak hour with a peak inbound vehicle trips of 152 vehicles (the maximum vehicle arrival rate minus the studio service truck trips). The service rate assumptions were based on information from the Parking Structure, Third Edition (2001), Table 4-4 which summarizes the service rates for various parking access and revenue control (PARC) systems. Conservatively, the service rate was blended based on the insertion card entry (435 vehicles/hour) and push button ticket entry (400 vehicle/hour) to account for frequent parkers versus per use parkers, respectively. Based on this blended service rate, the parking system with one control gate entry can service a total of 417 vehicles per hour. A M/M/1 single-server model that assumes a Poisson distribution of vehicle arrivals was conducted to

evaluate the anticipated vehicle queues for vehicles arriving at the site during the peak hour. The 95th percentile vehicle queue length would be approximately two (2) vehicles. The maximum queue length is anticipated to reach four (4) vehicles. The parking garage has a storage capacity for up to six (6) vehicles. Therefore, it is expected that the number of vehicles arriving during the peak hour of business operations can be accommodated within the proposed storage area provided on site and vehicles are not anticipated to spillover onto Santa Rosalia Drive.

The parking structure queuing analysis is provided in Appendix J.

6.3.3 PASSENGER LOADING EVALUATION

The TAG requires an evaluation of passenger loading areas for development projects. Because the Project is proposing to provide an approximately 122-foot-long passenger loading area (capacity of four-five vehicles) south of the Project driveway on Santa Rosalia Drive, an assessment was conducted to determine if the curb cutout provides adequate storage for the anticipated passenger drop-off/pick-up activity of the site. It has been assumed that 10% of the Project trips have been assumed to utilize the passenger loading area (excluding studio service trucks), but they have not been removed at the Project driveway to provide a conservative analysis.

Utilizing the Project trips with the TDM Measure reduction. the highest peak period for Project trips is expected to occur in the PM peak hour with 26 vehicles using the passenger loading area. It is assumed that each vehicle will average three minutes or 180 seconds in the loading area with a safety factor of two over the course of one hour or 3600 seconds. Based on these assumptions the loading area would need the capacity to provide approximately three (3) vehicles (180 X 26 = 4680 seconds/3600 seconds = 1.3 X 2 = 2.6 vehicles). Therefore, the passenger load area with a capacity of between four and five vehicles is expected to provide adequate storage and is not anticipated to adversely affect the operations of the adjacent roadways.

The traffic conditions for the Future (2029) With Project + TDM Measures are summarized below along with the additional recommended improvements at Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street.

6.3.4 INTERSECTION OPERATIONS EVALUATION – HAZARDOUS CONDITIONS

There are instances where spillover and extensive queues are experienced at the study intersections prior to the inclusion of the Project trips under the existing and future year traffic conditions. With the Project, the additional trips are expected to contribute to worsening queuing conditions which contribute or may cause hazardous conditions. These conditions are at the intersections of Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street and Crenshaw Boulevard & Stocker Street. The following sections describe the results associated with the implementation of the various mitigation measures that were described earlier in Sections 6.1 (Project TDM Measures) and 6.2 (Intersection Improvement – Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street).

TDM Measures

Existing (2024) Plus Project + TDM Measures Traffic Conditions

The level of service at the two intersections under the Existing (2024) Plus Project + TDM Measures traffic conditions are expected to deteriorate compared to the without Project conditions in the AM peak hour from LOS B to LOS C and will remain the same during the PM peak hour. There will be slight improvements

to vehicle delays when compared to the traffic conditions without the TDM Measures. The implementation of the TDM Measures are anticipated to reduce vehicle queueing at most approaches during the peak hours as follows:

- Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street queues will be reduced compared to pre-TDM Measures, including the eastbound left-turn lane with a reduction in the Project added queue by 19 feet or 0.76 vehicle lengths during the AM peak hour. It should be noted that the queue at the eastbound left-turn lane is anticipated to exceed the available storage capacity prior to the addition of Project trips. The Existing (2024) traffic conditions experience a queue of 166 feet or 6.64 vehicles which means that approximately 36 feet or 1.44 vehicles currently experience spillover. During the PM peak hour, the Project queue at the eastbound left-turn lane will reduce by 32 feet or 1.28 vehicle lengths with the TDM Measures. With this reduction, the Project is expected to experience queues that extend past the storage capacity of the left-turn lane by 28 feet or 1.12 vehicle lengths. At the southbound approach, queues for the left-turn lane will experience spillover by 28 feet or 1.12.
- Crenshaw Boulevard & Stocker Street with the reduction of Project trips is expected to experience less queuing at select approaches. Several of the approaches including the northbound left-turn lane, southbound right-turn lane, eastbound left- and through lanes, and westbound left- and through lanes experience queues that already spillover without the addition of Project trips. The addition of Project trips with TDM Measure reductions are expected to generate nominal increases at these lanes between 5 foot or 0.2 vehicle lengths and 19 feet or 0.76 vehicle lengths during the AM peak hour and between 13 feet or 0.52 vehicle lengths and 33 feet or 1.32 vehicle lengths during the PM peak hour compared to the Existing (2024) traffic conditions.

Future (2029) With Project + TDM Measures Traffic Conditions

Under the Future (2029) With Project + TDM Measures, traffic conditions are expected to maintain the same level of service as the without Project conditions with slight improvements when compared to the conditions without the TDM Measures. Compared to Future (2029) With Project conditions, the Future (2029) With Project + TDM Measures conditions will experience reduced vehicle queueing during the peak hours as follows:

- Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street queues will reduce at the lanes where Project trips will be contributing to, including the eastbound left-turn lane with a reduction in the Project added queue by 18 feet or 0.72 vehicle lengths during the AM peak hour. The queue at the eastbound left-turn lane already experiences spillover queuing under the Future (2029) Without Project conditions by 150 feet or 6 vehicles. The Project will contribute to the anticipated spillover by an additional 60 feet or 2.4 vehicles. During the PM peak hour, the Project queue at the eastbound left-turn lane will reduce by 13 feet or 0.52 vehicle lengths with the addition of the TDM Measures. However, the Project will still cause vehicles to spillover in the left-turn lane by 94 feet or 3.76 vehicle lengths. At the southbound approach, queues will extend past the storage lanes by 22 feet or 0.88 vehicle lengths for the left-turn lane and 2 feet or 0.08 vehicle lengths for the through lane.
- Crenshaw Boulevard & Stocker Street, similar to the Existing (2024) Plus Project + TDM Measures traffic conditions, with the reduction of Project trips is expected to experience less queuing at select approaches. Several of the approaches including the northbound left-turn lane, southbound right-turn lane, eastbound left- and through lanes, and westbound left- and through lanes experience queues that already spillover without the addition of Project trips. The addition of Project trips with

TDM Measure reductions are expected to generate nominal increases between 1 foot or 0.04 vehicle lengths and 39 feet or 1.56 vehicle lengths during the AM peak hour and between 3 feet or 0.12 vehicle lengths and 32 feet or 1.28 vehicle lengths during the PM peak hour compared to the Future (2029) Without Project conditions.

For both Existing (2024) and Future (2029) with Project trips and the implementation of the TDM Measures as mitigation, the Project's level of queuing at the study intersections is expected to decrease thus reducing the potential hazardous conditions. At Crenshaw Boulevard & Stocker Street, the Project trips represent an incremental change and are not expected to be substantial in nature. Therefore, this intersection would be mitigated to a less than significant impact. At the intersection of Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street, this intersection is the primary intersection for accessing the Project's driveway on Santa Rosalia Drive. The intersection will continue to experience spillover queues particularly in the eastbound left-turn lane with the Project contributing to existing spillover conditions during the AM peak hour and causing queues to spillover into adjacent travel lanes during the PM peak hour. Therefore, additional intersection improvements (i.e., TCR Improvement) were evaluated to determine the effects to the intersection. The results with the TCR Improvement are described below.

TDM Measures + TCR Improvement

Existing (2024) Plus Project + TDM Measures + TCR Improvement Traffic Conditions

With the addition of the TCR Improvement and the TDM Measures as mitigation, the overall intersection operations are expected to improve for the Existing (2024) Plus Project traffic conditions. The Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street level of service would remain at LOS C in the AM peak hour and would worsen from LOS B to LOS C in the PM peak hour, still acceptable level of service operations. The queues are projected to experience the following:

- At the eastbound left-turn lane, the queues during the AM peak hour will increase by 11 feet or 0.52 vehicle lengths compared to the Existing (2024) traffic conditions. Vehicles would continue to spillover over by 47 feet or 1.88 vehicle lengths. During the PM peak hour, the Project will add 77 feet or 3.08 vehicle lengths causing vehicles to exceed the available storage for the left-turn lane by 4 feet or 0.16 vehicle lengths. This will be a minimal increase and is not expected to cause a hazardous roadway situation.
- At the southbound approach, queues are no longer expected to extend past the Project driveway with the addition of the southbound approach right-turn lane for the PM peak hour. The additional capacity will improve queuing for all southbound approach turning movements. During the AM peak hour, queues will be reduced between 53 feet or 2.12 vehicle lengths and 145 feet or 5.8 vehicle lengths. During the PM peak hour, queues will decrease between 6 feet or 0.24 vehicle lengths and 115 feet or 4.6 vehicle lengths. All spillover occurrences are projected to no longer occur during the PM peak hour.
- This improvement will reduce queues on the westbound between 9 feet or 0.36 vehicles lengths and 102 feet or 4.08 vehicle lengths in the AM peak hour and between 72 feet or 2.88 vehicle lengths and 153 feet or 6.12 vehicle lengths in the PM peak hour.
- For the northbound approach, the left-turn queue is projected to extend past the new striped left-turn lane that provides a storage capacity of approximately 20 feet by approximately 26 feet or 1.04 vehicle lengths in the AM peak hour and 11 feet or 0.44 vehicle lengths in the PM peak hour. The lane would experience nominal spillover and is not expected to cause a hazardous condition at this approach.

Future (2029) With Project + TDM Measures + TCR Improvement Traffic Conditions

Under the Future (2029) With Project traffic conditions, with the addition of the TCR Improvement and the TDM Measures as mitigation, the overall intersection operations are expected to improve. The Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street level of service would remain at LOS C in the AM peak hour and would worsen from LOS B to LOS C in the PM peak hour, which is still an acceptable level of service. The queues are projected to experience the following:

- At the eastbound left-turn lane, the queues during the AM peak hour will improve by 13 feet or 0.52 vehicle lengths compared to the Future (2029) Without Project conditions. However, vehicles would continue to spillover over by 137 feet or 5.48 vehicle lengths. During the PM peak hour, the Project queues will be reduced with the TCR Improvement, however, it will add 94 feet or 3.76 vehicle lengths causing spillover to occur by approximately 56 feet or 2.24 vehicle lengths. The analysis is conservative in nature and the spillover is not anticipated to occur during every signal cycle. The addition of these vehicles is not anticipated to cause a substantial hazardous roadway situation. It should be noted that the intersection already experiences spillover conditions during the AM peak hour.
- During the PM peak hour, the eastbound through movements are anticipated to increase, exceeding the available storage for that approach by 94 feet or 3.76 vehicle lengths. It should be noted there are "Keep Clear" pavement markings at the unsignalized intersection of Palmero Boulevard & Stocker Street which will reduce the likelihood of queues blocking Palmero Boulevard.
- This improvement will increase queues at the westbound through lane causing spillover conditions in the AM peak hour of approximately 24 feet or 0.96 vehicle lengths. The addition of approximately 1 vehicle is not anticipated to create hazardous roadway conditions.
- At the southbound approach, queues are no longer expected to extend past the Project driveway with the addition of the southbound approach right-turn lane. The additional capacity will improve queuing for all southbound approach turning movements. During the AM peak hour, queues will be reduced between 48 feet or 1.19 vehicle lengths and 139 feet or 5.6 vehicle lengths. During the PM peak hour, queues will decrease between 8 feet or 0.3 vehicle lengths and 106 feet or 4.2 vehicle lengths. All spillover occurrences are projected to no longer occur.
- For the northbound approach, the left-turn queue is projected to extend past the new striped left-turn lane by approximately 28 feet or 1.12 vehicle lengths in the AM peak hour and 12 feet or 0.48 vehicle lengths in the PM peak hour. The lane would experience occurrences when there could be minor spillover, however, it is not expected to cause a hazardous condition at this approach.

For both Existing (2024) and Future (2029) with Project trips and the implementation of the TDM Measures + TCR Improvement as mitigation, the Project is expected to reduce the level of queuing at the intersection of Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street. The intersection will continue to experience spillover queues particularly in the eastbound left-turn lane with the Project contributing to existing spillover conditions during the AM peak hour and causing minimal spillover during the PM peak hour. These conditions are not anticipated to be substantial in nature and are therefore not expected to cause a hazardous roadway condition.

Tables 14 and 15 summarize the level of service and queuing with the addition of the TDM Measures + TCR Improvement.

Table 14: Existing (2024) and Future (2029) Traffic Conditions
Intersection Delay Summary – With TDM Measures + TCR Improvement

	Study Intersections	Peak Hour	Existing (2024) Conditions		Existing (2024) Plus Project Conditions		Change in Delay[3]	Existing (2024) Plus Project + TDM Measures		Change in Delay[3]	Existing (2024) Plus Project + TDM Measures + TCR Improvement		Change in Delay[3]	Future (2029) Without Project Conditions		Future (2029) With Project Conditions		Change in Delay[3]	Future (2029) With Project + TDM Measures		Change in Delay[3]	Future (2029) With Project + TDM Measures + TCR Improvement		Change in Delay[3]
			Delay[1]	LOS[2]	Delay[1]	LOS[2]		Delay[1]	LOS[2]		Delay[1]	LOS[2]		Delay[1]	LOS[2]	Delay[1]	LOS[2]		Delay[1]	LOS[2]		Delay[1]	LOS[2]	
4	Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street[4]	AM	19.0	B	20.8	C	1.8	20.2	C	1.2	26.6	C	7.6	25.6	C	35.7	D	10.1	32.8	C	7.2	30.6	C	5.0
		PM	16.0	B	18.6	B	2.6	18.2	B	2.2	23.6	C	7.6	16.7	B	21.3	C	4.6	19.7	B	3.0	25.8	C	9.1
7	Crenshaw Boulevard & Stocker Street[4]	AM	30.2	C	31.6	C	1.4	30.7	C	0.5	-	-	-	52.7	D	56.6	**E**	3.9	52.9	D	0.2	-	-	-
		PM	37.2	D	40.1	D	2.9	39.1	D	1.9	-	-	-	104.7	**F**	111.9	**F**	7.2	109.8	**F**	5.1	-	-	-

[1] Delay in seconds

[2] *LOS = Level of Service*

[3] Change in delay reported in seconds

[4] HCM6th Edition methodology does not support Non-NEMA phasing, therefore, HCM2000 results reported.

Table 15: Existing (2024) and Future (2029) Traffic Conditions Intersection Queuing Summary – With TDM Measures + TCR Improvement

Study Intersections	Peak Hour	Approach	Storage Capacity (ft)	Existing (2024) Conditions	Existing (2024) Plus Project Conditions		Existing (2024) Plus Project + TDM Measures		Existing (2024) Plus Project + TDM Measures + TCR Improvement		Future (2029) Conditions	Future (2029) with Project Conditions		Future (2029) with Project + TDM Measures		Future (2029) with Project + TDM Measures + TCR Improvement	
				Queue Length[1]	Queue Length[1]	Change[2]	Queue Length[1]	Change[2]	Queue Length[1]	Change[2]	Queue Length[1]	Queue Length[1]	Change[2]	Queue Length[1]	Change[2]	Queue Length[1]	Change[2]
4 Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street[4]	AM	NBL	20	-	-	-	-	-	***46***	46	-	-	-	-	-	***48***	48
		NBT	1050	177	181	4	180	3	167	-10	183	184	1	184	1	177	-6
		NBR	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		SBL	130	69	79	10	78	9	77	8	74	86	12	84	10	82	8
		SBT	285	161	170	9	169	8	140	-21	176	183	7	181	5	146	-30
		SBR	134	-	-	-	-	-	7	7	-	-	-	-	-	19	19
		EBL	130	***166***	***244***	78	***225***	59	***177***	11	***280***	***358***	78	***340***	60	***267***	-13
		EBT	230	147	147	0	147	0	195	48	187	190	3	189	2	224	37
		WBL	115	11	11	0	11	0	13	2	11	12	1	12	1	13	2
		WBT	330	256	258	2	257	1	321	65	302	309	7	306	4	***354***	52
		WBR	110	31	38	7	36	5	57	26	41	51	10	48	7	97	56
	PM	NBL	20	-	-	-	-	-	***31***	***31***	-	-	-	-	-	***32***	32
		NBT	1050	124	124	0	123	-1	118	-6	129	127	-2	127	-2	123	-6
		NBR	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		SBL	130	91	***158***	67	***158***	67	124	33	97	***168***	71	***152***	55	122	25
		SBT	285	242	278	36	270	28	170	-72	260	***297***	37	***287***	27	179	-81
		SBR	134	-	-	-	-	-	51	51	-	-	-	-	-	58	58
		EBL	130	57	***163***	106	***131***	74	***134***	77	92	***237***	145	***224***	132	***186***	94
		EBT	230	113	122	9	122	9	201	88	184	221	37	205	21	***324***	140
		WBL	115	19	20	1	20	1	28	9	21	22	1	22	1	25	4
		WBT	330	109	155	46	113	4	177	68	148	157	9	155	7	205	57
		WBR	110	18	23	5	22	4	38	20	19	24	5	23	4	45	26
7 Crenshaw Boulevard & Stocker Street[4]	AM	NBL	145	***211***	***236***	25	***230***	19			***434***	***487***	53	***473***	39		
		NBT	1100	337	341	4	340	3			685	695	10	691	6		
		SBL	200	43	43	0	43	0			35	35	0	35	0		
		SBT	790	208	208	0	208	0			356	356	0	356	0		
		SBR	200	***348***	***435***	87	***244***	-104			***526***	***471***	-55	***290***	-236		
		EBL	150	***169***	***176***	7	***175***	6			***291***	***303***	12	***299***	8		
		EBT	275	269	272	3	272	3			***287***	***289***	2	***289***	2		
		EBR	170	19	19	0	19	0			21	22	1	22	1		
		WBL	55	***58***	***57***	-1	***58***	0			***63***	***62***	-1	***62***	-1		
		WBT	200	***211***	***218***	7	***216***	5			***226***	***233***	7	***232***	6		
	PM	NBL	145	***205***	***224***	19	***218***	13			***390***	***419***	29	***411***	21		
		NBT	1100	217	217	0	217	0			404	404	0	404	0		
		SBL	200	64	64	0	64	0			53	53	0	53	0		
		SBT	790	537	537	0	537	0			743	743	0	743	0		
		SBR	200	114	150	36	143	29			***211***	***239***	28	172	-39		
		EBL	150	***240***	***285***	45	***273***	33			***367***	***411***	44	***399***	32		
		EBT	275	***415***	***434***	19	***430***	15			***513***	***538***	25	***532***	19		
		EBR	170	32	40	8	38	6			85	100	15	96	11		
		WBL	55	55	55	0	55	0			***67***	***67***	0	***67***	0		
		WBT	200	137	142	5	141	4			154	159	5	157	3		

Notes:

* Unsignalized Intersections

[1] 95th percentile vehicle queue length in number of feet (Synchro software assumes 25 feet per vehicle).

[2] Change in vehicle queue length reported in number of feet.

[3] Storage capacities and queue lengths for movements with dual-lane turn pockets reported based on the average of the two lanes.

[4] Future condition includes a signal improvement to the northbound/southbound approaches as part of HSIP 7

XX ***Bolded/italicized*** vehicle queue length indicates that the queue exceeds turn-pocket capacity or distance in through lane to upstream intersection.

NB = Northbound; SB = Southbound; WB = Westbound; EB = Eastbound; L = Left-turn; T = Through; R = Right-turn.

7. NON-CEQA RECOMMENDED ACTIONS

The Project is expected to contribute to worsening intersection operations with increases to delays and queues. A combination of PDFs and mitigation measures will be required to improve access and circulation constraints resulting from the Project under the non-CEQA assessment. Because of the overlap between the CEQA and non-CEQA analysis, the TDM Measures and TCR Improvement identified in Section 6.1 and Section 6.2, respectively, would also address non-CEQA access and circulation constraints. These actions include shifting service truck deliveries to off-peak hours and the implementation of the TDM program which will reduce the Project's contribution to deteriorating operations in the study area, and the TCR Improvement at Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street. The results of this analysis are discussed in Section 6.3.4 for the Existing (2024) Plus Project and Future (2029) With Project traffic conditions. With the implementation of the TDM Measures and the TCR Improvement at Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street, the intersection operations are not expected to contribute to access or circulation constraints in either Existing (2024) Plus Project or Future (2029) With Project traffic conditions.

Tables 16 and 17 summarize the level of service and queuing with the addition of the TDM Measures + TCR Improvement.

Table 16: Existing (2024) and Future (2029)Traffic Conditions
Intersection Delay Summary – With TDM Measures + TCR Improvement

	Study Intersections	Peak Hour	Existing (2024) Conditions		Existing (2024) Plus Project Conditions		Change in Delay[3]	Existing (2024) Plus Project + TDM Measures		Change in Delay[3]	Existing (2024) Plus Project + TDM Measures + TCR Improvement		Change in Delay[3]	Future (2029) Without Project Conditions		Future (2029) With Project Conditions		Change in Delay[3]	Future (2029) With Project + TDM Measures		Change in Delay[3]	Future (2029) With Project + TDM Measures + TCR Improvement		Change in Delay[3]
			Delay[1]	LOS[2]	Delay[1]	LOS[2]		Delay[1]	LOS[2]		Delay[1]	LOS[2]		Delay[1]	LOS[2]	Delay[1]	LOS[2]		Delay[1]	LOS[2]		Delay[1]	LOS[2]	
1	Don Felipe Drive & Stocker Street	AM	6.7	A	4.9	A	-1.8	4.9	A	-1.8	-	-	-	7.7	A	5.7	A	-2.0	5.7	A	-2.0	-	-	-
		PM	11.2	B	9.8	A	-1.4	9.8	A	-1.4	-	-	-	12.1	B	10.4	B	-1.7	10.5	B	-1.6	-	-	-
2	Project Driveway & Stocker Street*	AM	-	-	0.0	A	0.0	0.0	A	0.0	-	-	-	-	-	0.0	A	0.0	0.0	A	0.0	-	-	-
		PM	-	-	0.0	A	0.0	0.0	A	0.0	-	-	-	-	-	0.0	A	0.0	0.0	A	0.0	-	-	-
3	Palmero Boulevard & Stocker Street*	AM	21.9	C	22.4	C	0.5	22.3	C	0.4	-	-	-	27.5	D	28.3	D	0.8	28.2	D	0.7	-	-	-
		PM	19.9	C	20.1	C	0.2	20.0	C	0.1	-	-	-	23.1	C	23.4	C	0.3	23.3	C	0.2	-	-	-
4	Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street[4]	AM	19.0	B	20.8	C	1.8	20.2	C	1.2	26.6	C	7.6	25.6	C	35.7	D	10.1	32.8	C	7.2	30.6	C	5.0
		PM	16.0	B	18.6	B	2.6	18.2	B	2.2	23.6	C	7.6	16.7	B	21.3	C	4.6	19.7	B	3.0	25.8	C	9.1
5	Santa Rosalia Drive & Project Driveway*	AM	-	-	19.3	C	19.3	16.8	C	16.8	-	-	-	-	-	23.6	C	23.6	19.3	C	19.3	-	-	-
		PM	-	-	49.0	**E**	49.0	27.5	D	27.5	-	-	-	-	-	69.2	**F**	69.2	33.3	D	33.3	-	-	-
6	Santa Rosalia Drive & Marlton Avenue	AM	15.0	B	15.0	B	0.0	15.0	B	0.0	-	-	-	15.0	B	15.0	B	0.0	15.0	B	0.0	-	-	-
		PM	14.8	B	15.0	B	0.2	14.9	B	0.1	-	-	-	15.0	B	15.2	B	0.2	15.1	B	0.1	-	-	-
7	Crenshaw Boulevard & Stocker Street[4]	AM	30.2	C	31.6	C	1.4	30.7	C	0.5	-	-	-	52.7	D	56.6	**E**	3.9	52.9	D	0.2	-	-	-
		PM	37.2	D	40.1	D	2.9	39.1	D	1.9	-	-	-	104.7	**F**	111.9	**F**	7.2	109.8	**F**	5.1	-	-	-

*Unsignalized Intersection- Delay is based on higher delay at stop approach

[1] Delay in seconds

[2] *LOS = Level of Service*

[3] Change in delay reported in seconds

[4] HCM6th Edition methodology does not support Non-NEMA phasing, therefore, HCM2000 results reported.

Table 17: Existing (2024) and Future (2029) Traffic Conditions Intersection Queuing Summary With TDM Measures + TCR Improvement

Study Intersections	Peak Hour	Approach	Storage Capacity (ft)	Existing (2024) Conditions	Existing (2024) Plus Project Conditions		Existing (2024) Plus Project + TDM Measures		Existing (2024) Plus Project + TDM Measures + TCR Improvement		Future (2029) Conditions	Future (2029) with Project Conditions		Future (2029) with Project + TDM Measures		Future (2029) with Project + TDM Measures + TCR Improvement	
				Queue Length[1]	Queue Length[1]	Change[2]	Queue Length[1]	Change[2]	Queue Length[1]	Change[2]	Queue Length[1]	Queue Length[1]	Change[2]	Queue Length[1]	Change[2]	Queue Length[1]	Change[2]
1 Don Felipe Drive & Stocker Street	AM	SBL	50	48	48	0					***85***	***85***	0				
		SBR	735	120	120	0					135	135	0				
		EBL	150	23	10	-13					30	15	-15				
		EBT	650	38	40	3					55	58	2				
		WBT	370	83	13	-70					108	18	-90				
		WBR	370	83	13	-70					113	18	-95				
	PM	SBL	50	***70***	***70***	0					***88***	***88***	0				
		SBR	735	250	250	0					275	275	0				
		EBL	150	53	43	-10					70	55	-15				
		EBT	650	163	168	5					203	208	5				
		WBT	370	83	23	-60					115	35	-80				
		WBR	370	85	25	-60					118	35	-83				
2 Project Driveway & Stocker Street*	AM	EBT	125	-	0	0					-	0	0				
		WBT	220	-	0	0					-	0	0				
		WBR	220	-	0	0					-	0	0				
	PM	EBT	125	-	0	0					-	0	0				
		WBT	220	-	0	0					-	0	0				
		WBR	220	-	0	0					-	0	0				
3 Palmero Boulevard & Stocker Steet*	AM	NBL/R	950	23	25	3					33	35	3				
		EBT	370	-	-	-					-	-	-				
		EBR	370	-	-	-					-	-	-				
		WBL	45	0	0	0					0	3	3				
		WBT	230	-	-	-					-	-	-				
	PM	NBL/R	950	10	13	3					15	15	0				
		EBT	370	-	-	-					-	-	-				
		EBR	370	-	-	-					-	-	-				
		WBL	45	3	3	0					3	3	0				
		WBT	230	-	-	-					-	-	-				
4 Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street[4]	AM	NBL	20	-	-	-	-	-	***46***	46	-	-	-	-	-	***48***	48
		NBT	1050	177	181	4	180	3	167	-10	183	184	1	184	1	177	-6
		NBR	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		SBL	130	69	79	10	78	9	77	8	74	86	12	84	10	82	8
		SBT	285	161	170	9	169	8	140	-21	176	183	7	181	5	146	-30
		SBR	134	-	-	-	-	-	7	7	-	-	-	-	-	19	19
		EBL	130	***166***	***244***	78	***225***	59	***177***	11	***280***	***358***	78	***340***	60	***267***	-13
		EBT	230	147	147	0	147	0	195	48	187	190	3	189	2	224	37
		WBL	115	11	11	0	11	0	13	2	11	12	1	12	1	13	2
		WBT	330	256	258	2	257	1	321	65	302	309	7	306	4	***354***	52
		WBR	110	31	38	7	36	5	57	26	41	51	10	48	7	97	56
	PM	NBL	20	-	-	-	-	-	***31***	***31***	-	-	-	-	-	***32***	32
		NBT	1050	124	124	0	123	-1	118	-6	129	127	-2	127	-2	123	-6
		NBR	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		SBL	130	91	***158***	67	***158***	67	124	33	97	***168***	71	***152***	55	122	25
		SBT	285	242	278	36	270	28	170	-72	260	***297***	37	***287***	27	179	-81
		SBR	134	-	-	-	-	-	51	51	-	-	-	-	-	58	58
		EBL	130	57	***163***	106	***131***	74	***134***	77	92	***237***	145	***224***	132	***186***	94
		EBT	230	113	122	9	122	9	201	88	184	221	37	205	21	***324***	140
		WBL	115	19	20	1	20	1	28	9	21	22	1	22	1	25	4
		WBT	330	109	155	46	113	4	177	68	148	157	9	155	7	205	57
		WBR	110	18	23	5	22	4	38	20	19	24	5	23	4	45	26
5 Santa Rosalia Drive & Project Driveway*	AM	NBL	285	-	13	13	10	10			-	13	13	10	10		
		NBT	285	-	-	-	-	-			-	-	-	-	-		
		SBT	650	-	-	-	-	-			-	-	-	-	-		
		SBR	650	-	-	-	-	-			-	-	-	-	-		
		EBL/R	230	-	18	18	13	13			-	25	25	15	15		
	PM	NBL	285	-	10	10	8	8			-	10	10	8	8		
		NBT	285	-	-	-	-	-			-	-	-	-	-		
		SBT	650	-	-	-	-	-			-	-	-	-	-		
		SBR	650	-	-	-	-	-			-	-	-	-	-		
		EBL/R	230	-	153	153	75	75			-	190	190	90	90		

Table 17: Existing (2024) and Future (2029) Traffic Conditions Intersection Queuing Summary With TDM Measures + TCR Improvement (continued)

Study Intersections	Peak Hour	Approach	Storage Capacity (ft)	Existing (2024) Conditions	Existing (2024) Plus Project Conditions		Existing (2024) Plus Project + TDM Measures		Existing (2024) Plus Project + TDM Measures + TCR Improvement		Future (2029) Conditions	Future (2029) with Project Conditions		Future (2029) with Project + TDM Measures		Future (2029) with Project + TDM Measures + TCR Improvement	
				Queue Length[1]	Queue Length[1]	Change[2]	Queue Length[1]	Change[2]	Queue Length[1]	Change[2]	Queue Length[1]	Queue Length[1]	Change[2]	Queue Length[1]	Change[2]	Queue Length[1]	Change[2]
6 Santa Rosalia Drive & Marlton Avenue	AM	NBL	100	18	18	0					18	18	0				
		NBT	300	203	205	2					243	245	3				
		NBR	100	65	65	0					60	63	3				
		SBL	60	30	30	0					33	33	0				
		SBT	500	85	98	13					88	98	10				
		SBR	500	88	100	13					90	103	13				
		EBL	55	13	15	3					20	23	3				
		EBT	330	0	0	0					0	0	0				
		EBR	330	83	85	3					100	103	2				
		WBL	130	33	45	13					40	53	13				
		WBT	260	30	30	0					35	38	3				
		WBR	130	10	13	3					13	15	3				
	PM	NBL	100	20	20	0					23	20	-3				
		NBT	300	165	190	25					188	210	23				
		NBR	100	95	***103***	7					95	***105***	10				
		SBL	60	30	30	0					33	33	0				
		SBT	500	85	88	3					90	95	5				
		SBR	500	85	90	5					93	98	5				
		EBL	55	3	5	3					5	8	3				
		EBT	330	0	0	0					0	0	0				
		EBR	330	60	65	5					68	73	5				
		WBL	130	63	73	10					70	83	13				
		WBT	260	40	43	3					45	48	3				
		WBR	130	20	20	0					23	23	0				
7 Crenshaw Boulevard & Stocker Street[4]	AM	NBL	145	***211***	***236***	25	***230***	19			***434***	***487***	53	***473***	39		
		NBT	1100	337	341	4	340	3			685	695	10	691	6		
		SBL	200	43	43	0	43	0			35	35	0	35	0		
		SBT	790	208	208	0	208	0			356	356	0	356	0		
		SBR	200	***348***	***435***	87	***244***	-104			***526***	***471***	-55	***290***	-236		
		EBL	150	***169***	***176***	7	***175***	6			***291***	***303***	12	***299***	8		
		EBT	275	269	272	3	272	3			***287***	***289***	2	***289***	2		
		EBR	170	19	19	0	19	0			21	22	1	22	1		
		WBL	55	***58***	***57***	-1	***58***	0			***63***	***62***	-1	***62***	-1		
		WBT	200	***211***	***218***	7	***216***	5			***226***	***233***	7	***232***	6		
	PM	NBL	145	***205***	***224***	19	***218***	13			***390***	***419***	29	***411***	21		
		NBT	1100	217	217	0	217	0			404	404	0	404	0		
		SBL	200	64	64	0	64	0			53	53	0	53	0		
		SBT	790	537	537	0	537	0			743	743	0	743	0		
		SBR	200	114	150	36	143	29			***211***	***239***	28	172	-39		
		EBL	150	***240***	***285***	45	***273***	33			***367***	***411***	44	***399***	32		
		EBT	275	***415***	***434***	19	***430***	15			***513***	***538***	25	***532***	19		
		EBR	170	32	40	8	38	6			85	100	15	96	11		
		WBL	55	55	55	0	55	0			***67***	***67***	0	***67***	0		
		WBT	200	137	142	5	141	4			154	159	5	157	3		

Notes:

* Unsignalized Intersections

[1] 95th percentile vehicle queue length in number of feet (Synchro software assumes 25 feet per vehicle).

[2] Change in vehicle queue length reported in number of feet.

[3] Storage capacities and queue lengths for movements with dual-lane turn pockets reported based on the average of the two lanes.

[4] Future condition includes a signal improvement to the northbound/southbound approaches as part of HSIP 7

XX ***Bolded/italicized*** vehicle queue length indicates that the queue exceeds turn-pocket capacity or distance in through lane to upstream intersection.

NB = Northbound; SB = Southbound; WB = Westbound; EB = Eastbound; L = Left-turn; T = Through; R = Right-turn.

8. CONCLUSIONS

Project transportation impacts were analyzed for CEQA and non-CEQA related issues in this transportation assessment report. As indicated in the preceding analyses, the Project is not expected to conflict with City plans, programs, ordinances, or policies; cause substantial VMT; or substantially increase hazards with the inclusion of an extensive TDM program and intersection improvements as mitigation measures as detailed in Sections 6.1 and 6.2. Additionally, the Project is not anticipated to adversely affect pedestrian, bicycle, and transit access; generate substantial construction interference to pedestrian, bicycle, transit, and vehicle circulation; result in residential street cut-through burdens; or cause freeway off-ramp safety concerns. Project access or circulation constraints were identified as a result of intersection operation deteriorations. To evaluate potentially hazardous conditions that may result with the construction of the Project, an analysis of the Project driveway, parking structure, passenger loading area, and intersection queues were analyzed. To ensure that the Project would not cause safety issues, mitigation measures that included the TDM Measures were implemented. Additionally, intersection improvements at the intersection of Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street were recommended to address residual deficiencies in the circulation system surrounding the Project site that could cause hazardous conditions. Overall, the measures the Project proposes to apply include:

- Shifting service truck deliveries to off-peak hours,
- The implementation of an extensive TDM program, and
- Intersection improvements at Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street.

For the CEQA analysis, described in Section 6.3, it was determined that the implementation of the TDM Measures will provide safer and more efficient operations of the passenger loading area, access at the Project Driveway & Santa Rosalia Drive, and queuing into the parking garage so that the Project is not expected to substantially increase hazards. The Project team will coordinate with the City on the driveway, access, and public right-of-way feature design (e.g., passenger loading zone, pedestrian, bicycle, etc.) to ensure that there will be no significant impacts to safety. To address intersection hazards due to the addition of Project trips that may cause queues to spillover into adjacent travel lanes, additional mitigation measures were considered at the intersection of Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street. It should be noted that this intersection has been identified by LADOT and the County for signal and striping improvements to include the following:

- Northbound approach at Angeles Vista Boulevard be improved with a protected-only left-turn phase which includes restriping the approach from a shared left-through and right-turn lane to a dedicated left-, through-, and right-turn lane;
- Eastbound and westbound approaches on Stocker Street be improved with protected-permissive left-turn phasing; and
- Southbound approach at Santa Rosalia Drive be improved with a dedicated right-turn lane.

The Project will be responsible for the construction of the signal and striping improvements through the B-permit process.

For non-CEQA related issues, summarized in Section 7, it was determined that the TDM Measures will reduce many of the operational delays and queues. The additional improvement at the intersection of Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street is expected to improve the operations.

APPENDIX A

TRANSPORTATION ASSESSMENT MEMORANDUM OF UNDERSTANDING (SIGNED MARCH 14, 2024)

LADOT

Attachment C

Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: Stocker Street Creative

Project Address: 3701-3761 Stocker Street, Los Angeles, CA 90008

Project Description: A creative development consisting of production studio uses (51,200 square feet of sound stages, 13,000 square feet of support space, and 44,400 square feet of production office space) and commercial uses (123,100 square feet of office space, 6,500 square feet of retail space, and 18,500 square feet of restaurant uses).

LADOT Project Case Number: CEN23-56115 Project Site Plan attached? *(Required)* ☑ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

✓	Reduced Parking Supply[2]	✓	Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 _____ 3 _____

2 _____ 4 _____

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 11th Edition, Empircal Rates

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

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

	IN	OUT	TOTAL
AM Trips	201	53	254
PM Trips	127	205	332

NET Daily Vehicle Trips (DVT)

2,873 DVT (ITE 11 ed.)

3,397 DVT (VMT Calculator ver. 1.4)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2029 Ambient Growth Rate: 1 % Per Yr.

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

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1. Don Felipe Drive & Stocker Street
2. Project Driveway & Stocker Street
3. Palmero Boulevard & Stocker Street
4. Santa Rosalia Drive & Stocker Street
5. Santa Rosalia Drive & Project Drive
6. Santa Rosalia Drive & Marlton Avenue

Refer to Attachment 2 for complete list of study intersections.

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

Is this Project located on a street within the High Injury Network? ☑ Yes ☐ No Per LA County's Vision Zero Collision Concentration Corridor

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

V. ACCESS ASSESSMENT

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

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., the Transportation Assessment must assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. Complete **Attachment C.1: Access Assessment Criteria** and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.

VII. SITE PLAN AND MAP OF STUDY AREA

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

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

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

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ Yes ☑ No
Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Hilary Mau, HW Lochner	Pantheon Business Consulting, Inc.
Address:	300 Corporate Pointe, Suite 470, Culver City, CA 90230	9461 Charleville Road, Suite 462, Beverly Hills, CA 90212
Phone Number:	(310) 473-6508	(714) 935-20645
E-Mail:	hmau@hwlochner.com	

Approved by:	x				x	Jose Cardenas		3/14/2024
		Consultant's Representative		Date		LADOT Representative		**Date
Adjacent Municipality:		[signature]		Approved by:				
3/14/2024		LACO, Public Works. Traffic Safety & Mobility Division		(If applicable)		Representative		Date

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

Attachment C.1: Access Assessment Worksheet

LADOT

Access Assessment Worksheet

This Worksheet supports the analysis needed to assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. If the project exceeds the screening criteria in Section V of the MOU, complete and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.:

I. PROJECT INFORMATION

Project Name: Stocker Street Creative

Project Address: 3701-3761 Stocker Street, Los Angeles, CA 90008

Project Description: A creative development consisting of production studio uses (51,200 square feet of sound stages, 13,000 square feet of support space, and 44,400 square feet of production office space) and commercial uses (123,100 square feet of office space, 6,500 square feet of retail space, and 18,500 square feet of restaurant uses).

LADOT Project Case Number: _____

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? ☐ ITE 10th Edition ☒ Other: ITE 10th Ed. & NCHRP Rpt. Internal Trip Capture Tool

	Land Use	Size/Unit	Daily Person Trips
Proposed	Studio/Office	231,700 sf	419
	Retail	6,500 sf	43
	Restaurant	18,500 sf	307
	Total new trips:		769

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? ☐ Yes ☐ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
  - Geographic Distribution: N 40 % S 5 % E 50 % W 5 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops)

- Key pedestrian destinations with hours of operation:
  - schools (school times)
  - government offices with a public counter or meeting room
  - senior citizen centers
  - recreation centers or playgrounds
  - public libraries
  - medical centers or clinics
  - child care facilities
  - post offices
  - places of worship
  - grocery stores
  - other facilities that attract pedestrian trips
- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment.

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? ☒ Yes ☐ No

If yes, list streets and include distance from the project:

Martin Luther King Jr. Boulevard at 530 (feet)

Crenshaw Boulevard at 350 (feet)

_____ at _____ (feet)

_____ at _____ (feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the Transportation Assessment Support Map

Crossing Distances

LADOT City of Los Angeles Transportation Assessment MOU

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

▫ Yes ▫ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

350 (feet) at Stocker Street (Don Felipe Dr. to Santa Rosalia Dr.)		_____ (feet) at _____	
430 (feet) at Stocker Street (Santa Rosalia Dr. to Victoria Ave.)		_____ (feet) at _____	
400 (feet) at Stocker Street (Victoria Ave. to Crenshaw Blvd.)		_____ (feet) at _____	
350 (feet) at Crenshaw Boulevard (Stocker St. to Martin Luther King Jr. St		_____ (feet) at _____	
350 (feet) at Crenshaw Boulevard (Stocker St. to 43rd St.)		_____ (feet) at _____	
_____ (feet) at _____		_____ (feet) at _____	

For each street along the property frontage, provide:

the roadway configuration:

- **2-Lane**
- **3-Lane w/ striped median**
- **3-Lane w/ raised median**
- **4-Lane**
- **5-Lane w/ striped median**
- **5-Lane w/ raised median**
- **6-Lane**
- **Other:_____**

and crossing distance: 58 ft total _____ ft to median _____ ft to median

V. Project Construction

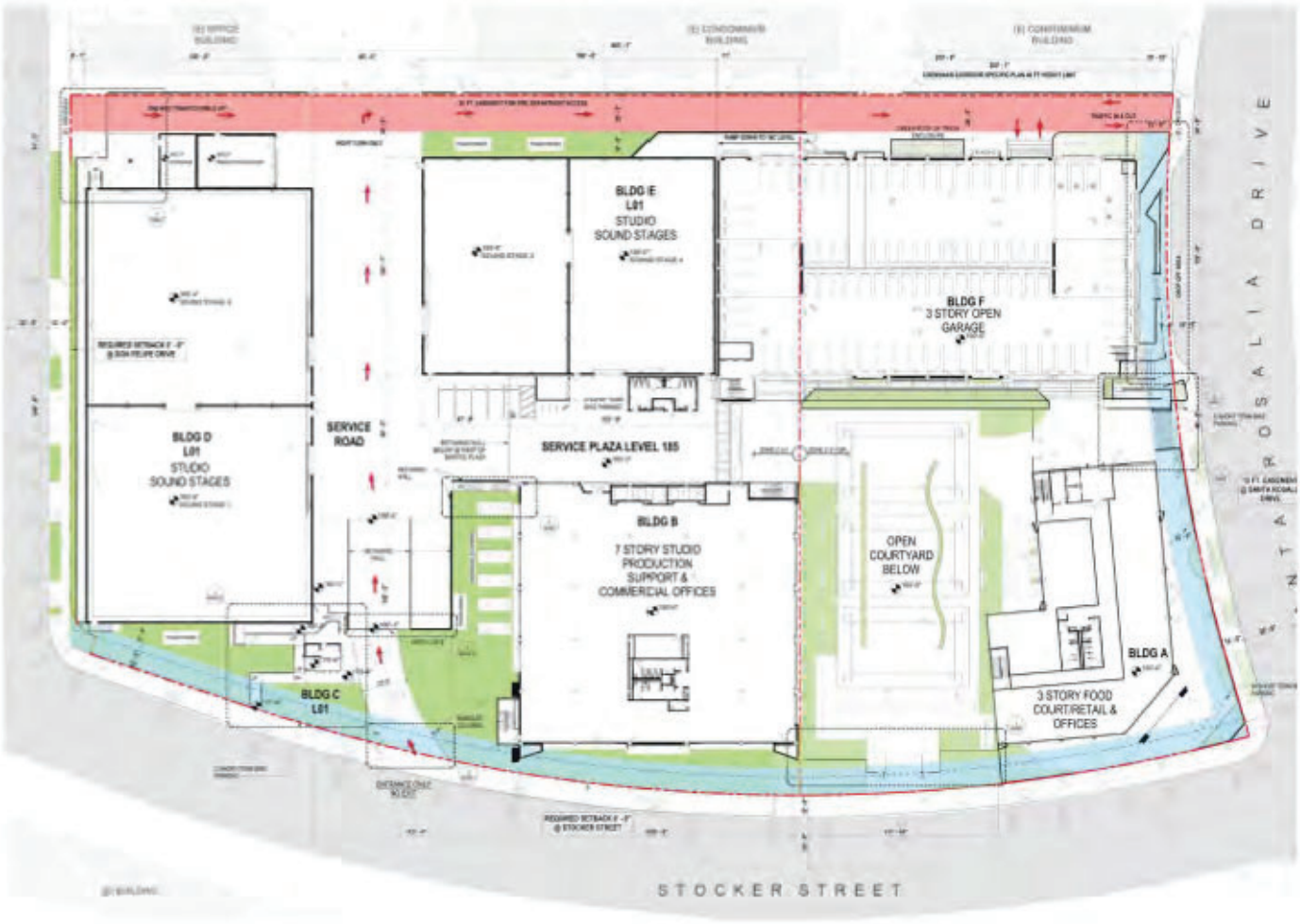
Will the project require any construction activity within the city right-of-way? ▫ Yes ▫ No

If yes, will the project require temporary closure of any of the following city facilities?

- sidewalk
- bike lane
- parking lane
- travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____

ATTACHMENT 1(a)

CONCEPTUAL SITE PLAN



ATTACHMENT 1(a)

10/12/2023
FN: JC21049 LA 3701 Stocker Studio EIR\Docs\MOU\PROJ-SITE PLAN

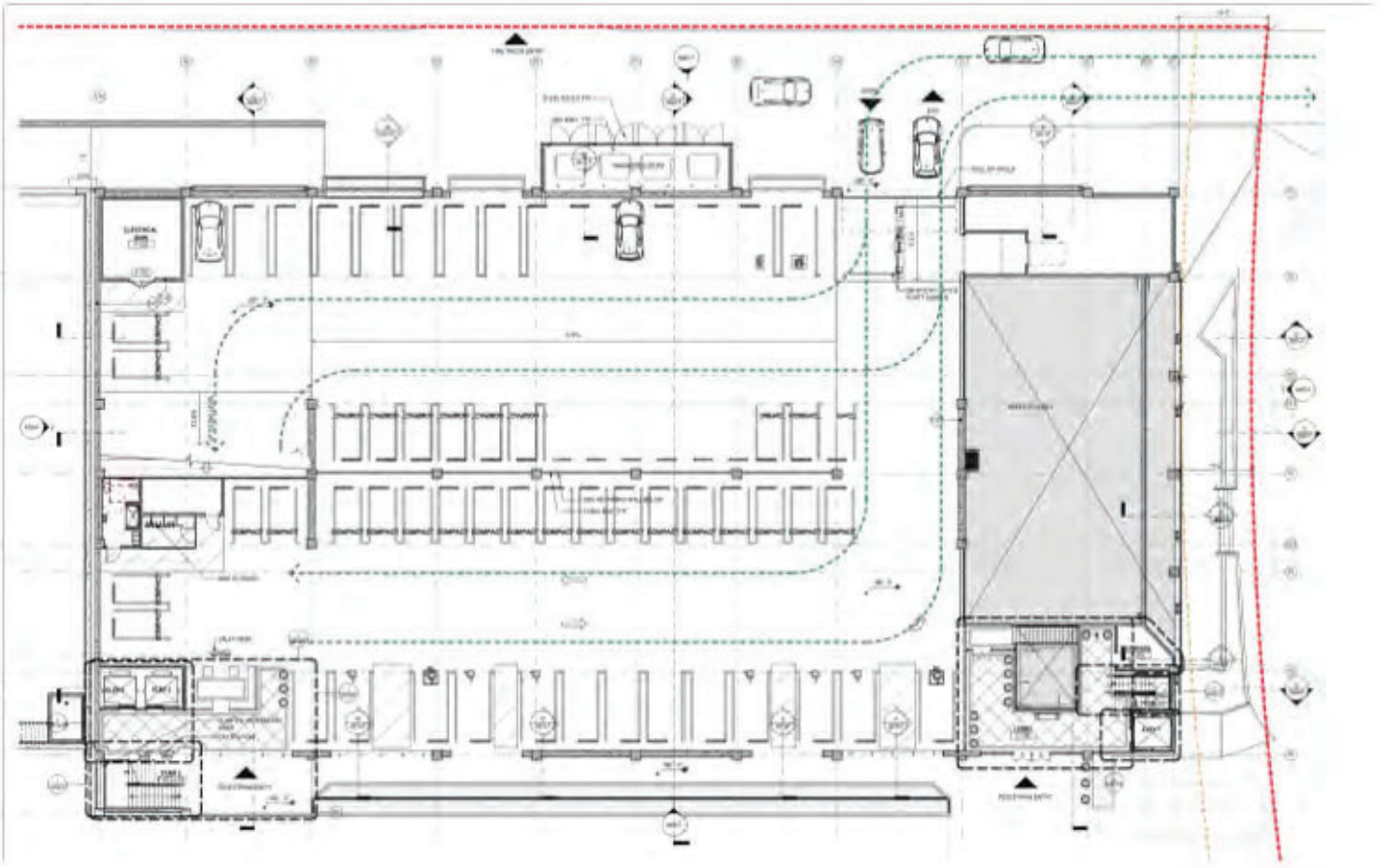
CONCEPTUAL SITE PLAN

KOA
300 Corporate Pointe, Suite 470
Culver City, California 90230
Ph (310) 473 6508 F (310) 444 9771
WWW.KOACORP.COM

ATTACHMENT 1(b)

CONCEPTUAL SITE PLAN – PARKING

NORTH



ATTACHMENT 1(b)

10/12/2023
P:\...\C21048 LA 3701 Stocker Studio EIR\Docs\MOU\PROJ-SITE PLAN

CONCEPTUAL SITE PLAN - PARKING

KOA
300 Corporate Pointe, Suite 470
Culver City, California 90230
Ph (310) 473 6508 F (310) 444 9771
WWW.KOACORP.COM

ATTACHMENT 2

STUDY INTERSECTIONS

1. Don Felipe Drive & Stocker Street
2. Project Driveway & Stocker Street
3. Palmero Boulevard & Stocker Street
4. Santa Rosalia Drive & Stocker Street
5. Santa Rosalia Drive & Project Drive
6. Santa Rosalia Drive & Marlton Avenue
7. Crenshaw Boulevard & Stocker Street

ATTACHMENT 3

PROJECT WEEKDAY TRIP GENERATION SUMMARY

Stocker Street Creative Project - Weekday Trip Generation Summary (Empirical and ITE Rates)

Land Use	ITE Code/ Other[1]	Intensity[2]	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Average Rate Total	In	Out	Average Rate Total
Trip Generation Rates									
General Office	710	1 ksf	10.84	88%	12%	1.52	17%	83%	1.44
Strip Retail Plaza (<40k)	822	1 ksf	54.45	60%	40%	2.36	50%	50%	6.59
Fine Dining Restaurant	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
Studio - Sound Stage	Empirical	1 ksf	5.91	63%	37%	0.20	40%	60%	0.43
Studio - Support	Empirical	1 ksf	4.14	65%	35%	0.61	45%	55%	0.57
Studio - Production Office	Empirical	1 ksf	9.34	62%	38%	0.66	45%	55%	0.63
Studio - Service Trucks	-	-	12.00	50%	50%	6.00	50%	50%	6.00
Trip Generation Summary									
Description		**Size**	**Average Weekday**	**AM Peak Hour**			**PM Peak Hour**		
				In	Out	Average Rate Total	In	Out	Average Rate Total
Proposed Uses									
Studio									
Sound Stage		51.200 ksf	303	6	4	10	9	13	22
Support		13.000 ksf	54	5	3	8	3	4	7
Production Office		44.400 ksf	415	18	11	29	13	15	28
Studio Service Truck Vehicle Trips[3]		108.600 ksf	24	6	6	12	6	6	12
Studio Vehicle Trips			772	29	18	47	25	32	57
Studio Total Baseline All Vehicle Trips			796	35	24	59	31	38	69
Studio Person Trips[4]			1,359	62	42	104	54	67	121
Studio Internal Person Trips[5]			100	5	15	20	2	1	3
Studio External Person Trips[5]			1,258	57	28	85	52	66	118
Studio External Trips by Vehicle[5,6]			623	28	14	42	26	33	59
Studio External Trips by Transit[5]			8	0	0	0	1	0	1
Studio External Trips by Walk/Bicycle[5]			155	7	4	11	7	8	15
Commercial									
General Office Total Baseline Vehicle Trips		123.100 ksf	1,334	165	22	187	30	147	177
Office Total Person Trips[4]			2,348	290	39	329	53	259	312
Office Internal Person Trips[5]			114	21	13	34	2	5	7
Office Total External Person Trips[5]			2,175	269	25	294	51	254	305
Office External Trips by Vehicle[5,6]			1,076	133	12	145	25	126	151
Office External Trips by Transit[5]			13	2	0	2	0	2	2
Office External Trips by Walk/Bicycle[5]			269	33	3	36	6	31	37
Strip Retail Plaza (<40k)		6.500 ksf	354	9	6	15	22	21	43
Retail Total Person Trips[4]			629	16	11	27	39	37	76
Retail Total Internal Person Trips[5]			275	6	4	10	23	12	35
Retail Total External Person Trips[5]			354	10	7	17	16	25	41
Retail External Trips by Vehicle (including pass-by trips)[5]			177	5	3	8	8	13	21
Retail External Trips by Transit[5]			0	0	0	0	0	0	0
Retail External Trips by Walk/Bicycle[5]			43	1	1	2	2	3	5
Retail External Trips by Vehicle (with pass-by trip adjustment)[7]			89	3	1	4	4	7	11
Fine Dining Restaurant		9.000 ksf	755	6	1	7	47	23	70
High-Turnover (Sit-Down) Restaurant		9.500 ksf	1,018	50	41	91	52	34	86
Restaurant Total Baseline Vehicle Trips		18.500 ksf	1,773	56	42	98	99	57	156
Restaurant Total Person Trips[4]			3,120	99	74	173	174	100	274
Restaurant Total Internal Person Trips[5]			593	24	24	48	14	23	37
Restaurant Total External Person Trips[5]			2,527	75	50	125	160	77	237
Restaurant External Trips by Vehicle (including pass-by trips)[5]			1,263	38	25	63	79	39	118
Restaurant External Trips by Transit[5]			7	0	0	0	1	0	1
Restaurant External Trips by Walk/Bicycle[5]			307	9	6	15	20	9	29
Restaurant External Trips by Vehicle (with pass-by trip adjustment)[7]			1,061	31	20	51	66	33	99
Net Project Total External Trips by Vehicle (including Pass-By Trips)			**3,163**	**210**	**60**	**270**	**144**	**217**	**361**
Net Project Total External Trips by Vehicle			**2,873**	**201**	**53**	**254**	**127**	**205**	**332**

Notes:

1) ITE *Trip Generation Manual* (11th Edition, 2021) trip generation rates and directional distributions applied for Land Use Codes (LUC) 710 (General Office), 822 (Strip Retail Plaza [<40k]), 931 (Fine Dining Restaurant), 932 (High-Turnover [Sit-Down] Restaurant) to develop baseline vehicle trips for each land use associated with the commercial components. LUC 931 does not include directional distribution for the AM peak hour of adjacent street traffic; the directional distribution for the AM peak hour of the generator was assumed. The General Urban/Suburban setting was used as it best represents the project location.

The studio trip generation rates were based on empirical rates from the *Paramount Pictures Master Plan* (2015) prepared by Gibson Transportation and are attached on the following pages.

The ITE *Trip Generation Handbook* (3rd Edition, 2017) recommended methodology for estimating the trip generation of a mixed-use development was 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 Project and existing uses. The internal trips for the Studio uses were combined with the Office uses as was the most comparable land use. Internal calculations for these office-related trips are attached on the following pages.

The studio service trucks were conservatively based on a maximum number of 6 large trucks assumed per day. All of these larger production trucks were assumed to access the site during the AM and PM peak hours. The truck estimate is based on the size of the studio and expected operations.

2) ksf = Thousands of Square Feet of Gross Leasable Floor Area or Gross Floor Area.

3) A passenger car equivalent (PCE) of 2.0 was applied to the the number of service truck trips.

4) See attached 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 proposed project uses.

5) See attached Table 9-A (D): Internal and External Trips Summary (Entering Trips), Table 9-A (D): Internal and External Trips Summary (Exiting Trips), Table 9-P (D): Internal and External Trips Summary (Entering Trips), and Table 9-P (D): Internal and External Trips Summary (Exiting Trips) from the NCHRP 684 Internal Trip Capture Estimation Tool for the proposed project uses.

6) No pass-by trips assumed for the general office land and studio uses.

7) Per Attachment 1 of the LADOT *Transportation Assessment Guidelines* (August 2022), an average pass-by trip discount rate of 50 percent was applied for the proposed retail component (as it is less than 50,000 square feet) for the proposed fine dining and high-turnover (sit-down) restaurant components. Attachment 1 recommends pass-by trip discounts of 32 percent and 20 percent, respectively, for the trips associated with the two restaurant uses were combined as part of the internal trip capture estimation, the pass-by trip discount rates were blended for each analysis time period based on the proportion of trips from each component restaurant use. For example, in the AM peak hour, with 91 high-turnover (sit-down) trips (at 20 percent) and 7 fine dining trips (at 10 percent) summing to 98 baseline restaurant vehicle trips, the blended average is approximately 19 percent. The blended pass-by discount rates were 16 percent for the weekday daily and PM peak-hour periods, respectively.

8) 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).

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Stocker Street Creative Project	**Organization:**	KOA
Project Location:	Los Angeles	**Performed By:**	1/29/2024
Scenario Description:	With Project	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[2]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	231,700	sf	246	200	46
Retail	822	6,500	sf	15	9	6
Restaurant	931, 933	18,500	sf	98	56	42
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
				359	265	94

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	1.76	1%	12%	1.76	1%	12%
Retail	1.76	1%	12%	1.76	1%	12%
Restaurant	1.76	1%	12%	1.76	1%	12%
Cinema/Entertainment						
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		5	23	0	0	0
Retail	3		1	0	0	0
Restaurant	23	1		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	633	467	166
Internal Capture Percentage	18%	12%	34%
External Vehicle-Trips[5]	258	204	54
External Transit-Trips[6]	2	2	0
External Non-Motorized Trips[6]	64	50	14

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	7%	35%
Retail	38%	36%
Restaurant	24%	32%
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:	Stocker Street Creative Project
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	1.76	200	352	1.76	46	81
Retail	1.76	9	16	1.76	6	11
Restaurant	1.76	56	99	1.76	42	74
Cinema/Entertainment	1.00	0	0	1.00	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		23	51	0	1	0
Retail	3		1	0	2	0
Restaurant	23	10		0	3	2
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		5	23	0	0	0
Retail	14		50	0	0	0
Restaurant	49	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	11	3	20	0		0
Hotel	11	1	6	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	26	326	352	161	2	40
Retail	6	10	16	5	0	1
Restaurant	24	75	99	38	0	9
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	28	53	81	26	0	7
Retail	4	7	11	3	0	1
Restaurant	24	50	74	25	0	6
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:	Stocker Street Creative Project	**Organization:**	KOA
Project Location:	Los Angeles	**Performed By:**	1/29/2024
Scenario Description:	With Project	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

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	231.700	sf	246	61	185
Retail	822	6,500	sf	43	22	21
Restaurant	931, 933	18,500	sf	156	99	57
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
				445	182	263

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	1.76	1%	12%	1.76	1%	12%
Retail	1.76	1%	12%	1.76	1%	12%
Restaurant	1.76	1%	12%	1.76	1%	12%
Cinema/Entertainment						
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		3	3	0	0	0
Retail	1		11	0	0	0
Restaurant	3	20		0	0	0
Cinema/Entertainment	0	0	0		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	783	320	463
Internal Capture Percentage	10%	13%	9%
External Vehicle-Trips[5]	349	138	211
External Transit-Trips[6]	4	2	2
External Non-Motorized Trips[6]	86	35	51

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	4%	2%
Retail	59%	32%
Restaurant	8%	23%
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-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:	Stocker Street Creative Project
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	1.76	61	107	1.76	185	326
Retail	1.76	22	39	1.76	21	37
Restaurant	1.76	99	174	1.76	57	100
Cinema/Entertainment	1.00	0	0	1.00	0	0
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		65	13	0	7	0
Retail	1		11	1	10	2
Restaurant	3	41		8	18	7
Cinema/Entertainment	0	0	0		0	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		3	3	0	0	0
Retail	33		50	0	0	0
Restaurant	32	20		0	0	0
Cinema/Entertainment	6	2	5		0	0
Residential	61	4	24	0		0
Hotel	0	1	9	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	4	103	107	51	1	13
Retail	23	16	39	8	0	2
Restaurant	14	160	174	79	1	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

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	6	320	326	159	2	39
Retail	12	25	37	13	0	3
Restaurant	23	77	100	39	0	9
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-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%

Office/Studio Person Trips

	Office Tota	2,106	200	46	246	61	185	246
	Studio	772	35	24	59	31	38	69
	Office	1,334	165	22	187	30	147	177
	Studio %	37%	18%	52%	24%	51%	21%	28%
	Office %	63%	83%	48%	76%	49%	79%	72%
		100%	100%	100%	100%	100%	100%	100%
Office Total Person Trips		3,707	352	81	433	107	326	433
Office Internal Person Trips[4]		274	26	28	54	4	6	10
Office Total External Person Trips[4]		3,433	326	53	379	103	320	423
Office External Trips by Vehicle[5]		1,699	161	26	187	51	159	210
Office External Trips by Transit[4]		21	2	0	2	1	2	3
Office External Trips by Walk/Bicycle[4]		424	40	7	47	13	39	52

Office Total Person Trips		3,707	352	81	433	107	326	433
Office Internal Person Trips[4]		274	26	28	54	4	6	10
Office Total External Person Trips[4]		3,433	326	53	379	103	320	423
Office External Trips by Vehicle[5]		1,699	161	26	187	51	159	210
Office External Trips by Transit[4]		21	2	0	2	1	2	3
Office External Trips by Walk/Bicycle[4]		424	40	7	47	13	39	52

Table IV.K-8
Project Trip-Generation Estimates

Trip-Generation Rates[a]									
				A.M. Peak Hour			P.M. Peak Hour		
Land Use	ITE Land Use	Rate	Daily	In	Out	Total	In	Out	Total
Stage	[b]	per ksf	5.91	63%	37%	0.20	40%	60%	0.43
Support	[b]	per ksf	4.14	65%	35%	0.61	45%	55%	0.57
Production Office	[b]	per ksf	9.34	62%	38%	0.66	45%	55%	0.63
Office	710	per ksf	[c]	88%	12%	[c]	17%	83%	[c]
Retail[d]	814	per ksf	44.32	61%	39%	1.03	44%	56%	2.71

Trip-Generation Estimates									
					A.M. Peak Hour			P.M. Peak Hour	
Land Use		ITE Land Use	Size	Daily	In	Out	Total	In	Out	Total
Proposed Project									
Stage		[b]	383.100 ksf	2,264	49	28	77	66	99	165
Support		[b]	587.900 ksf	2,434	233	126	359	151	184	335
Production Office		[b]	967.600 ksf	9,039	396	243	639	275	335	610
Transit Adjustment	*15%*			*-1,356*	*-60*	*-36*	*-96*	*-41*	*-51*	*-92*
Office		710	1,184.400 ksf	8,949	1,192	163	1,355	239	1,166	1,405
Transit Adjustment	*15%*			*-1,342*	*-179*	*-24*	*-203*	*-36*	*-175*	*-211*
Retail (South Side of Melrose)		814	31.000 ksf	1,374	20	12	32	37	47	84
Pass-By Adjustment	*50%*			*-687*	*-10*	*-6*	*-16*	*-18*	*-24*	*-42*
Retail (North Side of Melrose)		814	33.200 ksf	1,471	21	13	34	40	50	90
Pass-By Adjustment	*50%*			*-736*	*-10*	*-7*	*-17*	*-20*	*-25*	*-45*
Internal Capture	*25%*			*-184*	*-2*	*-2*	*-4*	*-5*	*-6*	*-11*
Retail (Main Lot)		814	47.000 ksf	2,083	29	19	48	56	71	127
Internal Capture	*100%*			*-2,083*	*-29*	*-19*	*-48*	*-56*	*-71*	*-127*
Total Proposed Project				**21,226**	**1,650**	**510**	**2,160**	**688**	**1,600**	**2,288**
Existing Site									
Stage		[b]	362.100 ksf	2,140	45	27	72	62	94	156
Support		[b]	586.000 ksf	2,426	232	125	357	150	184	334
Production Office		[b]	332.300 ksf	3,104	136	83	219	94	115	209
Transit Adjustment	*15%*			*-466*	*-20*	*-13*	*-33*	*-14*	*-17*	*-31*
Office		710	546.300 ksf	4,932	642	88	730	117	574	691
Transit Adjustment	*15%*			*-740*	*-97*	*-13*	*-110*	*-18*	*-86*	*-104*
Retail (Along Melrose)		814	0.000 ksf	0	0	0	0	0	0	0
Pass-By Adjustment	*50%*			*0*	*0*	*0*	*0*	*0*	*0*	*0*
Retail (Main Lot)		814	22.000 ksf	975	14	9	23	26	34	60
Internal Capture	*100%*			*-975*	*-14*	*-9*	*-23*	*-26*	*-34*	*-60*
Total Existing Site				**11,396**	**938**	**297**	**1,235**	**391**	**864**	**1,255**
Net Project Development									
Stage			21.000 ksf	124	4	1	5	4	5	9
Support			1.900 ksf	8	1	1	2	1	0	1
Production Office			635.500 ksf	5,045	220	137	357	154	186	340
Office			638.100 ksf	3,415	468	64	532	104	503	607
Retail (Along Melrose)			64.200 ksf	1,238	19	10	29	34	42	76
Retail (Main Lot)			25.000 ksf	0	0	0	0	0	0	0
Net New Trips				**9,830**	**712**	**213**	**925**	**297**	**736**	**1,033**

ksf = 1,000 square feet

[a] *Source: Trip Generation, 8th Edition, Institute of Transportation Engineers, 2008, except as noted.*

[b] *Rate based on empirical rate from Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report, Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010.*

[c] *Trip-generation rate based on the best-fit curve formula for the Office land use (ITE 710).*

Daily = Ln(T) = 0.77 Ln(X) + 3.65 — *T = Average Vehicle Trips*

A.M. Peak Hour = Ln(T) = 0.8 Ln(X) + 1.55 — *X = Gross Leasable Area (ksf)*

P.M. Peak Hour = T = 1.12 (X) + 78.81

[d] *A.M. peak-hour trip-generation rate is that of Shopping Center, ITE 820.*

Source: Gibson Transportation Consulting, Inc., 2015.

ATTACHMENT 4

VMT CALCULATOR SCREENING ANALYSIS RESULTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

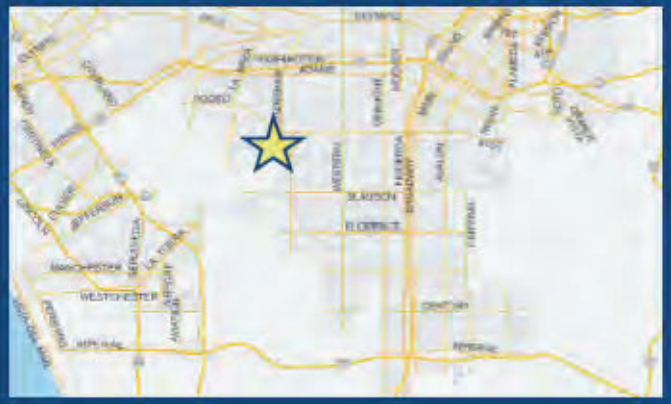
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



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
		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
		ksf
Retail | General Retail	6.5	ksf
Retail | High-Turnover Sit-Down Restaurant	9.5	ksf
Retail | Quality Restaurant	9	ksf
Office | General Office	123.1	ksf
(custom) Studio | Retail/Non-Retail	Non-Retai	LU type
(custom) Studio | Residents	0	Person
(custom) Studio | Employees	310	Person
(custom) Studio | Daily	796	Trips
(custom) Studio | HBW-Attraction Split	52	Percent
(custom) Studio | HBO-Attraction Split	24	Percent
(custom) Studio | NHB-Attraction Split	12	Percent
(custom) Studio | HBW-Production Split	0	Percent
(custom) Studio | HBO-Production Split	0	Percent

☑ 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	3,397 Daily Vehicle Trips
0 Daily VMT	25,018 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	3,397 Net Daily Trips
The net increase in daily VMT ≤ 0	25,018 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	25.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

10/27/2023

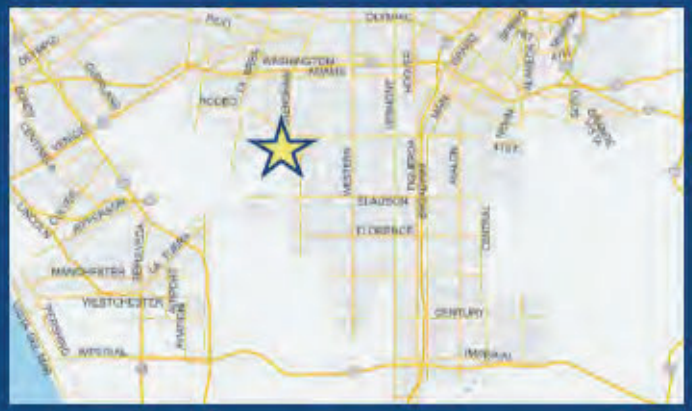
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Retail | General Retail	6.5	ksf
Retail | High-Turnover Sit-Down Restaurant	9.5	ksf
Retail | Quality Restaurant	9	ksf
Office | General Office	123.1	ksf
(custom) Studio | Retail/Non-Retail	Non-Retai	LU type
(custom) Studio | Residents	0	Person
(custom) Studio | Employees	310	Person
(custom) Studio | Daily	796	Trips
(custom) Studio | HBW-Attraction Split	52	Percent
(custom) Studio | HBO-Attraction Split	24	Percent
(custom) Studio | NHB-Attraction Split	12	Percent
(custom) Studio | HBW-Production Split	0	Percent
(custom) Studio | HBO-Production Split	0	Percent
(custom) Studio | NHB-Production Split	12	Percent

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
598 city code parking provision for the project site
380 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
45 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
2,935 Daily Vehicle Trips	**2,935** Daily Vehicle Trips
21,618 Daily VMT	**21,618** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
10.4 Work VMT per Employee	**10.4** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

10/27/2023

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: October 27, 2023
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

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	6.500	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	9.500	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	9.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	123.100	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	Studio	796	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: October 27, 2023
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

Analysis Results

Total Employees: 889
Total Population: 0

Proposed Project		*With Mitigation*	
2,935	Daily Vehicle Trips	2,935	Daily Vehicle Trips
21,618	Daily VMT	21,618	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
10.4	Work VMT per Employee	10.4	Work VMT per Employee

Significant VMT Impact?

APC: South Los Angeles

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 11.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 11.6	No	Work > 11.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: October 27, 2023
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	598	598
		Actual parking provision (spaces)	380	380
	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
	Reduction in headways (increase in frequency) (%)	0%	0%

Transit	*Reduce transit headways*	*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
Required commute trip reduction program	*Employees participating (%)*	0%	0%
Alternative Work Schedules and Telecommute	*Employees participating (%)*	0%	0%
	Type of program	0	0

Commute Trip Reductions				
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high)		
		Employees eligible (%)		
		Employer size (small, medium, large)		
	Ride-share program	Employees eligible (%)		
Shared Mobility	Car share	Car share project vesting (Urban Suburban, All Urban)		
	Bike share	Within 600 feet of existing bike share station OR implementing new bike share station (Yes/No)		
	School carpool program	Level of implementation (Low, Medium, High)		

(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)		
	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)	Yes	Yes

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 existing sidewalks only)	—	—

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: October 27, 2023
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	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	Carshare	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production	*Home Based Work Attraction*	*Home Based Other Production*	*Home Based Other Attraction*	*Non-Home Based Other Production*	*Non-Home Based Other Attraction*	*Source*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: October 27, 2023
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

		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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
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	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*
MAX. TDM EFFECT	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*

= 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: October 27, 2023
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

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	9.0	0	0
Home Based Other Production	0	0.0%	0	5.9	0	0
Non-Home Based Other Production	669	-3.4%	646	7.9	5,285	5,103
Home-Based Work Attraction	1,254	-16.8%	1,043	10.3	12,916	10,743
Home-Based Other Attraction	1,460	-27.3%	1,062	4.5	6,570	4,779
Non-Home Based Other Attraction	669	-3.4%	646	6.8	4,549	4,393

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	-13.6%			-13.6%		
Home Based Other Production	-13.6%			-13.6%		
Non-Home Based Other Production	-13.6%	558	4,409	-13.6%	558	4,409
Home-Based Work Attraction	-13.6%	901	9,283	-13.6%	901	9,283
Home-Based Other Attraction	-13.6%	918	4,130	-13.6%	918	4,130
Non-Home Based Other Attraction	-13.6%	558	3,796	-13.6%	558	3,796

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 889
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**9,283**	**9,283**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**10.4**	**10.4**

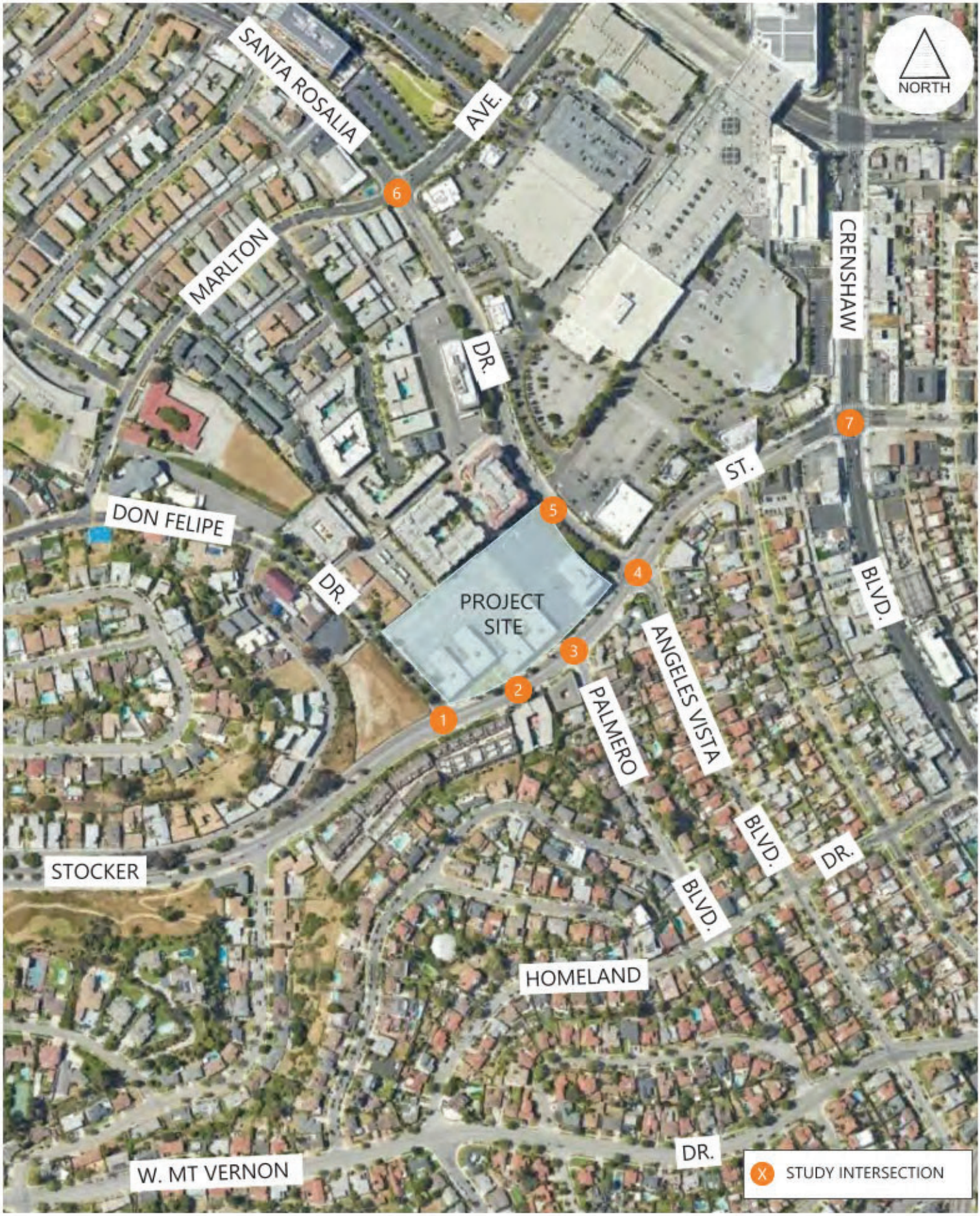
ATTACHMENT 5

RELATED PROJECTS LIST

The LADOT related projects including development projects within a 1.0-mile radius of the project site was requested and is being reviewed. City Planning projects within the West Adams – Baldwin Hills - Leimert Community Plan Area will also be reviewed to supplement the LADOT list. Related project will also be requested from Los Angeles County.

ATTACHMENT 6

PROJECT SITE VICINITY AND PROPOSED STUDY INTERSECTIONS



ATTACHMENT 6

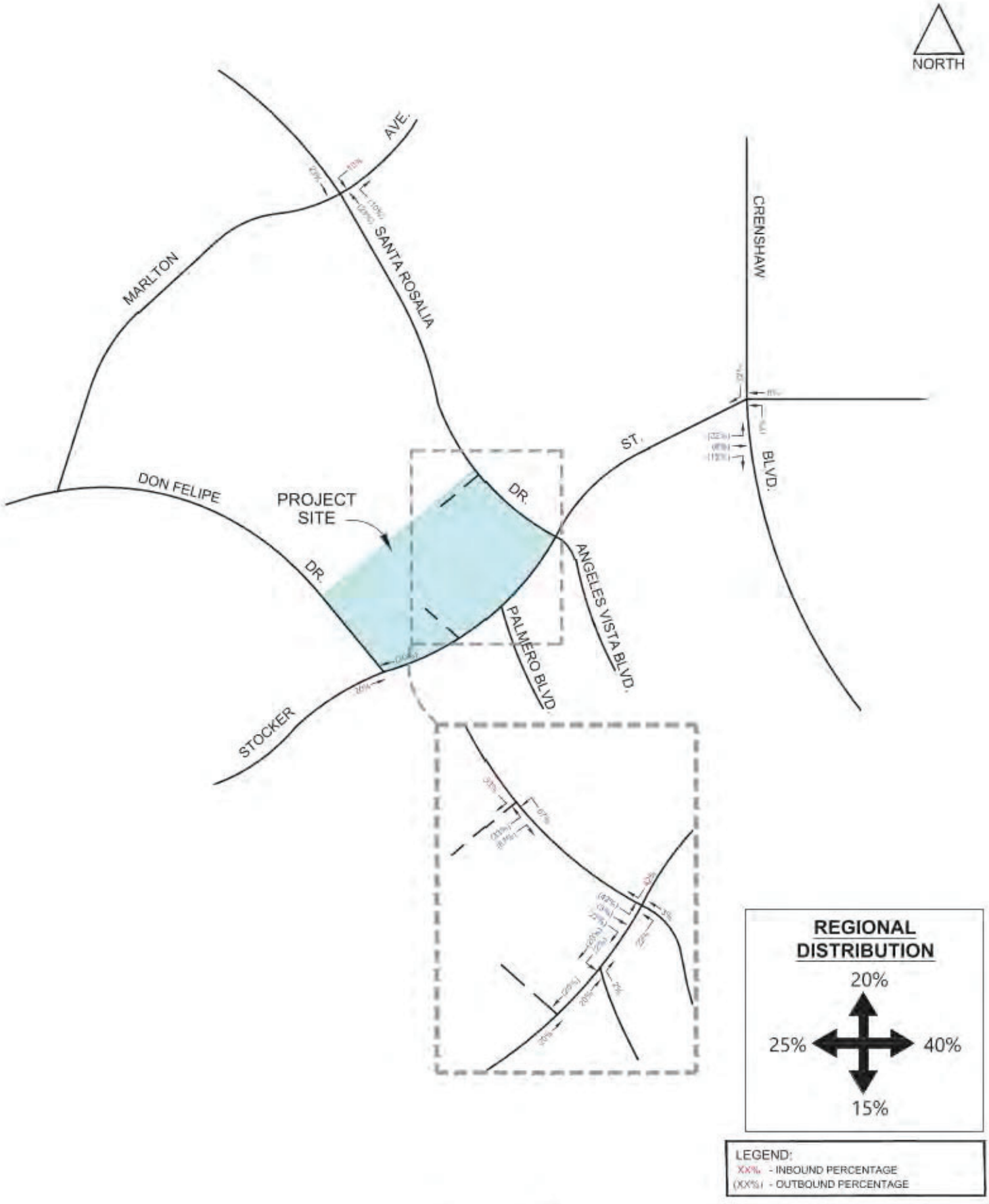
2/1/2024
FN: \\Koamps1.KOACORP.LOCAL\shares\Projects\2022\JC21049 LA 3701 Stocker Studio EIR\Docs\Fig\STUDY-INTS

PROJECT SITE VICINITY AND PROPOSED STUDY INTERSECTIONS

KOA
300 Corporate Pointe, Suite 470
Culver City, California 90230
Ph (310) 473 6508 F (310) 444 9771
WWW.KOACORP.COM

ATTACHMENT 7(a)

PROJECT TRIP DISTRIBUTION PERCENTAGES
STUDIO USES



ATTACHMENT 7(a)

10/26/2023
FN:2022\C21049 LA 3701 Stocker Studio EIR\Docs\Figs\COMMERCIAL_ProjDis

PROJECT TRIP DISTRIBUTION PERCENTAGES - STUDIO AND COMMERCIAL USES

KOA
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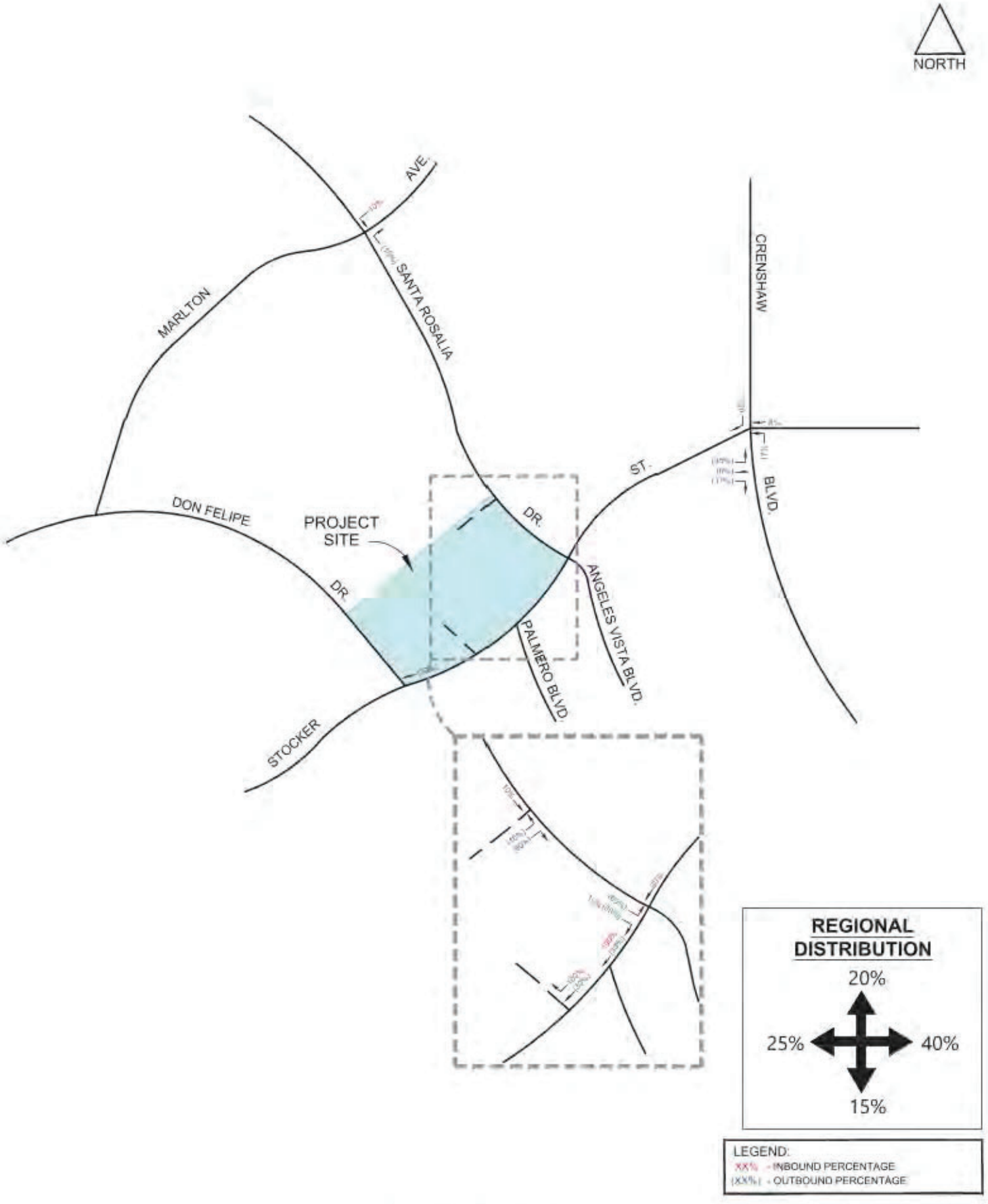
Culver City, California 90230
Ph (310) 473 8508 F (310) 444 9771
WWW.KOACORP.COM

ATTACHMENT 7(b)

PROJECT TRIP DISTRIBUTION PERCENTAGES
COMMERCIAL USES



ATTACHMENT 7(b)

PROJECT TRIP DISTRIBUTION PERCENTAGES - SERVICE STUDIO TRUCKS

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ATTACHMENT 8(a)

PROJECT VEHICLE TRIPS
STUDIO USES AM PEAK HOUR

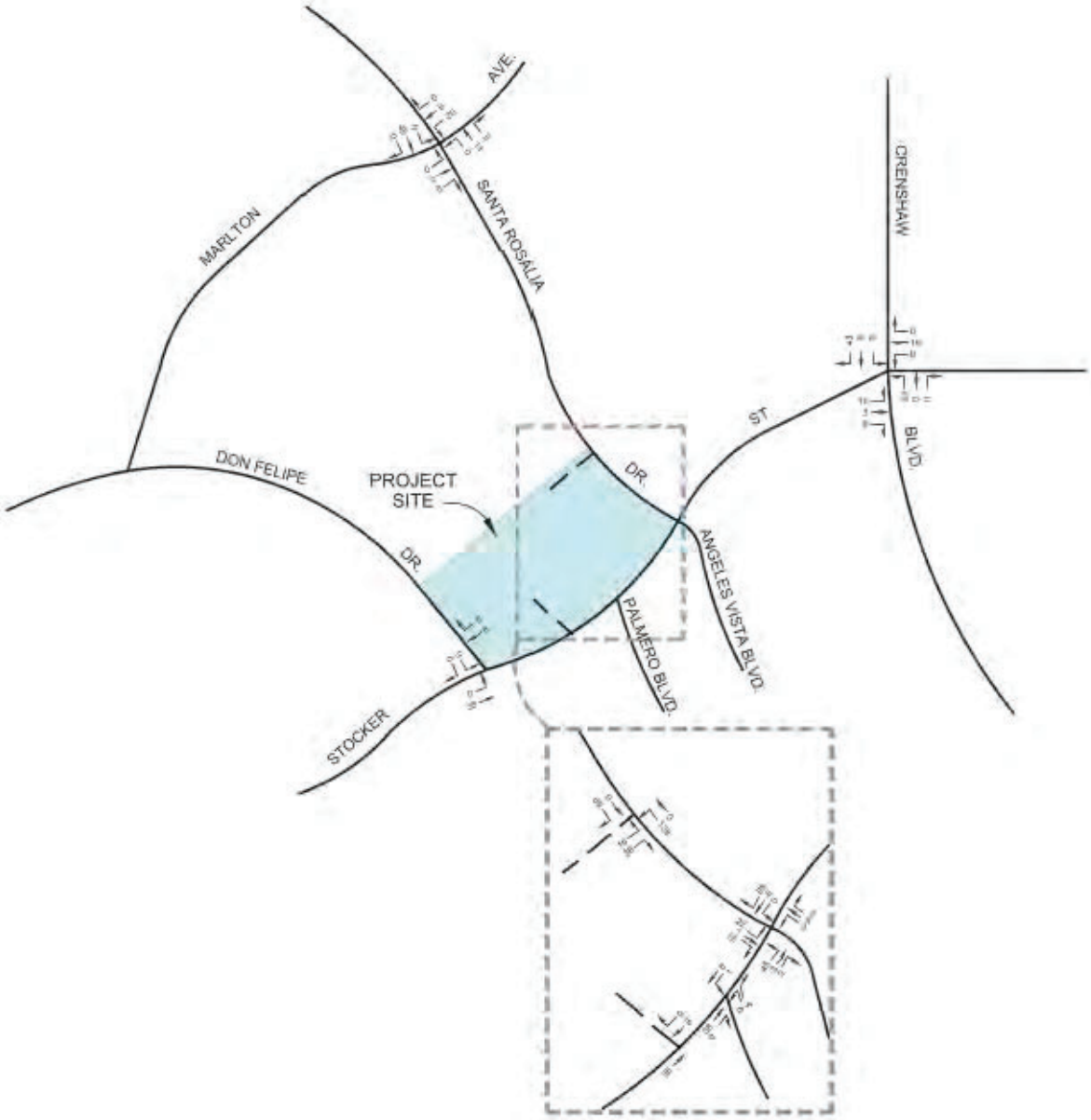

FIGURE 8(a)

PROJECT VEHICLE TRIPS - STUDIO AND COMMERCIAL USE
AM PEAK HOUR

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ATTACHMENT 8(b)

PROJECT VEHICLE TRIPS
STUDIO USES PM PEAK HOUR

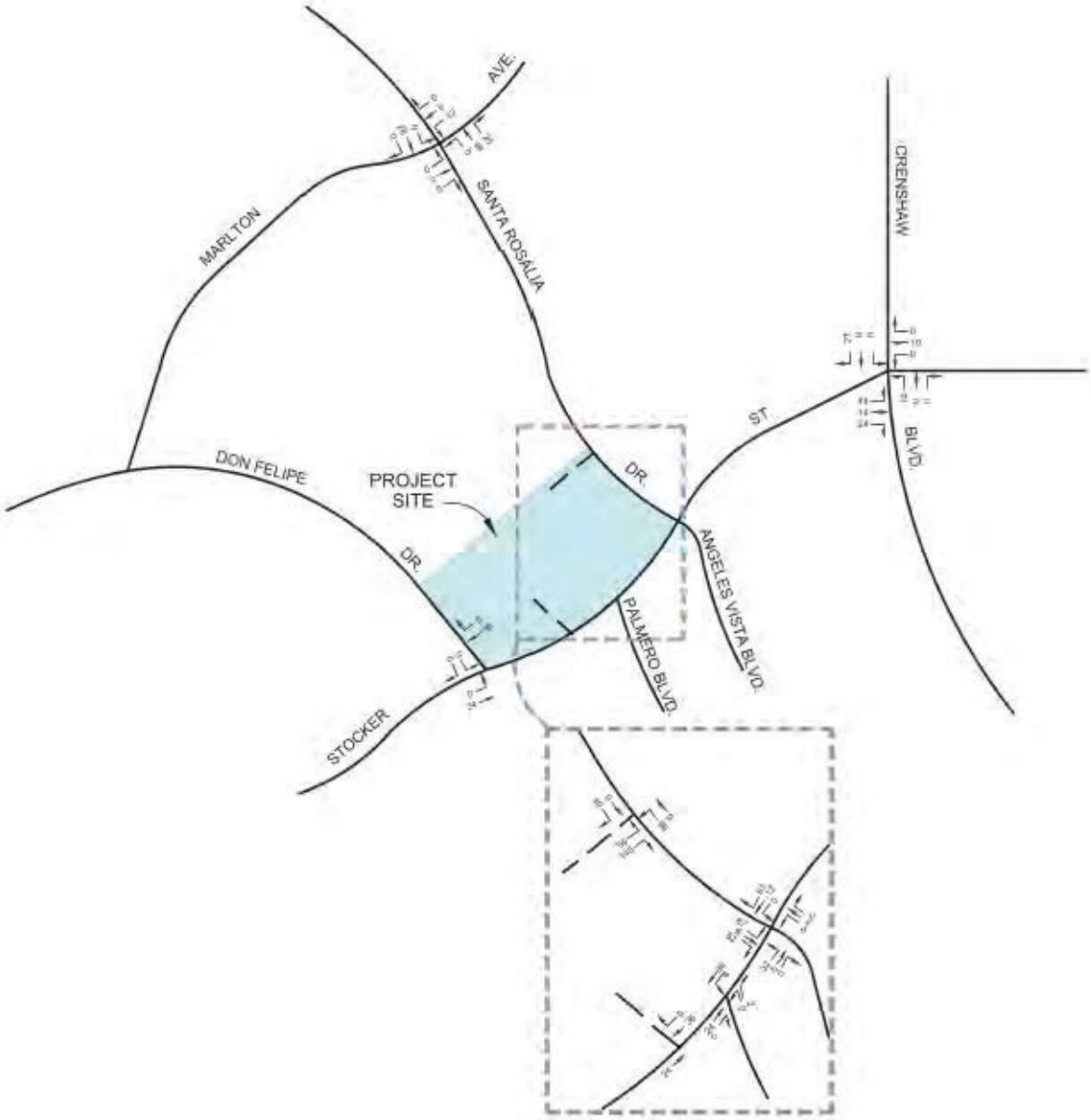

FIGURE 8(b)

PROJECT VEHICLE TRIPS - STUDIO AND COMMERCIAL USE
PM PEAK HOUR

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ATTACHMENT 8(c)

PROJECT VEHICLE TRIPS
COMMERCIAL USES AM PEAK HOUR

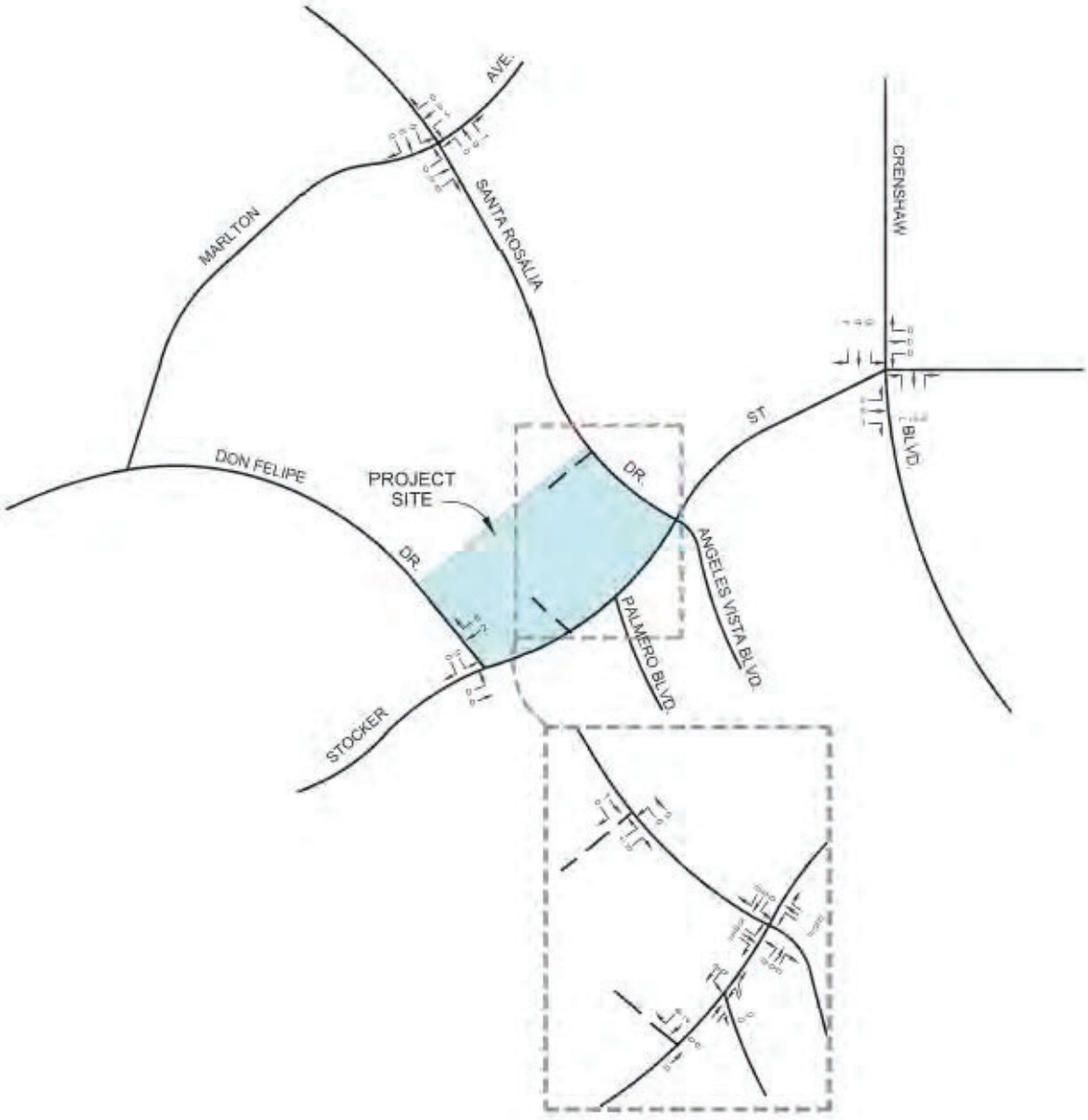

FIGURE 8(c)

PROJECT VEHICLE TRIPS - STUDIO SERVICE TRUCK
AM PEAK HOUR

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ATTACHMENT 8(d)

PROJECT VEHICLE TRIPS
COMMERCIAL USES PM PEAK HOUR

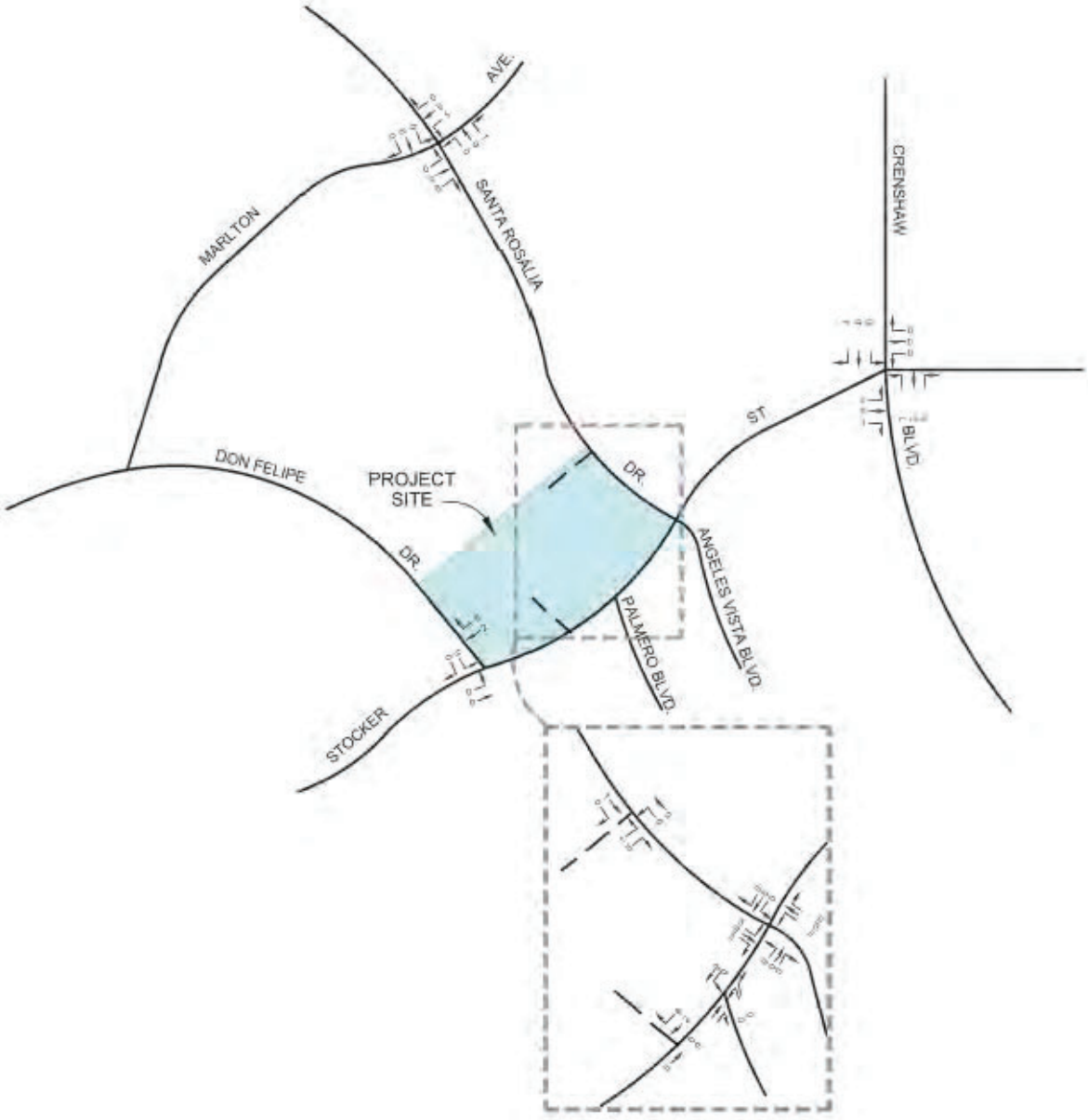

FIGURE 8(d)

PROJECT VEHICLE TRIPS - STUDIO SERVICE TRUCKS
PM PEAK HOUR

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ATTACHMENT 9

PROJECT STUDY AREA
PEDESTRIAN ATTRACTORS MAP



ATTACHMENT 9

10/10/2023
FN: \\Koampfs1.KOACORP.LOCAL\shares\Projects\2022\JC21049 LA 3701 Stocker Studio EIR\Docs\Figs\PED-ATT

PEDESTRIAN ATTRACTORS MAP

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APPENDIX B

LADOT ATTACHMENT D: PLAN CONSISTENCY WORKSHEET

LADOT **Attachment D: Plan, Policy, and Program Consistency Worksheet**

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.

Stocker St. Frontage 1 Existing PROW'/Curb' : Existing 80'/59' Required 110'/80' Proposed N/A

Don Felipe Dr. Frontage 2 Existing PROW'/Curb' : Existing 60'/35' Required 66'/40' Proposed N/A

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

Yes. Stocker St. between Palmero Dr. & Crenshaw Blvd. is a Pedestrian Enhanced District. Santa Rosalia Dr. between Stocker St. and Coliseum Dr. is a 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? No

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 propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, 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 developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- 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
- 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

[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 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

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

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

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.*

LADOT

Plan, Policy, and Program Consistency Worksheet

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

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

[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.

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

ATTACHMENT D.1: 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.

APPENDIX C

LADOT VMT CALCULATOR OUTPUT REPORTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

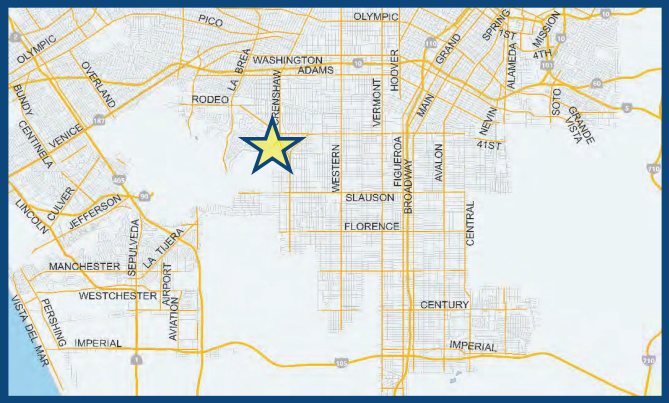
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Stocker Street Creative

Scenario: With Project

Address: 3701 W STOCKER ST, 90008



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
Retail | General Retail	6.5	ksf
Retail | General Retail	6.5	ksf
Retail | High-Turnover Sit-Down Restaurant	9.5	ksf
Retail | Quality Restaurant	9	ksf
Office | General Office	123.1	ksf
(custom) Studio | Daily	796	Trips
(custom) Studio | HBW-Attraction Split	52	Percent
(custom) Studio | HBO-Attraction Split	24	Percent
(custom) Studio | NHB-Attraction Split	12	Percent
(custom) Studio | HBW-Production Split	0	Percent
(custom) Studio | HBO-Production Split	0	Percent
(custom) Studio | NHB-Production Split	12	Percent
(custom) Studio | Daily	0	Residents
(custom) Studio | Daily	310	Employees

☑ 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	3,397 Daily Vehicle Trips
0 Daily VMT	25,018 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	3,397 Net Daily Trips
The net increase in daily VMT ≤ 0	25,018 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	25.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

9/27/2024

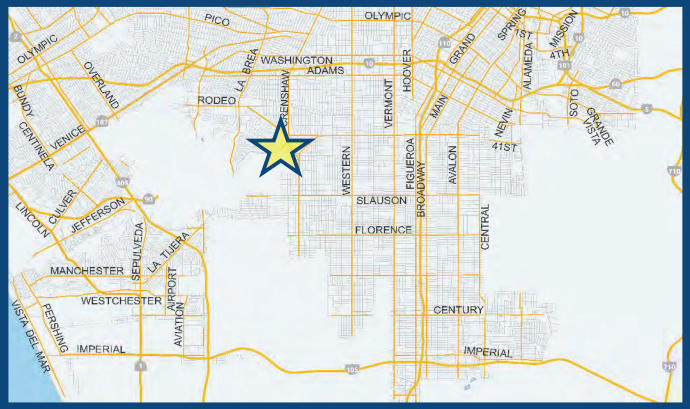
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Stocker Street Creative

Scenario: With Project

Address: 3701 W STOCKER ST, 90008



Proposed Project Land Use Type	Value	Unit
Retail | General Retail	6.5	ksf
Retail | High-Turnover Sit-Down Restaurant	9.5	ksf
Retail | Quality Restaurant	9	ksf
Office | General Office	123.1	ksf
(custom) Studio | Daily	796	Trips
(custom) Studio | HBW-Attraction Split	52	Percent
(custom) Studio | HBO-Attraction Split	24	Percent
(custom) Studio | NHB-Attraction Split	12	Percent
(custom) Studio | HBW-Production Split	0	Percent
(custom) Studio | HBO-Production Split	0	Percent
(custom) Studio | NHB-Production Split	12	Percent
(custom) Studio | Daily	0	Residents
(custom) Studio | Daily	310	Employees
(custom) Studio | Daily	Non-Retai	Retail/Non-R

TDM Strategies

Select each section to show individual strategies

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

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

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
- **G** Neighborhood Enhancement

Traffic Calming Improvements

☐ Proposed Prj ☑ Mitigation

25 percent of streets within project with traffic calming improvements

25 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements

☑ Proposed Prj ☐ Mitigation

within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
2,689 Daily Vehicle Trips	**2,683** Daily Vehicle Trips
19,425 Daily VMT	**19,376** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
8.5 Work VMT per Employee	**8.5** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

9/27/2024

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

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	6.500	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	9.500	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	9.000	ksf
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	123.100	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	Studio	796	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

Analysis Results

Total Employees: 889
Total Population: 0

Proposed Project		*With Mitigation*	
2,689	**Daily Vehicle Trips**	**2,683**	**Daily Vehicle Trips**
19,425	**Daily VMT**	**19,376**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8.5	**Work VMT per Employee**	**8.5**	**Work VMT per Employee**

Significant VMT Impact?

APC: South Los Angeles

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 11.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 11.6	No	Work > 11.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	598	598
		Actual parking provision (spaces)	380	380
	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
	Reduction in headways (increase in frequency) (%)	*0%*	*0%*

Transit	*Reduce transit headways*	*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 (%)	50%	50%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type	Description	Proposed Project	Mitigations
Required commute trip reduction program	*Employees participating (%)*	*0%*	*0%*
Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
	Type of program	*0*	*0*

Commute Trip Reductions	*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 (%)	100%	100%
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)	Yes	Yes

Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	*0%*	25%
		Intersections with traffic calming improvements (%)	*0%*	25%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	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	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	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%	15%	15%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

	Home Based Work Production	*Home Based Work Attraction*	*Home Based Other Production*	*Home Based Other Attraction*	*Non-Home Based Other Production*	*Non-Home Based Other Attraction*	*Source*

		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	0.3%	*0.0%*	0.3%	*0.0%*	0.3%	*0.0%*	0.3%	*0.0%*	0.3%	*0.0%*	0.3%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

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	*17%*	*17%*	*29%*	*30%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*16%*
MAX. TDM EFFECT	*17%*	*17%*	*29%*	*30%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*	*17%*

= 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: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

Version 1.4

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	9.0	0	0
Home Based Other Production	0	0.0%	0	5.9	0	0
Non-Home Based Other Production	669	-3.4%	646	7.9	5,285	5,103
Home-Based Work Attraction	1,254	-16.8%	1,043	10.3	12,916	10,743
Home-Based Other Attraction	1,460	-27.3%	1,062	4.5	6,570	4,779
Non-Home Based Other Attraction	669	-3.4%	646	6.8	4,549	4,393

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	-17.0%	0	0	-17.2%	0	0
Home Based Other Production	-17.0%	0	0	-17.2%	0	0
Non-Home Based Other Production	-17.0%	536	4,235	-17.2%	535	4,224
Home-Based Work Attraction	-29.5%	736	7,578	-29.6%	734	7,559
Home-Based Other Attraction	-17.0%	881	3,966	-17.2%	879	3,956
Non-Home Based Other Attraction	-17.0%	536	3,646	-17.2%	535	3,637

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 889
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**7,578**	**7,559**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.5**	**8.5**

APPENDIX D

TRAFFIC COUNT DATA SHEETS

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Don Felipe Drive
E/W: Stocker Street
Weather: Clear

File Name : 04_LAC_Don F_Stoc AM
Site Code : 04122535
Start Date : 6/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

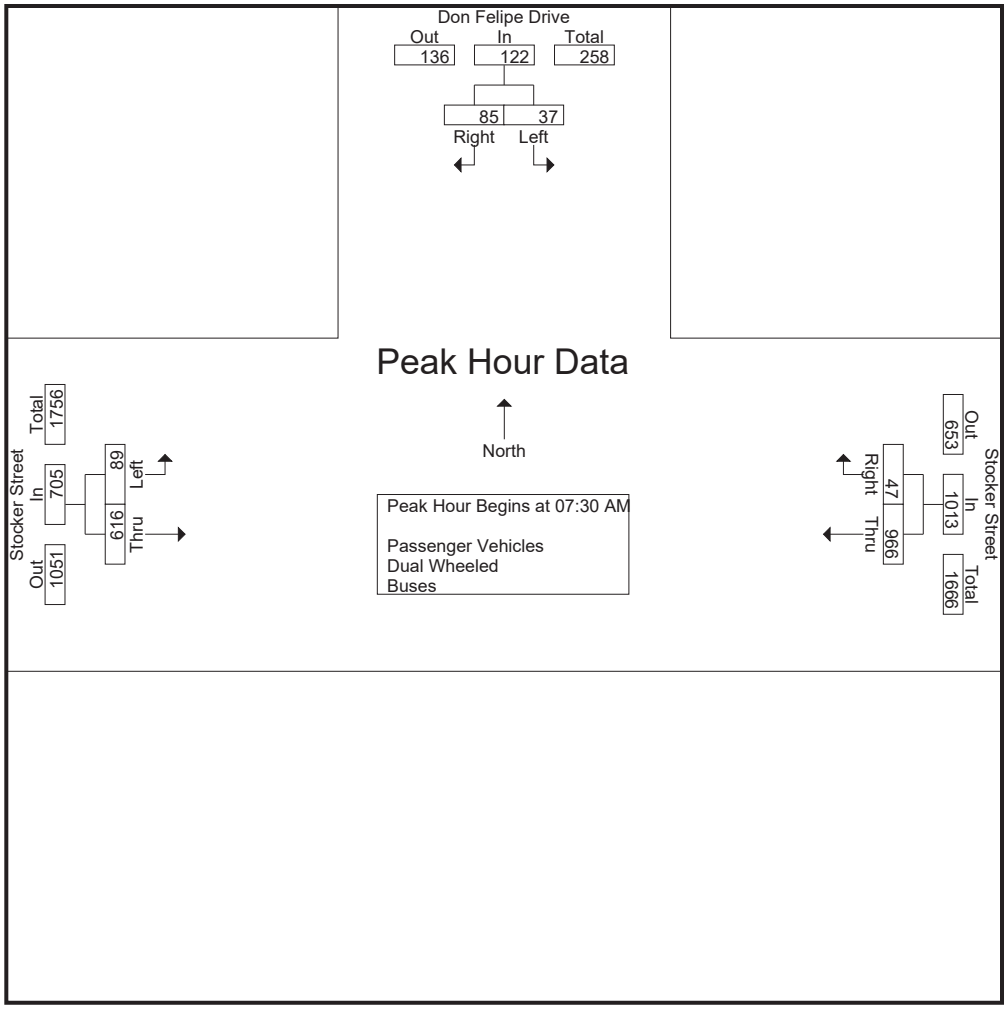
	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	8	19	27	200	11	211	11	91	102	340
07:15 AM	14	20	34	222	14	236	12	119	131	401
07:30 AM	15	23	38	251	9	260	23	158	181	479
07:45 AM	7	23	30	247	14	261	18	154	172	463
Total	44	85	129	920	48	968	64	522	586	1683
08:00 AM	7	20	27	227	15	242	26	147	173	442
08:15 AM	8	19	27	241	9	250	22	157	179	456
08:30 AM	13	14	27	229	14	243	17	143	160	430
08:45 AM	12	20	32	178	5	183	19	160	179	394
Total	40	73	113	875	43	918	84	607	691	1722
09:00 AM	9	7	16	130	14	144	9	146	155	315
09:15 AM	8	16	24	133	9	142	10	125	135	301
09:30 AM	10	19	29	140	15	155	17	131	148	332
09:45 AM	10	18	28	129	15	144	14	100	114	286
Total	37	60	97	532	53	585	50	502	552	1234
Grand Total	121	218	339	2327	144	2471	198	1631	1829	4639
Apprch %	35.7	64.3		94.2	5.8		10.8	89.2		
Total %	2.6	4.7	7.3	50.2	3.1	53.3	4.3	35.2	39.4	
Passenger Vehicles	114	213	327	2284	140	2424	194	1612	1806	4557
% Passenger Vehicles	94.2	97.7	96.5	98.2	97.2	98.1	98	98.8	98.7	98.2
Dual Wheeled	0	2	2	35	4	39	2	13	15	56
% Dual Wheeled	0	0.9	0.6	1.5	2.8	1.6	1	0.8	0.8	1.2
Buses	7	3	10	8	0	8	2	6	8	26
% Buses	5.8	1.4	2.9	0.3	0	0.3	1	0.4	0.4	0.6

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**15**	**23**	**38**	**251**	9	260	23	**158**	**181**	**479**
07:45 AM	7	23	30	247	14	**261**	18	154	172	463
08:00 AM	7	20	27	227	**15**	242	**26**	147	173	442
08:15 AM	8	19	27	241	9	250	22	157	179	456
Total Volume	37	85	122	966	47	1013	89	616	705	1840
% App. Total	30.3	69.7		95.4	4.6		12.6	87.4		
PHF	.617	.924	.803	.962	.783	.970	.856	.975	.974	.960

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Don Felipe Drive
E/W: Stocker Street
Weather: Clear

File Name : 04_LAC_Don F_Stoc AM
Site Code : 04122535
Start Date : 6/1/2022



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:30 AM			07:30 AM		
+0 mins.	8	19	27	**251**	9	260	23	**158**	**181**
+15 mins.	14	20	34	247	14	**261**	18	154	172
+30 mins.	**15**	**23**	**38**	227	**15**	242	**26**	147	173
+45 mins.	7	23	30	241	9	250	22	157	179
Total Volume	44	85	129	966	47	1013	89	616	705
% App. Total	34.1	65.9		95.4	4.6		12.6	87.4	
PHF	.733	.924	.849	.962	.783	.970	.856	.975	.974

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Don Felipe Drive
E/W: Stocker Street
Weather: Clear

File Name : 04_LAC_Don F_Stoc AM
Site Code : 04122535
Start Date : 6/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	8	18	26	198	11	209	11	90	101	336
07:15 AM	14	19	33	219	13	232	11	119	130	395
07:30 AM	15	22	37	247	8	255	22	157	179	471
07:45 AM	7	23	30	243	14	257	18	150	168	455
Total	44	82	126	907	46	953	62	516	578	1657
08:00 AM	4	20	24	222	14	236	26	143	169	429
08:15 AM	6	17	23	234	9	243	22	157	179	445
08:30 AM	11	14	25	223	14	237	17	142	159	421
08:45 AM	12	20	32	176	5	181	18	156	174	387
Total	33	71	104	855	42	897	83	598	681	1682
09:00 AM	9	7	16	127	13	140	9	144	153	309
09:15 AM	8	16	24	132	9	141	10	124	134	299
09:30 AM	10	19	29	137	15	152	16	130	146	327
09:45 AM	10	18	28	126	15	141	14	100	114	283
Total	37	60	97	522	52	574	49	498	547	1218
Grand Total	114	213	327	2284	140	2424	194	1612	1806	4557
Apprch %	34.9	65.1		94.2	5.8		10.7	89.3		
Total %	2.5	4.7	7.2	50.1	3.1	53.2	4.3	35.4	39.6	

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**15**	22	**37**	**247**	8	255	22	**157**	**179**	**471**
07:45 AM	7	**23**	30	243	**14**	**257**	18	150	168	455
08:00 AM	4	20	24	222	14	236	**26**	143	169	429
08:15 AM	6	17	23	234	9	243	22	157	179	445
Total Volume	32	82	114	946	45	991	88	607	695	1800
% App. Total	28.1	71.9		95.5	4.5		12.7	87.3		
PHF	.533	.891	.770	.957	.804	.964	.846	.967	.971	.955

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City of Los Angeles
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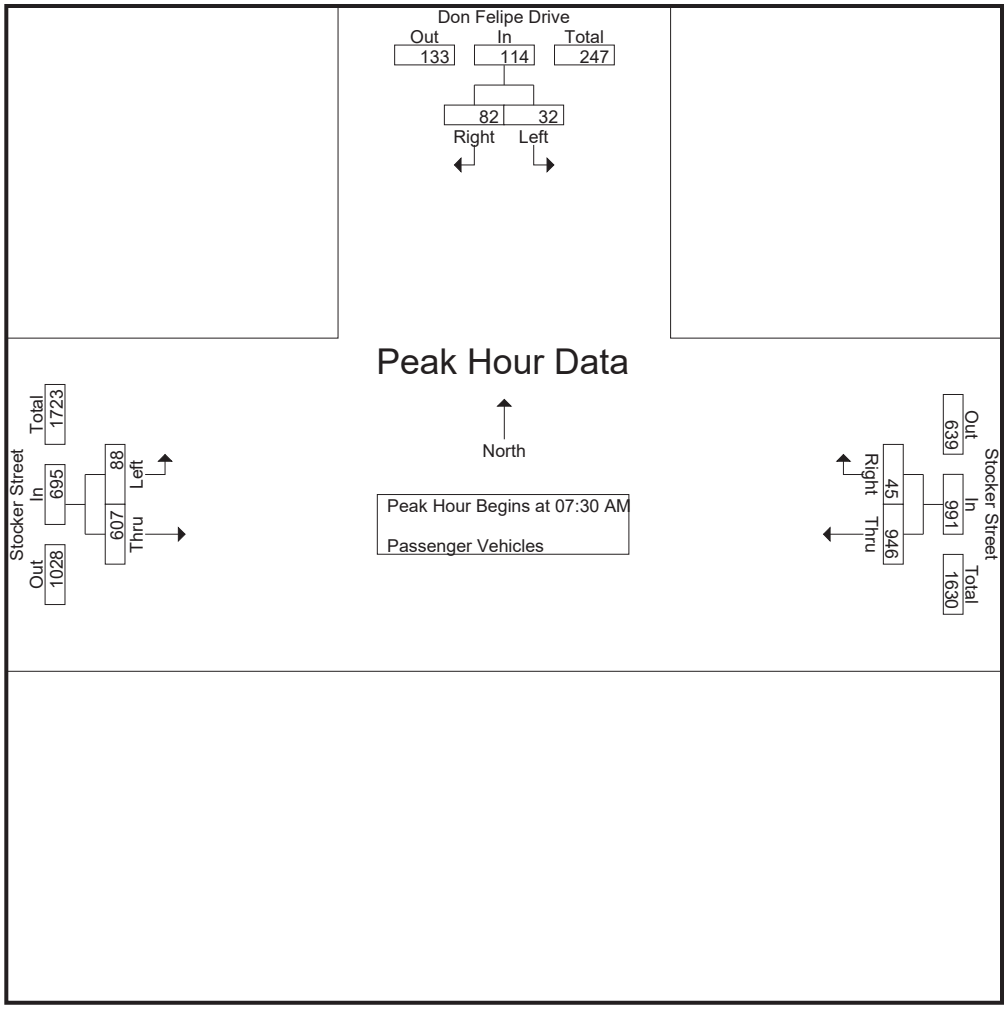
E/W: Stocker Street
Weather: Clear

File Name : 04_LAC_Don F_Stoc AM
Site Code : 04122535
Start Date : 6/1/2022



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		
+0 mins.	**15**	22	**37**	**247**	8	255	22	**157**	**179**
+15 mins.	7	**23**	30	243	**14**	**257**	18	150	168
+30 mins.	4	20	24	222	14	236	**26**	143	169
+45 mins.	6	17	23	234	9	243	22	157	179
Total Volume	32	82	114	946	45	991	88	607	695
% App. Total	28.1	71.9		95.5	4.5		12.7	87.3	
PHF	.533	.891	.770	.957	.804	.964	.846	.967	.971

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File Name : 04_LAC_Don F_Stoc AM
Site Code : 04122535
Start Date : 6/1/2022
Page No : 1

Groups Printed- Dual Wheeled

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	2	0	2	0	0	0	2
07:15 AM	0	0	0	1	1	2	0	0	0	2
07:30 AM	0	1	1	1	1	2	0	1	1	4
07:45 AM	0	0	0	4	0	4	0	2	2	6
Total	0	1	1	8	2	10	0	3	3	14
08:00 AM	0	0	0	5	1	6	0	3	3	9
08:15 AM	0	1	1	6	0	6	0	0	0	7
08:30 AM	0	0	0	6	0	6	0	1	1	7
08:45 AM	0	0	0	1	0	1	1	3	4	5
Total	0	1	1	18	1	19	1	7	8	28
09:00 AM	0	0	0	3	1	4	0	1	1	5
09:15 AM	0	0	0	1	0	1	0	1	1	2
09:30 AM	0	0	0	2	0	2	1	1	2	4
09:45 AM	0	0	0	3	0	3	0	0	0	3
Total	0	0	0	9	1	10	1	3	4	14
Grand Total	0	2	2	35	4	39	2	13	15	56
Apprch %	0	100		89.7	10.3		13.3	86.7		
Total %	0	3.6	3.6	62.5	7.1	69.6	3.6	23.2	26.8	

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**1**	**1**	1	**1**	2	0	1	1	4
07:45 AM	0	0	0	4	0	4	0	2	2	6
08:00 AM	0	0	0	5	1	**6**	0	**3**	**3**	**9**
08:15 AM	0	1	1	**6**	0	6	0	0	0	7
Total Volume	0	2	2	16	2	18	0	6	6	26
% App. Total	0	100		88.9	11.1		0	100		
PHF	.000	.500	.500	.667	.500	.750	.000	.500	.500	.722

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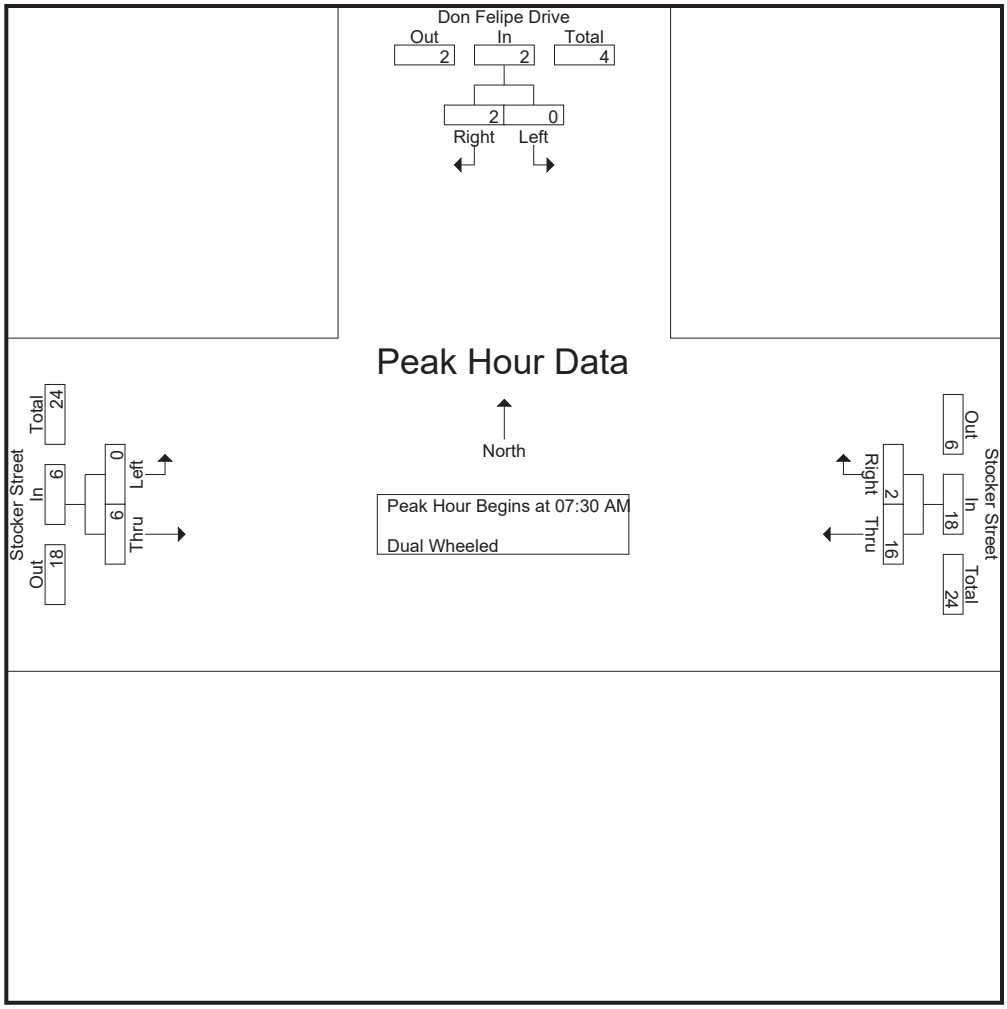

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	**1**	**1**	1	**1**	2	0	1	1
+15 mins.	0	0	0	4	0	4	0	2	2
+30 mins.	0	0	0	5	1	**6**	0	**3**	**3**
+45 mins.	0	1	1	**6**	0	6	0	0	0
Total Volume	0	2	2	16	2	18	0	6	6
% App. Total	0	100		88.9	11.1		0	100	
PHF	.000	.500	.500	.667	.500	.750	.000	.500	.500

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Groups Printed- Buses

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	1	1	2
07:15 AM	0	1	1	2	0	2	1	0	1	4
07:30 AM	0	0	0	3	0	3	1	0	1	4
07:45 AM	0	0	0	0	0	0	0	2	2	2
Total	0	2	2	5	0	5	2	3	5	12
08:00 AM	3	0	3	0	0	0	0	1	1	4
08:15 AM	2	1	3	1	0	1	0	0	0	4
08:30 AM	2	0	2	0	0	0	0	0	0	2
08:45 AM	0	0	0	1	0	1	0	1	1	2
Total	7	1	8	2	0	2	0	2	2	12
09:00 AM	0	0	0	0	0	0	0	1	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	1	0	1	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
Grand Total	7	3	10	8	0	8	2	6	8	26
Apprch %	70	30		100	0		25	75		
Total %	26.9	11.5	38.5	30.8	0	30.8	7.7	23.1	30.8	

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**3**	0	**3**	**1**	0	1	**4**
07:45 AM	0	0	0	0	0	0	0	**2**	**2**	2
08:00 AM	**3**	0	**3**	0	0	0	0	1	1	4
08:15 AM	2	**1**	3	1	0	1	0	0	0	4
Total Volume	5	1	6	4	0	4	1	3	4	14
% App. Total	83.3	16.7		100	0		25	75		
PHF	.417	.250	.500	.333	.000	.333	.250	.375	.500	.875

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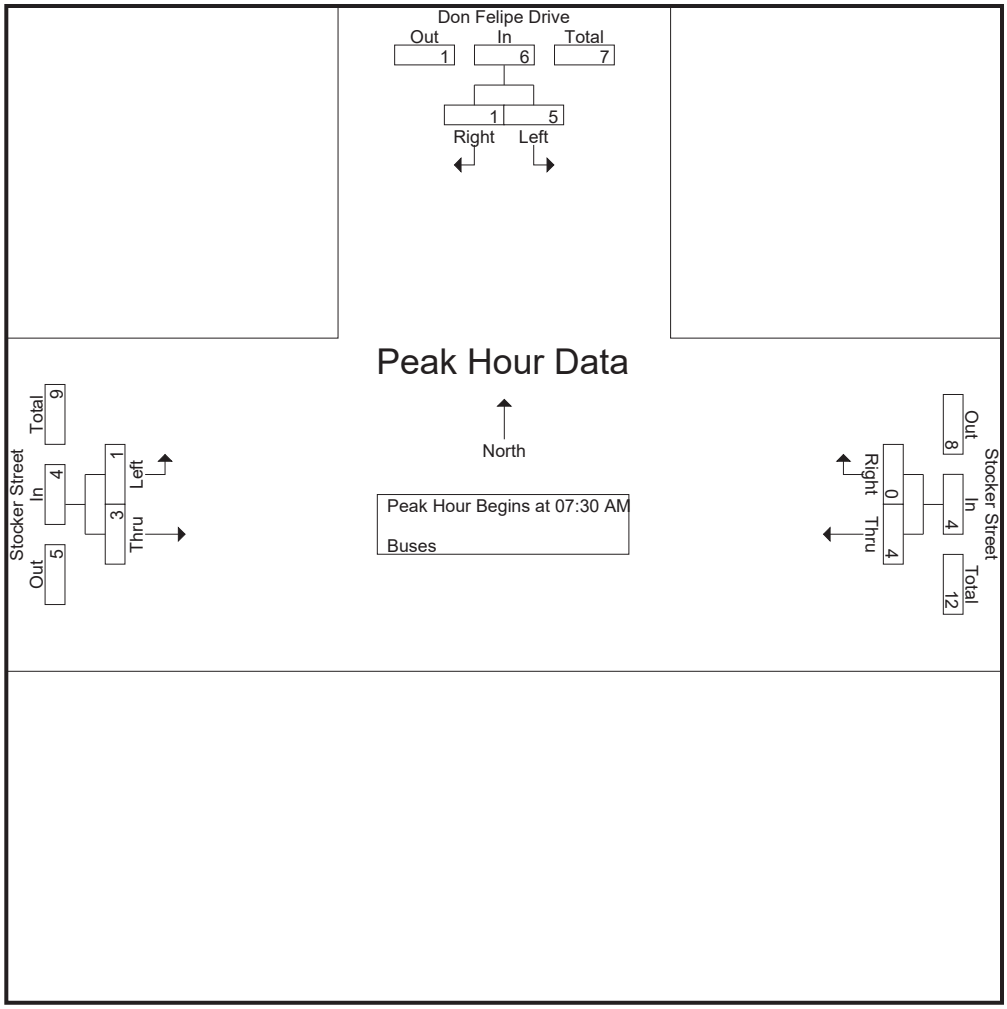

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	**3**	0	**3**	**1**	0	1
+15 mins.	0	0	0	0	0	0	0	**2**	**2**
+30 mins.	**3**	0	**3**	0	0	0	0	1	1
+45 mins.	2	**1**	3	1	0	1	0	0	0
Total Volume	5	1	6	4	0	4	1	3	4
% App. Total	83.3	16.7		100	0		25	75	
PHF	.417	.250	.500	.333	.000	.333	.250	.375	.500

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File Name : 04_LAC_Don F_Stoc PM
Site Code : 04122535
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	19	36	55	137	15	152	14	236	250	457
03:15 PM	16	21	37	135	8	143	27	251	278	458
03:30 PM	13	24	37	164	12	176	32	200	232	445
03:45 PM	16	26	42	140	13	153	26	221	247	442
Total	64	107	171	576	48	624	99	908	1007	1802
04:00 PM	10	25	35	144	15	159	24	245	269	463
04:15 PM	15	22	37	133	13	146	32	279	311	494
04:30 PM	15	24	39	150	10	160	28	231	259	458
04:45 PM	12	20	32	141	10	151	27	248	275	458
Total	52	91	143	568	48	616	111	1003	1114	1873
05:00 PM	24	35	59	153	9	162	35	238	273	494
05:15 PM	10	30	40	146	13	159	32	253	285	484
05:30 PM	12	26	38	148	13	161	38	289	327	526
05:45 PM	14	26	40	118	11	129	37	267	304	473
Total	60	117	177	565	46	611	142	1047	1189	1977
Grand Total	176	315	491	1709	142	1851	352	2958	3310	5652
Apprch %	35.8	64.2		92.3	7.7		10.6	89.4		
Total %	3.1	5.6	8.7	30.2	2.5	32.7	6.2	52.3	58.6	
Passenger Vehicles	171	312	483	1694	141	1835	352	2926	3278	5596
% Passenger Vehicles	97.2	99	98.4	99.1	99.3	99.1	100	98.9	99	99
Dual Wheeled	5	2	7	8	1	9	0	21	21	37
% Dual Wheeled	2.8	0.6	1.4	0.5	0.7	0.5	0	0.7	0.6	0.7
Buses	0	1	1	7	0	7	0	11	11	19
% Buses	0	0.3	0.2	0.4	0	0.4	0	0.4	0.3	0.3

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**24**	**35**	**59**	**153**	9	**162**	35	238	273	494
05:15 PM	10	30	40	146	**13**	159	32	253	285	484
05:30 PM	12	26	38	148	13	161	**38**	**289**	**327**	**526**
05:45 PM	14	26	40	118	11	129	37	267	304	473
Total Volume	60	117	177	565	46	611	142	1047	1189	1977
% App. Total	33.9	66.1		92.5	7.5		11.9	88.1		
PHF	.625	.836	.750	.923	.885	.943	.934	.906	.909	.940

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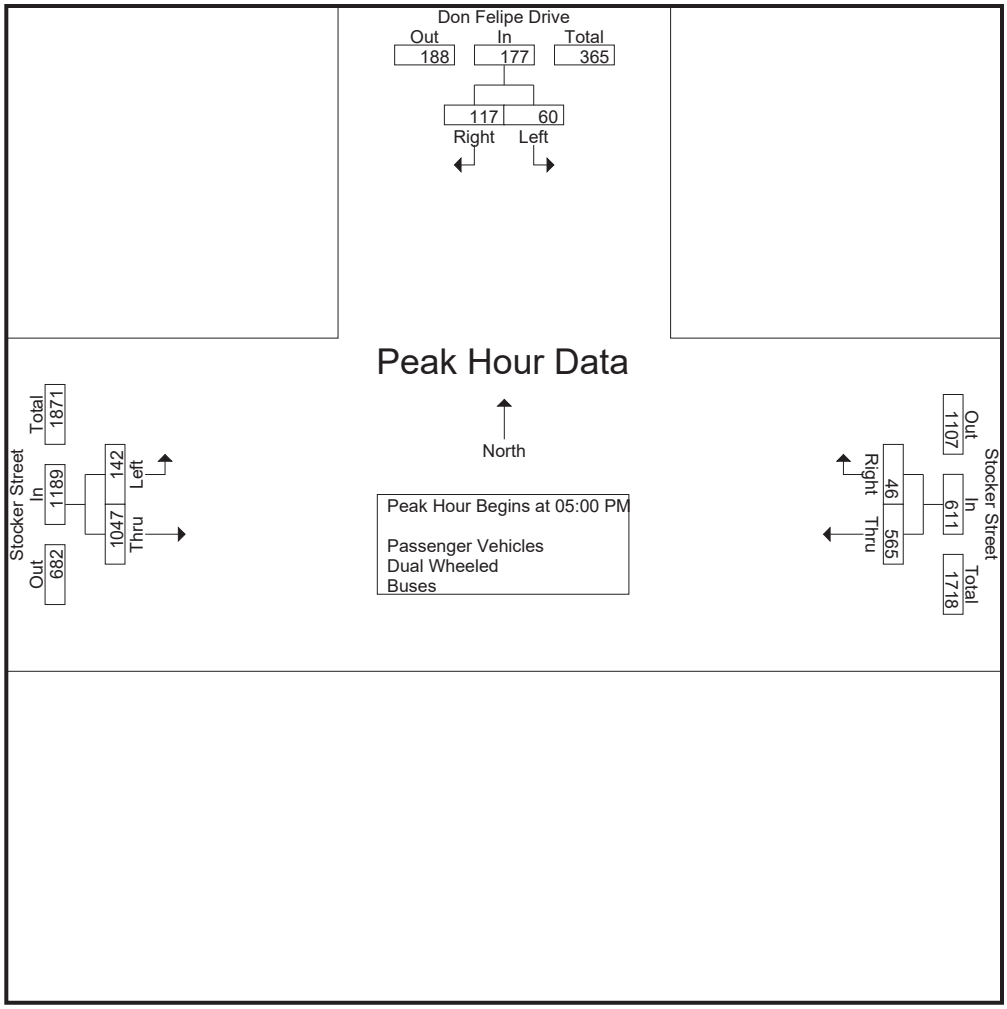

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			03:30 PM			05:00 PM		
+0 mins.	**24**	**35**	**59**	**164**	12	**176**	35	238	273
+15 mins.	10	30	40	140	13	153	32	253	285
+30 mins.	12	26	38	144	**15**	159	**38**	**289**	**327**
+45 mins.	14	26	40	133	13	146	37	267	304
Total Volume	60	117	177	581	53	634	142	1047	1189
% App. Total	33.9	66.1		91.6	8.4		11.9	88.1	
PHF	.625	.836	.750	.886	.883	.901	.934	.906	.909

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Start Date : 6/1/2022

Groups Printed- Passenger Vehicles

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	18	35	53	137	15	152	14	233	247	452
03:15 PM	16	21	37	134	8	142	27	248	275	454
03:30 PM	12	24	36	164	12	176	32	197	229	441
03:45 PM	16	26	42	138	13	151	26	215	241	434
Total	62	106	168	573	48	621	99	893	992	1781
04:00 PM	10	25	35	142	15	157	24	243	267	459
04:15 PM	14	22	36	132	13	145	32	276	308	489
04:30 PM	14	24	38	148	9	157	28	230	258	453
04:45 PM	12	20	32	140	10	150	27	248	275	457
Total	50	91	141	562	47	609	111	997	1108	1858
05:00 PM	23	33	56	153	9	162	35	234	269	487
05:15 PM	10	30	40	144	13	157	32	251	283	480
05:30 PM	12	26	38	147	13	160	38	286	324	522
05:45 PM	14	26	40	115	11	126	37	265	302	468
Total	59	115	174	559	46	605	142	1036	1178	1957
Grand Total	171	312	483	1694	141	1835	352	2926	3278	5596
Apprch %	35.4	64.6		92.3	7.7		10.7	89.3		
Total %	3.1	5.6	8.6	30.3	2.5	32.8	6.3	52.3	58.6	

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**23**	**33**	**56**	**153**	9	**162**	35	234	269	487
05:15 PM	10	30	40	144	**13**	157	32	251	283	480
05:30 PM	12	26	38	147	13	160	**38**	**286**	**324**	**522**
05:45 PM	14	26	40	115	11	126	37	265	302	468
Total Volume	59	115	174	559	46	605	142	1036	1178	1957
% App. Total	33.9	66.1		92.4	7.6		12.1	87.9		
PHF	.641	.871	.777	.913	.885	.934	.934	.906	.909	.937

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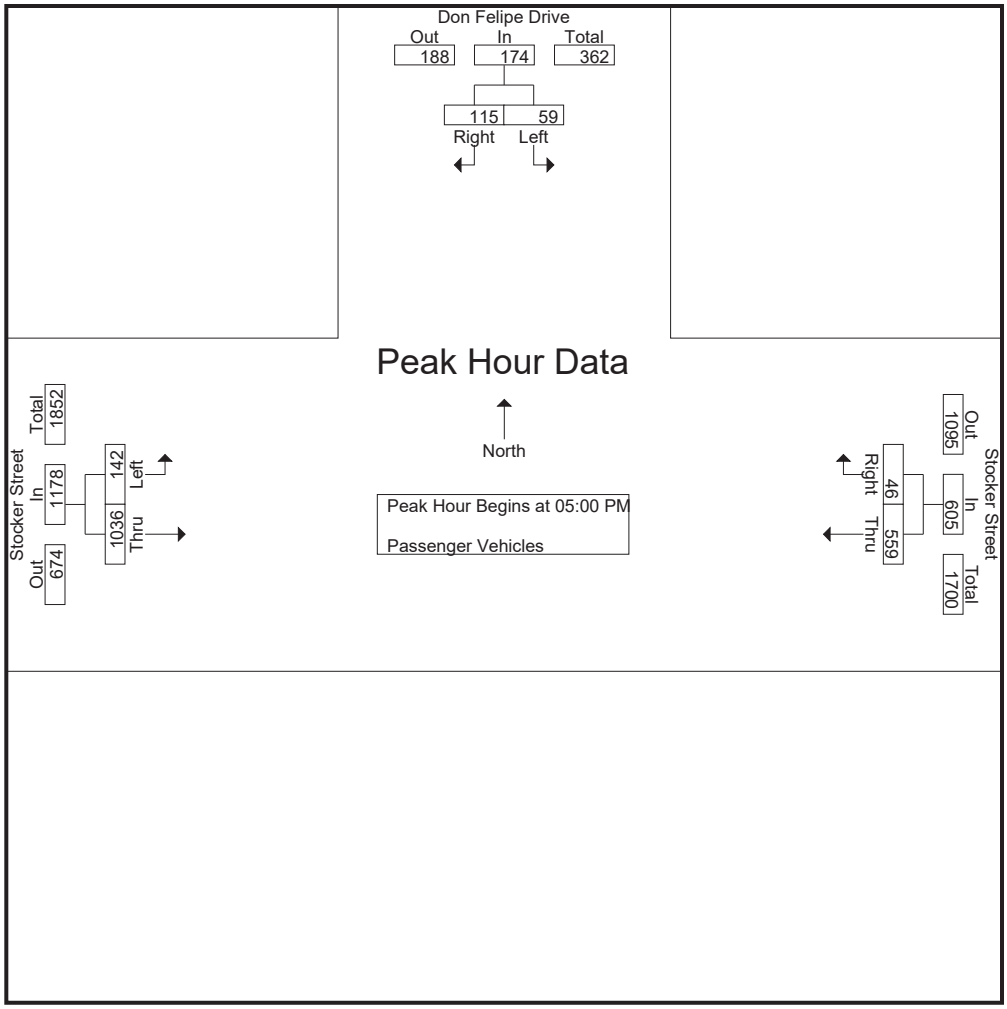

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	**23**	**33**	**56**	**153**	9	**162**	35	234	269
+15 mins.	10	30	40	144	**13**	157	32	251	283
+30 mins.	12	26	38	147	13	160	**38**	**286**	**324**
+45 mins.	14	26	40	115	11	126	37	265	302
Total Volume	59	115	174	559	46	605	142	1036	1178
% App. Total	33.9	66.1		92.4	7.6		12.1	87.9	
PHF	.641	.871	.777	.913	.885	.934	.934	.906	.909

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Groups Printed- Dual Wheeled

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	1	0	1	0	0	0	0	2	2	3
03:15 PM	0	0	0	0	0	0	0	2	2	2
03:30 PM	1	0	1	0	0	0	0	2	2	3
03:45 PM	0	0	0	1	0	1	0	4	4	5
Total	2	0	2	1	0	1	0	10	10	13
04:00 PM	0	0	0	1	0	1	0	1	1	2
04:15 PM	1	0	1	1	0	1	0	1	1	3
04:30 PM	1	0	1	0	1	1	0	1	1	3
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	2	0	2	3	1	4	0	3	3	9
05:00 PM	1	2	3	0	0	0	0	2	2	5
05:15 PM	0	0	0	2	0	2	0	2	2	4
05:30 PM	0	0	0	0	0	0	0	3	3	3
05:45 PM	0	0	0	2	0	2	0	1	1	3
Total	1	2	3	4	0	4	0	8	8	15
Grand Total	5	2	7	8	1	9	0	21	21	37
Apprch %	71.4	28.6		88.9	11.1		0	100		
Total %	13.5	5.4	18.9	21.6	2.7	24.3	0	56.8	56.8	

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**1**	**2**	**3**	0	0	0	0	2	2	**5**
05:15 PM	0	0	0	**2**	0	**2**	0	2	2	4
05:30 PM	0	0	0	0	0	0	0	**3**	**3**	3
05:45 PM	0	0	0	2	0	2	0	1	1	3
Total Volume	1	2	3	4	0	4	0	8	8	15
% App. Total	33.3	66.7		100	0		0	100		
PHF	.250	.250	.250	.500	.000	.500	.000	.667	.667	.750

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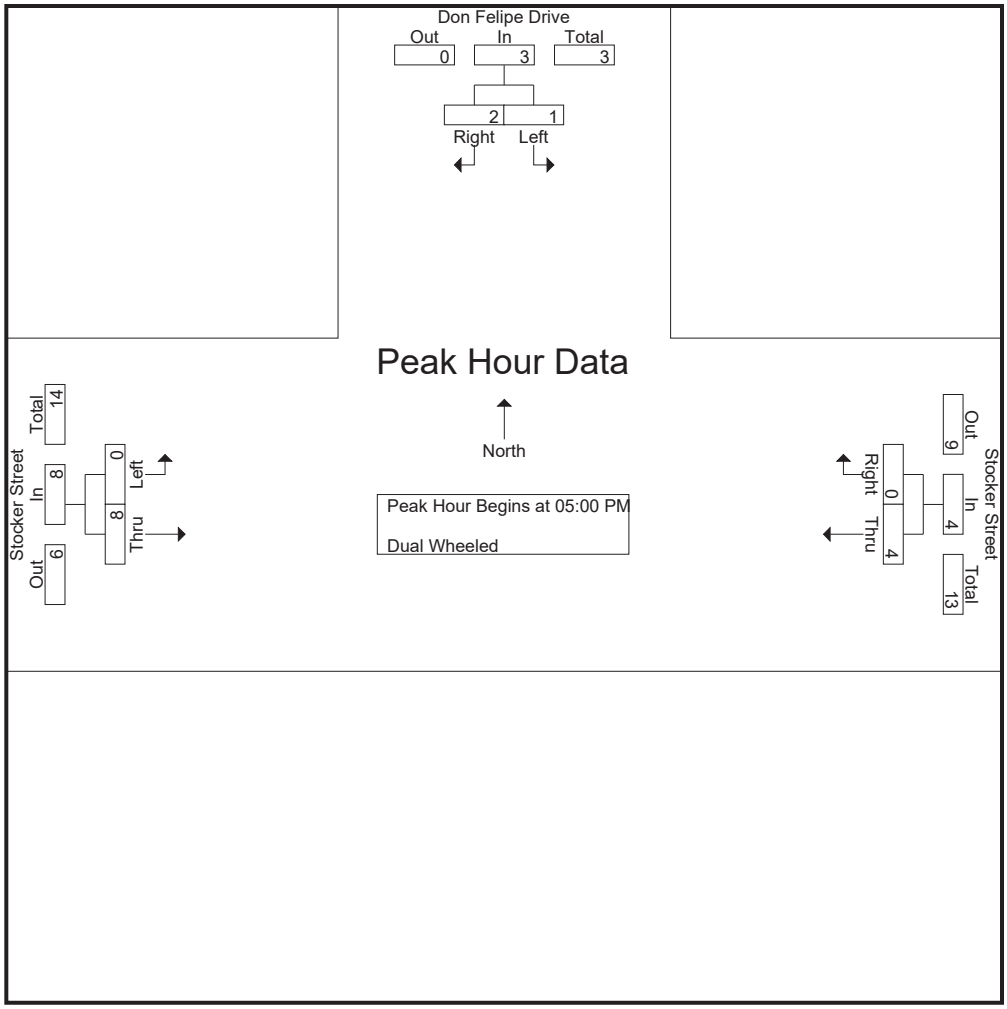

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	**1**	**2**	**3**	0	0	0	0	2	2
+15 mins.	0	0	0	**2**	0	**2**	0	2	2
+30 mins.	0	0	0	0	0	0	0	**3**	**3**
+45 mins.	0	0	0	2	0	2	0	1	1
Total Volume	1	2	3	4	0	4	0	8	8
% App. Total	33.3	66.7		100	0		0	100	
PHF	.250	.250	.250	.500	.000	.500	.000	.667	.667

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Don Felipe Drive
E/W: Stocker Street
Weather: Clear

File Name : 04_LAC_Don F_Stoc PM
Site Code : 04122535
Start Date : 6/1/2022
Page No : 1

Groups Printed- Buses

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	0	1	1	0	0	0	0	1	1	2
03:15 PM	0	0	0	1	0	1	0	1	1	2
03:30 PM	0	0	0	0	0	0	0	1	1	1
03:45 PM	0	0	0	1	0	1	0	2	2	3
Total	0	1	1	2	0	2	0	5	5	8
04:00 PM	0	0	0	1	0	1	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	2	2	2
04:30 PM	0	0	0	2	0	2	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	3	0	3	3	6
05:00 PM	0	0	0	0	0	0	0	2	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	1	0	1	0	1	1	2
Total	0	0	0	2	0	2	0	3	3	5
Grand Total	0	1	1	7	0	7	0	11	11	19
Apprch %	0	100		100	0		0	100		
Total %	0	5.3	5.3	36.8	0	36.8	0	57.9	57.9	

	Don Felipe Drive Southbound			Stocker Street Westbound			Stocker Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	0	0	0	0	0	0	**2**	**2**	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	**1**	0	**1**	0	0	0	1
05:45 PM	0	0	0	1	0	1	0	1	1	2
Total Volume	0	0	0	2	0	2	0	3	3	5
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.375	.375	.625

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City of Los Angeles
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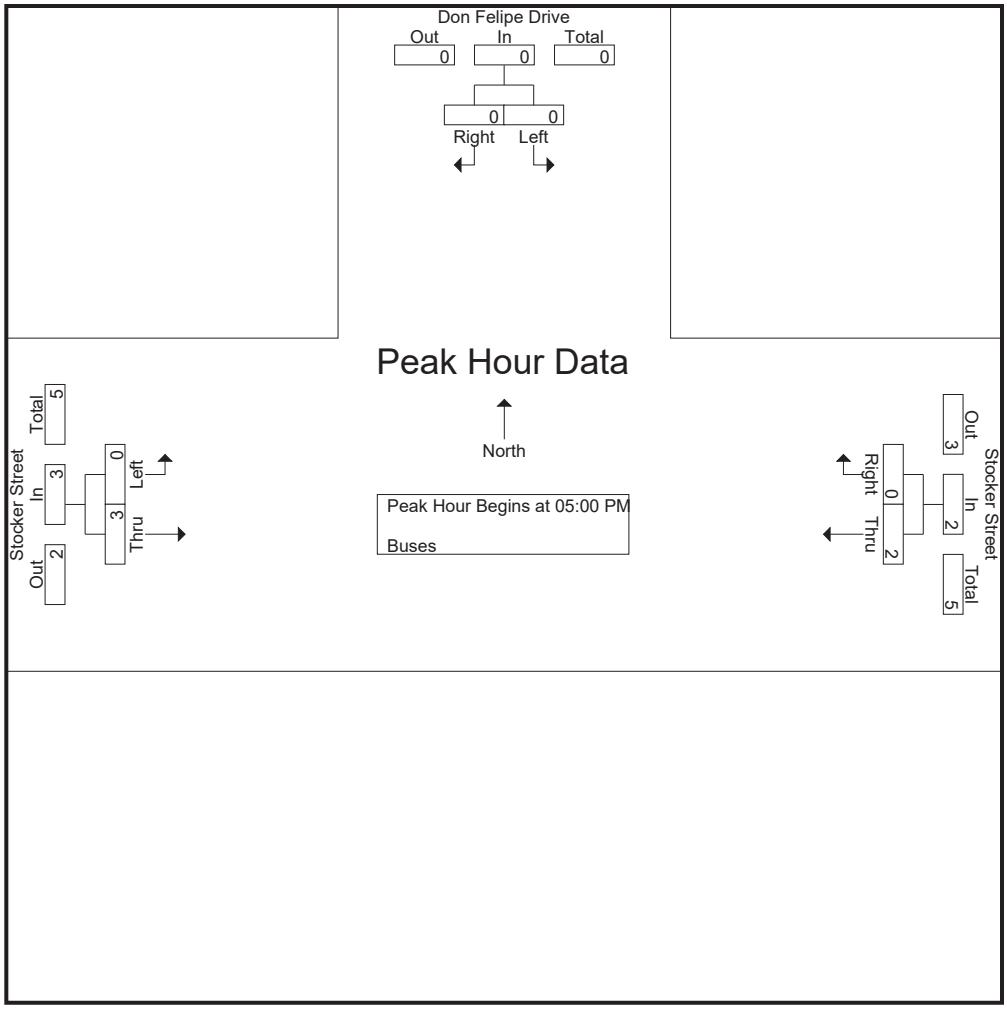
Weather: Clear

File Name : 04_LAC_Don F_Stoc PM
Site Code : 04122535
Start Date : 6/1/2022



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		
+0 mins.	0	0	0	0	0	0	0	**2**	**2**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	**1**	0	**1**	0	0	0
+45 mins.	0	0	0	1	0	1	0	1	1
Total Volume	0	0	0	2	0	2	0	3	3
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.500	.000	.500	.000	.375	.375

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Don Felipe Drive

East/West Stocker Street

Day: Tuesday **Date:** June 7, 2022 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Southern I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	9	36	48
BIKES	0	3	4	4
BUSES	0	11	19	15

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	7.00	38	7.30	181	7.30	261	7.45
PM PK 15 MIN	0	3.00	59	5.00	327	5.30	176	3.30
AM PK HOUR	0	7.00	129	7.00	705	7.30	1013	7.30
PM PK HOUR	0	3.00	177	5.00	1189	5.00	634	3.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	44	0	85	129
8-9	40	0	73	113
9-10	37	0	60	97
3-4	64	0	107	171
4-5	52	0	91	143
5-6	60	0	117	177
TOTAL	297	0	533	830

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
129	0	0	4	0
113	0	0	2	0
97	0	0	0	0
171	0	0	2	0
143	0	0	2	0
177	0	0	0	0
830	0	0	10	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	64	522	0	586
8-9	84	607	0	691
9-10	50	502	0	552
3-4	99	908	0	1007
4-5	111	1003	0	1114
5-6	142	1047	0	1189
TOTAL	550	4589	0	5139

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	920	48	968
8-9	0	875	43	918
9-10	0	532	53	585
3-4	0	576	48	624
4-5	0	568	48	616
5-6	0	565	46	611
TOTAL	0	4036	286	4322

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1554	0	0	5	0
1609	0	0	4	0
1137	1	0	7	0
1631	0	0	4	0
1730	0	0	6	0
1800	0	0	3	0
9461	1	0	29	0

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Don Felipe Drive				
East/West:	Stocker Street				
Day:	Tuesday	Date:	6/7/2022	Weather:	CLEAR
School Day:	Yes	District:	Southern	I/S Code:	0
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	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	0	1
8-9	0	0	0	0
9-10	1	0	0	1
3-4	0	0	0	0
4-5	0	0	0	0
5-6	1	0	0	1
TOTAL	3	0	0	3

TOTAL

Hours	N-S
7-8	1
8-9	0
9-10	1
3-4	0
4-5	0
5-6	1
TOTAL	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	2	0	2
3-4	0	0	0	0
4-5	1	1	0	2
5-6	0	0	0	0
TOTAL	1	3	0	4

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	1	0	0	1
9-10	0	0	1	1
3-4	0	0	0	0
4-5	0	1	0	1
5-6	0	0	1	1
TOTAL	1	1	2	4

TOTAL

Hours	E-W
7-8	0
8-9	1
9-10	3
3-4	0
4-5	3
5-6	1
TOTAL	8

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	0	1	0	1	2
- No helmet riders	0	3	4	4	11
- Sidewalk Riding	0	2	3	4	9
- Wrong way riding	0	1	0	0	1

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:	Don Felipe Drive				
East/West:	Stocker Street				
Day:	Tuesday	Date:	6/7/2022	Weather:	CLEAR
School Day:	YES	District:	Southern	I/S Code:	0
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	0	1	0	1
7:15-7:30	0	0	1	0	1
7:30-7:45	1	0	2	0	3
7:45-8:00	3	0	1	0	4
8:00-8:15	1	0	1	0	2
8:15-8:30	0	0	2	0	2
8:30-8:45	1	0	0	0	1
8:45-9:00	0	0	1	0	1
9:00-9:15	0	0	2	0	2
9:15-9:30	0	0	1	0	1
9:30-9:45	0	0	1	1	2
9:45-10:00	0	0	3	0	3
Hours					
7 - 8	4	0	5	0	9
8 - 9	2	0	4	0	6
9 - 10	0	0	7	1	8
TOTAL	6	0	16	1	23

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	0	0	2	0	2
3:15-3:30	2	0	2	0	4
3:30-3:45	0	0	0	0	0
3:45-4:00	0	0	0	0	0
4:00-4:15	2	0	4	0	6
4:15-4:30	0	0	1	0	1
4:30-4:45	0	0	1	0	1
4:45-5:00	0	0	0	0	0
5:00-5:15	0	0	1	0	1
5:15-5:30	0	0	2	0	2
5:30-5:45	0	0	0	0	0
5:45-6:00	0	0	0	0	0
Hours					
3 - 4	2	0	4	0	6
4 - 5	2	0	6	0	8
5 - 6	0	0	3	0	3
	4	0	13	0	17

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	0	1	0	0	1

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Palmero Boulevard
E/W: Stocker Street
Weather: Clear

File Name : 01_LAC_Pal_Sto AM
Site Code : 16616351
Start Date : 1/31/2024
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	243	244	4	8	12	130	2	132	388
07:15 AM	3	291	294	3	2	5	194	1	195	494
07:30 AM	3	270	273	13	4	17	242	0	242	532
07:45 AM	1	284	285	4	6	10	233	1	234	529
Total	8	1088	1096	24	20	44	799	4	803	1943
08:00 AM	1	307	308	6	3	9	246	1	247	564
08:15 AM	3	254	257	7	6	13	235	4	239	509
08:30 AM	2	241	243	1	5	6	257	1	258	507
08:45 AM	2	249	251	4	4	8	193	4	197	456
Total	8	1051	1059	18	18	36	931	10	941	2036
09:00 AM	4	313	317	8	5	13	200	4	204	534
09:15 AM	3	257	260	3	8	11	162	2	164	435
09:30 AM	3	177	180	3	4	7	162	2	164	351
09:45 AM	1	163	164	2	4	6	154	3	157	327
Total	11	910	921	16	21	37	678	11	689	1647
Grand Total	27	3049	3076	58	59	117	2408	25	2433	5626
Apprch %	0.9	99.1		49.6	50.4		99	1		
Total %	0.5	54.2	54.7	1	1	2.1	42.8	0.4	43.2	
Passenger Vehicles	26	3003	3029	57	59	116	2364	24	2388	5533
% Passenger Vehicles	96.3	98.5	98.5	98.3	100	99.1	98.2	96	98.2	98.3
Dual Wheeled	1	30	31	1	0	1	25	0	25	57
% Dual Wheeled	3.7	1	1	1.7	0	0.9	1	0	1	1
Buses	0	16	16	0	0	0	19	1	20	36
% Buses	0	0.5	0.5	0	0	0	0.8	4	0.8	0.6

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	**3**	270	273	**13**	4	**17**	242	0	242	532
07:45 AM	1	284	285	4	**6**	10	233	1	234	529
08:00 AM	1	**307**	**308**	6	3	9	**246**	1	**247**	**564**
08:15 AM	3	254	257	7	6	13	235	**4**	239	509
Total Volume	8	1115	1123	30	19	49	956	6	962	2134
% App. Total	0.7	99.3		61.2	38.8		99.4	0.6		
PHF	.667	.908	.912	.577	.792	.721	.972	.375	.974	.946

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City of Los Angeles
N/S: Palmero Boulevard
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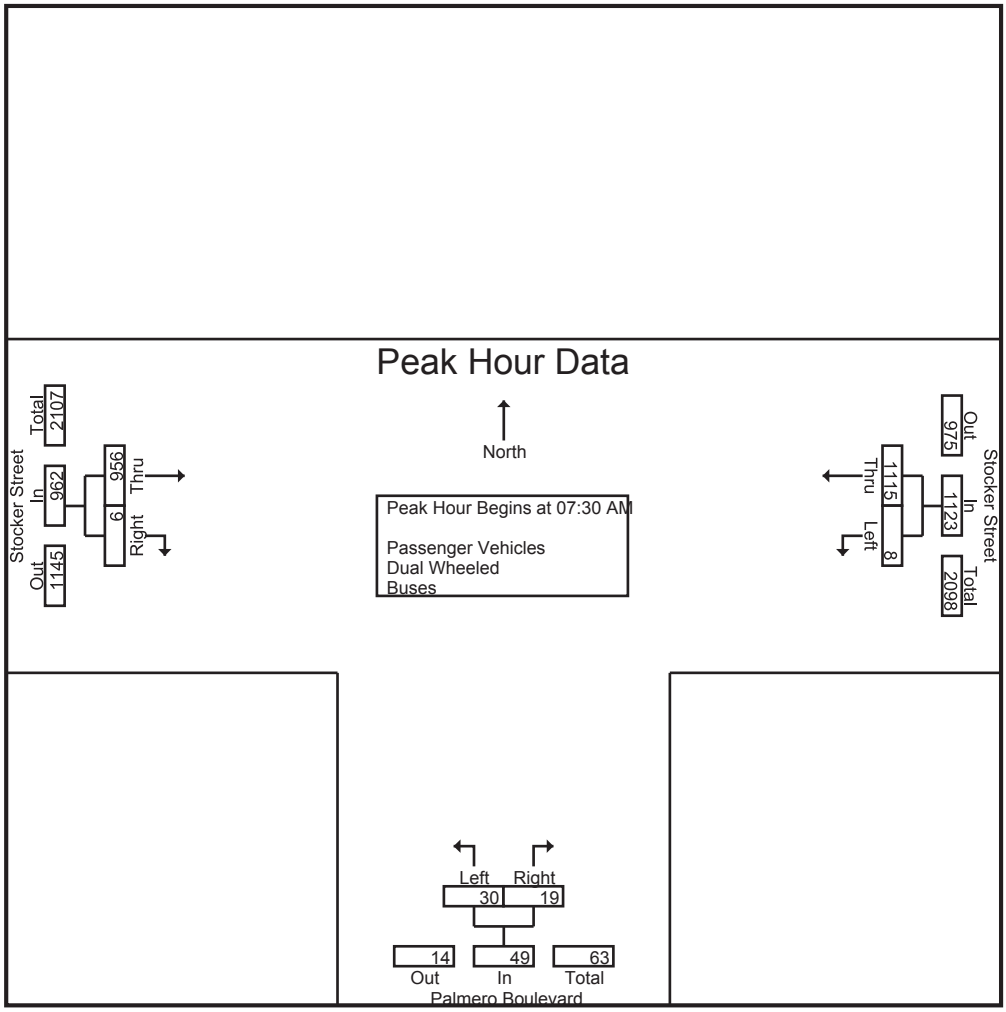
File Name : 01_LAC_Pal_Sto AM
Site Code : 16616351
Start Date : 1/31/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:45 AM		
+0 mins.	**3**	291	294	**13**	4	**17**	233	1	234
+15 mins.	3	270	273	4	**6**	10	246	1	247
+30 mins.	1	284	285	6	3	9	235	**4**	239
+45 mins.	1	**307**	**308**	7	6	13	**257**	1	**258**
Total Volume	8	1152	1160	30	19	49	971	7	978
% App. Total	0.7	99.3		61.2	38.8		99.3	0.7	
PHF	.667	.938	.942	.577	.792	.721	.945	.438	.948

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City of Los Angeles
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E/W: Stocker Street
Weather: Clear

File Name : 01_LAC_Pal_Sto AM
Site Code : 16616351
Start Date : 1/31/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	237	238	4	8	12	127	2	129	379
07:15 AM	3	288	291	3	2	5	194	0	194	490
07:30 AM	3	264	267	13	4	17	240	0	240	524
07:45 AM	1	283	284	4	6	10	230	1	231	525
Total	8	1072	1080	24	20	44	791	3	794	1918
08:00 AM	1	303	304	6	3	9	241	1	242	555
08:15 AM	3	250	253	7	6	13	230	4	234	500
08:30 AM	2	241	243	1	5	6	254	1	255	504
08:45 AM	2	245	247	4	4	8	185	4	189	444
Total	8	1039	1047	18	18	36	910	10	920	2003
09:00 AM	4	308	312	8	5	13	195	4	199	524
09:15 AM	3	253	256	3	8	11	158	2	160	427
09:30 AM	3	173	176	3	4	7	158	2	160	343
09:45 AM	0	158	158	1	4	5	152	3	155	318
Total	10	892	902	15	21	36	663	11	674	1612
Grand Total	26	3003	3029	57	59	116	2364	24	2388	5533
Apprch %	0.9	99.1		49.1	50.9		99	1		
Total %	0.5	54.3	54.7	1	1.1	2.1	42.7	0.4	43.2	

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	**3**	264	267	**13**	4	**17**	240	0	240	524
07:45 AM	1	283	284	4	**6**	10	230	1	231	525
08:00 AM	1	**303**	**304**	6	3	9	**241**	1	**242**	**555**
08:15 AM	3	250	253	7	6	13	230	**4**	234	500
Total Volume	8	1100	1108	30	19	49	941	6	947	2104
% App. Total	0.7	99.3		61.2	38.8		99.4	0.6		
PHF	.667	.908	.911	.577	.792	.721	.976	.375	.978	.948

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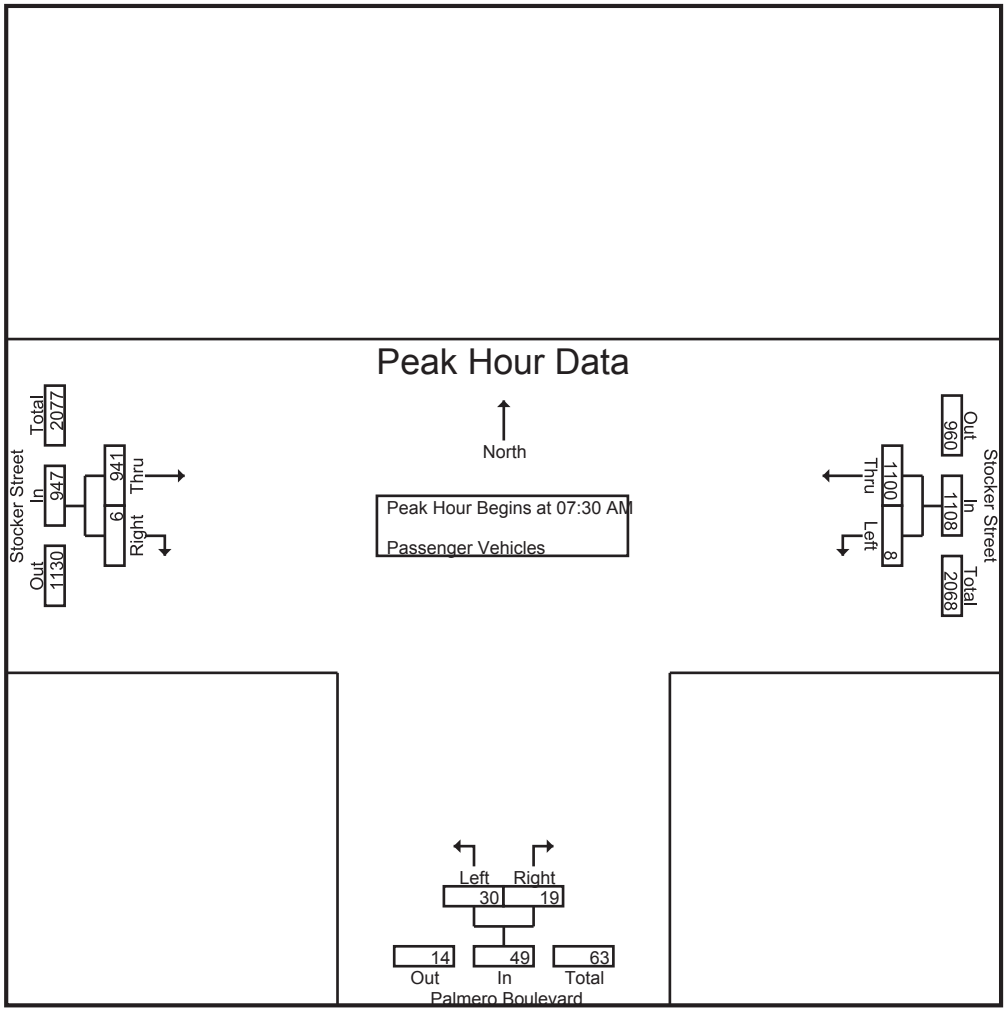

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**3**	264	267	**13**	4	**17**	240	0	240
+15 mins.	1	283	284	4	**6**	10	230	1	231
+30 mins.	1	**303**	**304**	6	3	9	**241**	1	**242**
+45 mins.	3	250	253	7	6	13	230	**4**	234
Total Volume	8	1100	1108	30	19	49	941	6	947
% App. Total	0.7	99.3		61.2	38.8		99.4	0.6	
PHF	.667	.908	.911	.577	.792	.721	.976	.375	.978

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Site Code : 16616351
Start Date : 1/31/2024
Page No : 1

Groups Printed- Dual Wheeled

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	1	0	1	3
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	2	2	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	5	5	0	0	0	4	0	4	9
08:00 AM	0	3	3	0	0	0	4	0	4	7
08:15 AM	0	4	4	0	0	0	2	0	2	6
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	4	4	0	0	0	3	0	3	7
Total	0	11	11	0	0	0	10	0	10	21
09:00 AM	0	4	4	0	0	0	2	0	2	6
09:15 AM	0	3	3	0	0	0	4	0	4	7
09:30 AM	0	2	2	0	0	0	3	0	3	5
09:45 AM	1	5	6	1	0	1	2	0	2	9
Total	1	14	15	1	0	1	11	0	11	27
Grand Total	1	30	31	1	0	1	25	0	25	57
Apprch %	3.2	96.8		100	0		100	0		
Total %	1.8	52.6	54.4	1.8	0	1.8	43.9	0	43.9	

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	2	2	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	3	3	0	0	0	**4**	0	**4**	**7**
08:15 AM	0	**4**	**4**	0	0	0	2	0	2	6
Total Volume	0	9	9	0	0	0	9	0	9	18
% App. Total	0	100		0	0		100	0		
PHF	.000	.563	.563	.000	.000	.000	.563	.000	.563	.643

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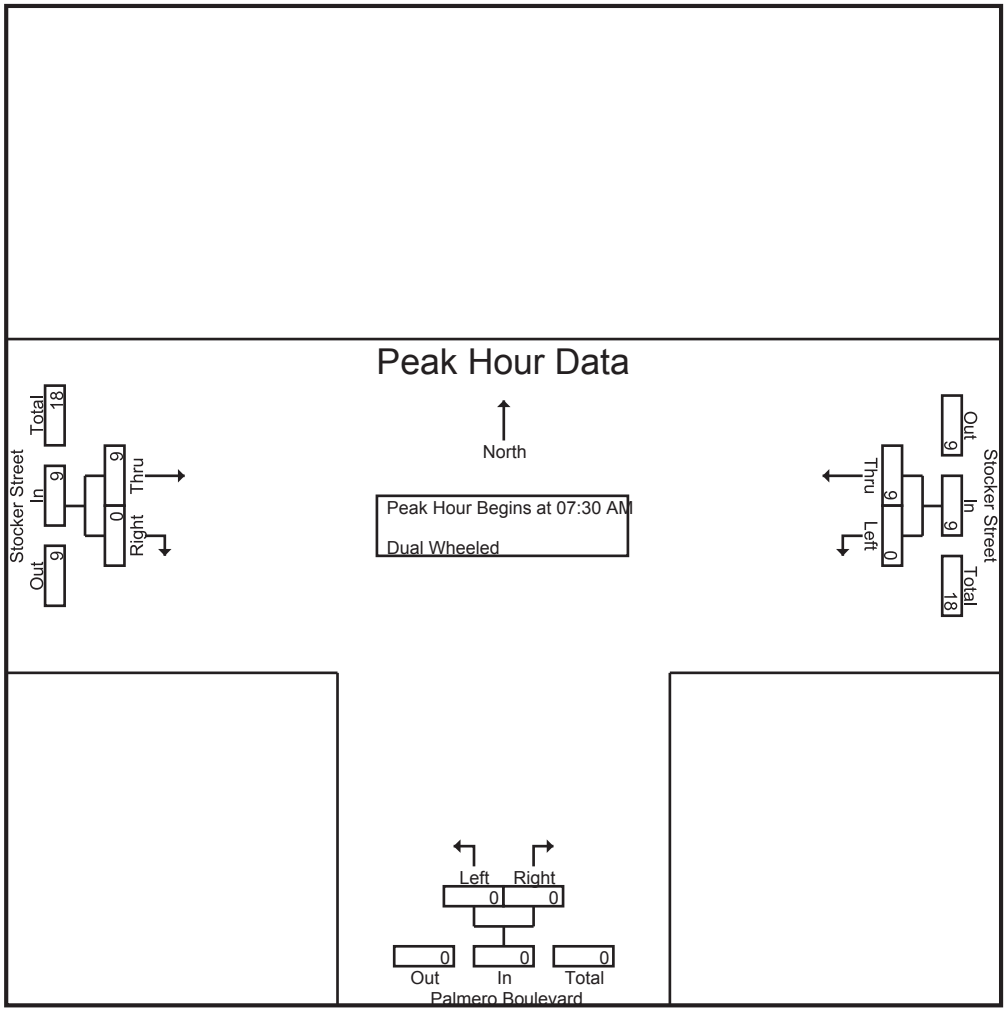

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	2	2	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	3	3	0	0	0	**4**	0	**4**
+45 mins.	0	**4**	**4**	0	0	0	2	0	2
Total Volume	0	9	9	0	0	0	9	0	9
% App. Total	0	100		0	0		100	0	
PHF	.000	.563	.563	.000	.000	.000	.563	.000	.563

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Groups Printed- Buses

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	4	0	0	0	2	0	2	6
07:15 AM	0	2	2	0	0	0	0	1	1	3
07:30 AM	0	4	4	0	0	0	0	0	0	4
07:45 AM	0	1	1	0	0	0	2	0	2	3
Total	0	11	11	0	0	0	4	1	5	16
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	3	0	3	3
08:30 AM	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	0	0	0	0	5	0	5	5
Total	0	1	1	0	0	0	11	0	11	12
09:00 AM	0	1	1	0	0	0	3	0	3	4
09:15 AM	0	1	1	0	0	0	0	0	0	1
09:30 AM	0	2	2	0	0	0	1	0	1	3
09:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	4	4	0	0	0	4	0	4	8
Grand Total	0	16	16	0	0	0	19	1	20	36
Apprch %	0	100		0	0		95	5		
Total %	0	44.4	44.4	0	0	0	52.8	2.8	55.6	

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	**4**	**4**	0	0	0	0	0	0	**4**
07:45 AM	0	1	1	0	0	0	2	0	2	3
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	**3**	0	**3**	3
Total Volume	0	6	6	0	0	0	6	0	6	12
% App. Total	0	100		0	0		100	0		
PHF	.000	.375	.375	.000	.000	.000	.500	.000	.500	.750

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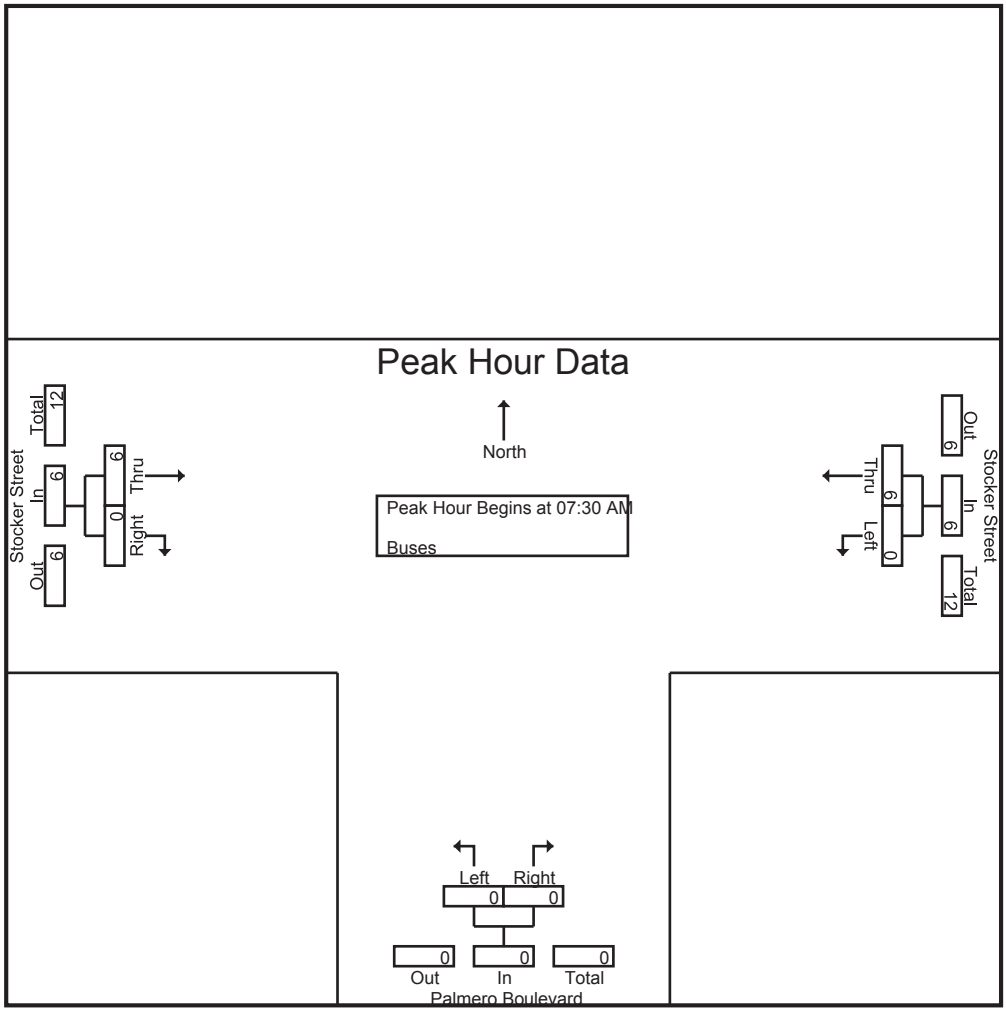

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	**4**	**4**	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	2	0	2
+30 mins.	0	1	1	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	**3**	0	**3**
Total Volume	0	6	6	0	0	0	6	0	6
% App. Total	0	100		0	0		100	0	
PHF	.000	.375	.375	.000	.000	.000	.500	.000	.500

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	3	133	136	3	3	6	261	4	265	407
03:15 PM	2	161	163	1	3	4	250	6	256	423
03:30 PM	5	140	145	0	5	5	226	4	230	380
03:45 PM	5	150	155	4	2	6	265	3	268	429
Total	15	584	599	8	13	21	1002	17	1019	1639
04:00 PM	1	141	142	4	5	9	301	8	309	460
04:15 PM	3	152	155	2	4	6	268	5	273	434
04:30 PM	4	136	140	1	0	1	247	6	253	394
04:45 PM	5	169	174	2	2	4	264	4	268	446
Total	13	598	611	9	11	20	1080	23	1103	1734
05:00 PM	4	145	149	1	5	6	253	5	258	413
05:15 PM	3	152	155	5	0	5	272	8	280	440
05:30 PM	3	138	141	3	4	7	231	4	235	383
05:45 PM	9	176	185	2	2	4	259	5	264	453
Total	19	611	630	11	11	22	1015	22	1037	1689
Grand Total	47	1793	1840	28	35	63	3097	62	3159	5062
Apprch %	2.6	97.4		44.4	55.6		98	2		
Total %	0.9	35.4	36.3	0.6	0.7	1.2	61.2	1.2	62.4	
Passenger Vehicles	46	1780	1826	28	34	62	3058	62	3120	5008
% Passenger Vehicles	97.9	99.3	99.2	100	97.1	98.4	98.7	100	98.8	98.9
Dual Wheeled	0	7	7	0	1	1	21	0	21	29
% Dual Wheeled	0	0.4	0.4	0	2.9	1.6	0.7	0	0.7	0.6
Buses	1	6	7	0	0	0	18	0	18	25
% Buses	2.1	0.3	0.4	0	0	0	0.6	0	0.6	0.5

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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 04:00 PM										
04:00 PM	1	141	142	**4**	**5**	**9**	**301**	**8**	**309**	**460**
04:15 PM	3	152	155	2	4	6	268	5	273	434
04:30 PM	4	136	140	1	0	1	247	6	253	394
04:45 PM	**5**	**169**	**174**	2	2	4	264	4	268	446
Total Volume	13	598	611	9	11	20	1080	23	1103	1734
% App. Total	2.1	97.9		45	55		97.9	2.1		
PHF	.650	.885	.878	.563	.550	.556	.897	.719	.892	.942

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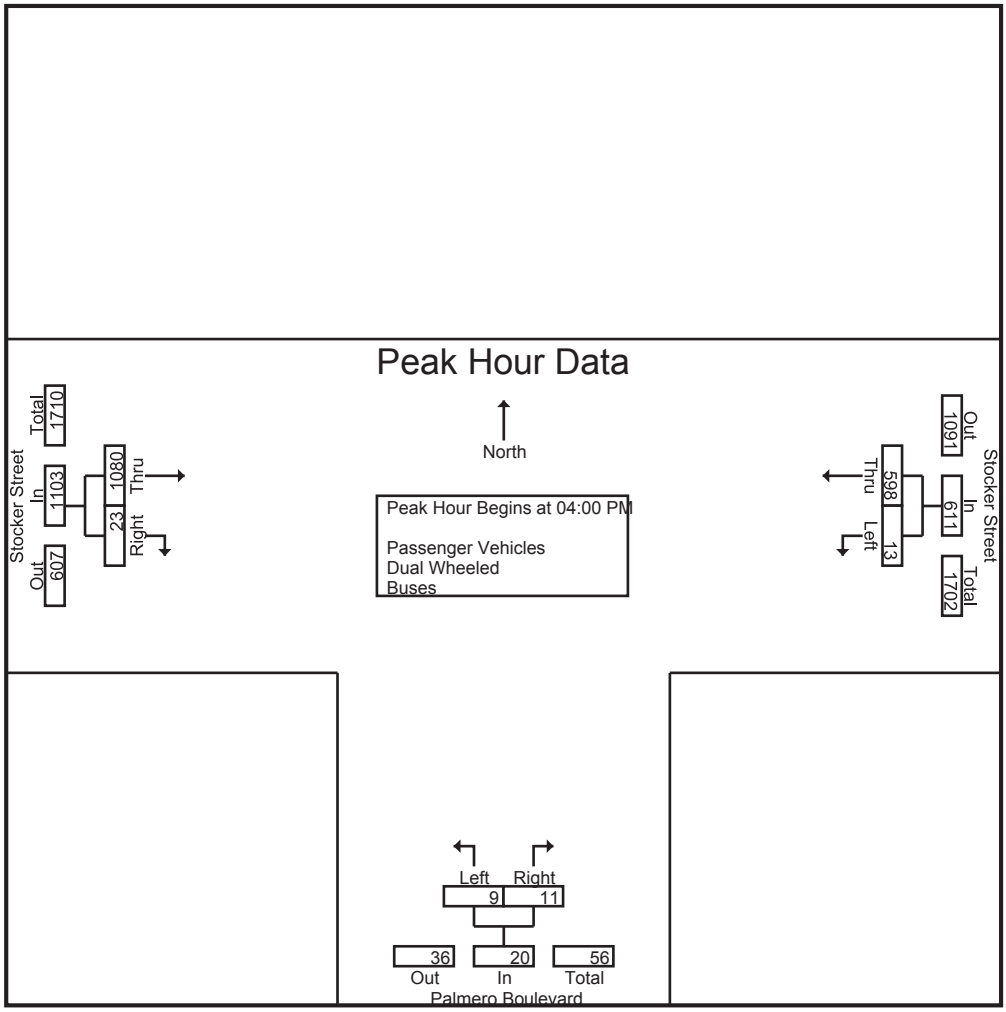

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			03:30 PM			03:45 PM		
+0 mins.	4	145	149	0	**5**	5	265	3	268
+15 mins.	3	152	155	**4**	2	6	**301**	**8**	**309**
+30 mins.	3	138	141	4	5	**9**	268	5	273
+45 mins.	**9**	**176**	**185**	2	4	6	247	6	253
Total Volume	19	611	630	10	16	26	1081	22	1103
% App. Total	3	97		38.5	61.5		98	2	
PHF	.528	.868	.851	.625	.800	.722	.898	.688	.892

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Groups Printed- Passenger Vehicles

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	3	131	134	3	3	6	253	4	257	397
03:15 PM	2	161	163	1	3	4	247	6	253	420
03:30 PM	5	138	143	0	4	4	223	4	227	374
03:45 PM	4	147	151	4	2	6	259	3	262	419
Total	14	577	591	8	12	20	982	17	999	1610
04:00 PM	1	140	141	4	5	9	297	8	305	455
04:15 PM	3	151	154	2	4	6	268	5	273	433
04:30 PM	4	135	139	1	0	1	243	6	249	389
04:45 PM	5	169	174	2	2	4	262	4	266	444
Total	13	595	608	9	11	20	1070	23	1093	1721
05:00 PM	4	144	148	1	5	6	250	5	255	409
05:15 PM	3	152	155	5	0	5	271	8	279	439
05:30 PM	3	136	139	3	4	7	230	4	234	380
05:45 PM	9	176	185	2	2	4	255	5	260	449
Total	19	608	627	11	11	22	1006	22	1028	1677
Grand Total	46	1780	1826	28	34	62	3058	62	3120	5008
Apprch %	2.5	97.5		45.2	54.8		98	2		
Total %	0.9	35.5	36.5	0.6	0.7	1.2	61.1	1.2	62.3	

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	140	141	**4**	**5**	**9**	**297**	**8**	**305**	**455**
04:15 PM	3	151	154	2	4	6	268	5	273	433
04:30 PM	4	135	139	1	0	1	243	6	249	389
04:45 PM	**5**	**169**	**174**	2	2	4	262	4	266	444
Total Volume	13	595	608	9	11	20	1070	23	1093	1721
% App. Total	2.1	97.9		45	55		97.9	2.1		
PHF	.650	.880	.874	.563	.550	.556	.901	.719	.896	.946

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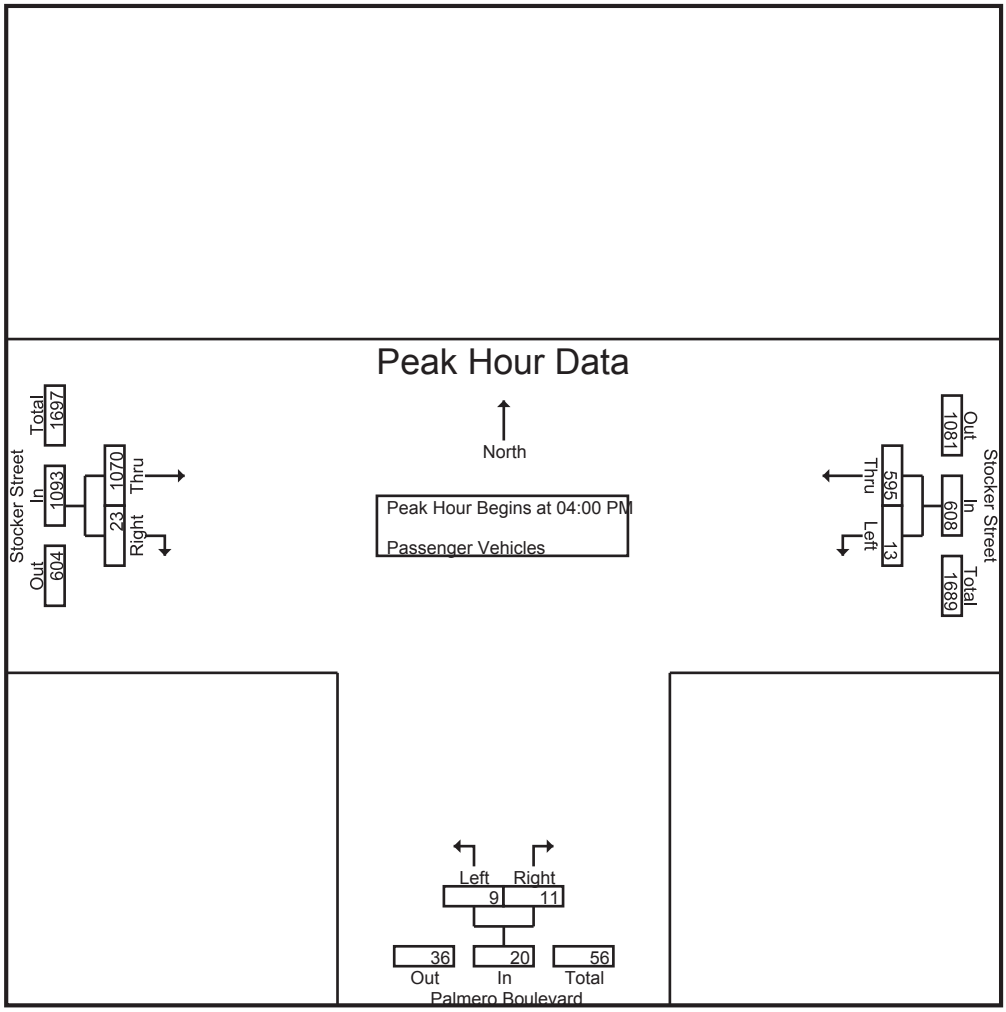

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	140	141	**4**	**5**	**9**	**297**	**8**	**305**
+15 mins.	3	151	154	2	4	6	268	5	273
+30 mins.	4	135	139	1	0	1	243	6	249
+45 mins.	**5**	**169**	**174**	2	2	4	262	4	266
Total Volume	13	595	608	9	11	20	1070	23	1093
% App. Total	2.1	97.9		45	55		97.9	2.1	
PHF	.650	.880	.874	.563	.550	.556	.901	.719	.896

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Groups Printed- Dual Wheeled

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	0	1	1	0	0	0	6	0	6	7
03:15 PM	0	0	0	0	0	0	2	0	2	2
03:30 PM	0	2	2	0	1	1	0	0	0	3
03:45 PM	0	1	1	0	0	0	2	0	2	3
Total	0	4	4	0	1	1	10	0	10	15
04:00 PM	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	1	1	0	0	0	4	0	4	5
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	2	2	0	0	0	7	0	7	9
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	1	1	0	0	0	4	0	4	5
Grand Total	0	7	7	0	1	1	21	0	21	29
Apprch %	0	100		0	100		100	0		
Total %	0	24.1	24.1	0	3.4	3.4	72.4	0	72.4	

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	**1**	**1**	0	0	0	0	0	0	1
04:30 PM	0	1	1	0	0	0	**4**	0	**4**	**5**
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	2	2	0	0	0	7	0	7	9
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.438	.000	.438	.450

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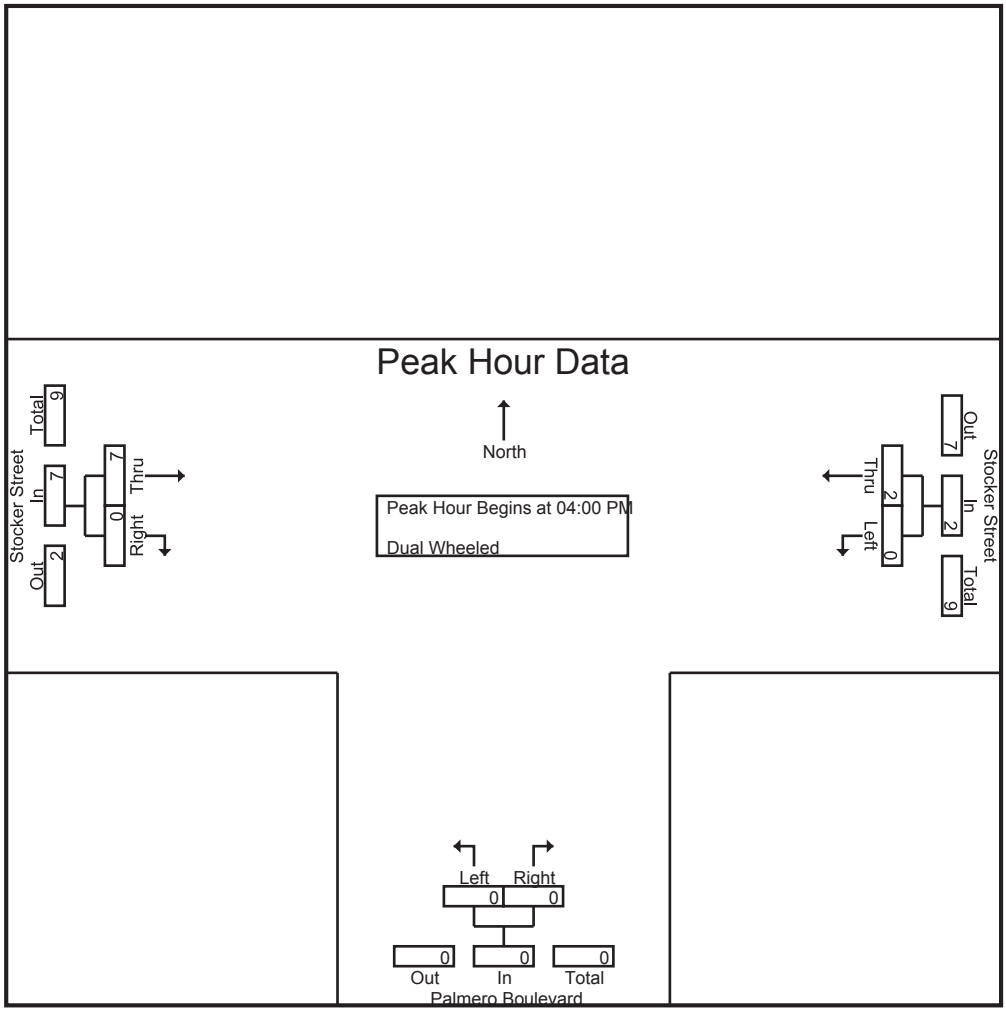

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	2	0	2
+15 mins.	0	**1**	**1**	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	**4**	0	**4**
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	2	2	0	0	0	7	0	7
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.438	.000	.438

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Groups Printed- Buses

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	0	1	1	0	0	0	2	0	2	3
03:15 PM	0	0	0	0	0	0	1	0	1	1
03:30 PM	0	0	0	0	0	0	3	0	3	3
03:45 PM	1	2	3	0	0	0	4	0	4	7
Total	1	3	4	0	0	0	10	0	10	14
04:00 PM	0	1	1	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	0	0	3	0	3	4
05:00 PM	0	1	1	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	2	2	0	0	0	5	0	5	7
Grand Total	1	6	7	0	0	0	18	0	18	25
Apprch %	14.3	85.7		0	0		100	0		
Total %	4	24	28	0	0	0	72	0	72	

	Stocker Street Westbound			Palmero Boulevard Northbound			Stocker Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**1**	**1**	0	0	0	**2**	0	**2**	**3**
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	1	0	0	0	3	0	3	4
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.375	.000	.375	.333

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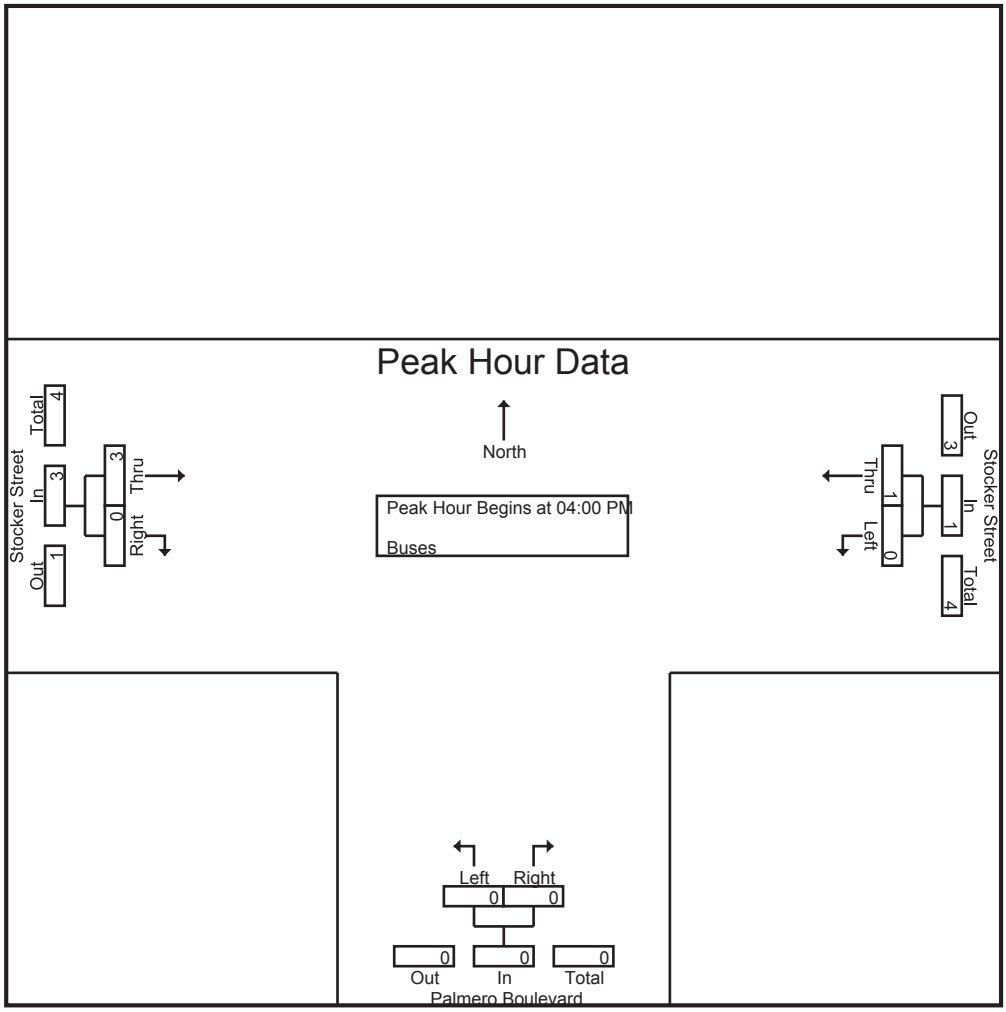

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**1**	**1**	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	1	1	0	0	0	3	0	3
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.375	.000	.375

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Palmero Boulevard

East/West Stocker Street

Day: Wednesday **Date:** January 31, 2024 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Southern I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	2	0	46	38
BIKES	0	0	4	6
BUSES	0	0	38	23

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	17	7.30	0	7.00	258	8.30	317	9.00
PM PK 15 MIN	9	4.00	0	3.00	309	4.00	185	5.45
AM PK HOUR	49	7.30	0	7.00	978	7.45	1160	7.15
PM PK HOUR	26	3.30	0	3.00	1103	3.45	630	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	24	0	20	44
8-9	18	0	18	36
9-10	16	0	21	37
3-4	8	0	13	21
4-5	9	0	11	20
5-6	11	0	11	22
TOTAL	86	0	94	180

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
44	2	0	0	0
36	3	0	0	0
37	7	0	0	0
21	2	0	0	0
20	3	1	0	0
22	14	1	0	0
180	31	2	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	799	4	803
8-9	0	931	10	941
9-10	0	678	11	689
3-4	0	1002	17	1019
4-5	0	1080	23	1103
5-6	0	1015	22	1037
TOTAL	0	5505	87	5592

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	1088	0	1096
8-9	8	1051	0	1059
9-10	11	910	0	921
3-4	15	584	0	599
4-5	13	598	0	611
5-6	19	611	0	630
TOTAL	74	4842	0	4916

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1899	0	0	0	0
2000	0	0	1	0
1610	0	0	0	0
1618	0	0	0	0
1714	0	0	0	0
1667	0	0	0	0
10508	0	0	1	0

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Palmero Boulevard				
East/West:	Stocker Street				
Day:	Wednesday	Date:	1/31/2024	Weather:	CLEAR
School Day:	Yes	District:	Southern	I/S Code:	0
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	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL

N-S
0
0
0
0
0
0
0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	2	0	2
8-9	0	0	0	0
9-10	0	1	0	1
3-4	0	0	0	0
4-5	0	1	0	1
5-6	0	0	0	0
TOTAL	0	4	0	4

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	2	0	2
9-10	0	0	0	0
3-4	0	1	0	1
4-5	0	3	0	3
5-6	0	0	0	0
TOTAL	0	6	0	6

TOTAL

E-W
2
2
1
1
4
0
10

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	0	0	0	0	0
- No helmet riders	0	0	2	5	7
- Sidewalk Riding	0	0	1	5	6
- Wrong way riding	0	0	0	4	4

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:	Palmero Boulevard				
East/West:	Stocker Street				
Day:	Wednesday	Date:	1/31/2024	Weather:	CLEAR
School Day:	YES	District:	Southern	I/S Code:	0
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	0	0	1
7:15-7:30	0	0	0	0	0
7:30-7:45	0	1	0	0	1
7:45-8:00	0	0	0	0	0
8:00-8:15	0	1	0	0	1
8:15-8:30	0	1	1	0	2
8:30-8:45	0	1	0	0	1
8:45-9:00	0	0	0	0	0
9:00-9:15	0	1	0	0	1
9:15-9:30	0	1	0	0	1
9:30-9:45	0	2	0	0	2
9:45-10:00	0	3	0	0	3
Hours					
7 - 8	0	2	0	0	2
8 - 9	0	3	1	0	4
9 - 10	0	7	0	0	7
TOTAL	0	12	1	0	13

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	0	1	0	0	1
3:15-3:30	0	0	0	0	0
3:30-3:45	0	1	0	0	1
3:45-4:00	0	0	0	0	0
4:00-4:15	0	1	0	0	1
4:15-4:30	0	0	0	0	0
4:30-4:45	0	2	0	0	2
4:45-5:00	0	1	0	0	1
5:00-5:15	0	5	0	0	5
5:15-5:30	0	5	0	0	5
5:30-5:45	0	3	0	0	3
5:45-6:00	0	2	0	0	2
Hours					
3 - 4	0	2	0	0	2
4 - 5	0	4	0	0	4
5 - 6	0	15	0	0	15
	0	21	0	0	21

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	0	0	0	1	1

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Santa Rosalia Dr/Angeles Vista Blvd
E/W: Stocker Street
Weather: Clear

File Name : 03_LAC_SR_Stoc AM
Site Code : 04122535
Start Date : 6/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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	19	22	26	67	1	169	25	195	7	24	2	33	25	68	2	95	390
07:15 AM	26	35	24	85	1	203	49	253	7	28	4	39	22	109	6	137	514
07:30 AM	24	27	30	81	4	219	55	278	5	42	2	49	22	142	2	166	574
07:45 AM	38	47	28	113	1	227	61	289	7	35	4	46	33	139	2	174	622
Total	107	131	108	346	7	818	190	1015	26	129	12	167	102	458	12	572	2100
08:00 AM	37	47	29	113	2	201	57	260	9	45	1	55	35	111	1	147	575
08:15 AM	28	25	29	82	2	214	50	266	7	43	1	51	39	121	9	169	568
08:30 AM	24	35	23	82	1	204	44	249	6	24	3	33	27	120	9	156	520
08:45 AM	20	38	29	87	2	154	35	191	2	27	1	30	35	136	4	175	483
Total	109	145	110	364	7	773	186	966	24	139	6	169	136	488	23	647	2146
09:00 AM	25	19	20	64	2	117	52	171	5	25	2	32	34	113	8	155	422
09:15 AM	33	26	20	79	5	120	37	162	6	16	2	24	23	108	4	135	400
09:30 AM	21	24	30	75	0	122	42	164	2	16	2	20	28	113	2	143	402
09:45 AM	37	26	23	86	0	117	29	146	5	7	1	13	32	72	3	107	352
Total	116	95	93	304	7	476	160	643	18	64	7	89	117	406	17	540	1576
Grand Total	332	371	311	1014	21	2067	536	2624	68	332	25	425	355	1352	52	1759	5822
Apprch %	32.7	36.6	30.7		0.8	78.8	20.4		16	78.1	5.9		20.2	76.9	3		
Total %	5.7	6.4	5.3	17.4	0.4	35.5	9.2	45.1	1.2	5.7	0.4	7.3	6.1	23.2	0.9	30.2	
Passenger Vehicles	319	368	303	990	20	2033	516	2569	67	331	25	423	353	1329	50	1732	5714
% Passenger Vehicles	96.1	99.2	97.4	97.6	95.2	98.4	96.3	97.9	98.5	99.7	100	99.5	99.4	98.3	96.2	98.5	98.1
Dual Wheeled	1	0	7	8	0	27	4	31	1	1	0	2	1	12	1	14	55
% Dual Wheeled	0.3	0	2.3	0.8	0	1.3	0.7	1.2	1.5	0.3	0	0.5	0.3	0.9	1.9	0.8	0.9
Buses	12	3	1	16	1	7	16	24	0	0	0	0	1	11	1	13	53
% Buses	3.6	0.8	0.3	1.6	4.8	0.3	3	0.9	0	0	0	0	0.3	0.8	1.9	0.7	0.9

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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	24	27	**30**	81	**4**	219	55	278	5	42	2	49	22	**142**	2	166	574
07:45 AM	**38**	**47**	28	**113**	1	**227**	**61**	**289**	7	35	**4**	46	33	139	2	**174**	**622**
08:00 AM	37	47	29	113	2	201	57	260	**9**	**45**	1	**55**	35	111	1	147	575
08:15 AM	28	25	29	82	2	214	50	266	7	43	1	51	**39**	121	**9**	169	568
Total Volume	127	146	116	389	9	861	223	1093	28	165	8	201	129	513	14	656	2339
% App. Total	32.6	37.5	29.8		0.8	78.8	20.4		13.9	82.1	4		19.7	78.2	2.1		
PHF	.836	.777	.967	.861	.563	.948	.914	.946	.778	.917	.500	.914	.827	.903	.389	.943	.940

Counts Unlimited, Inc.
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City of Los Angeles
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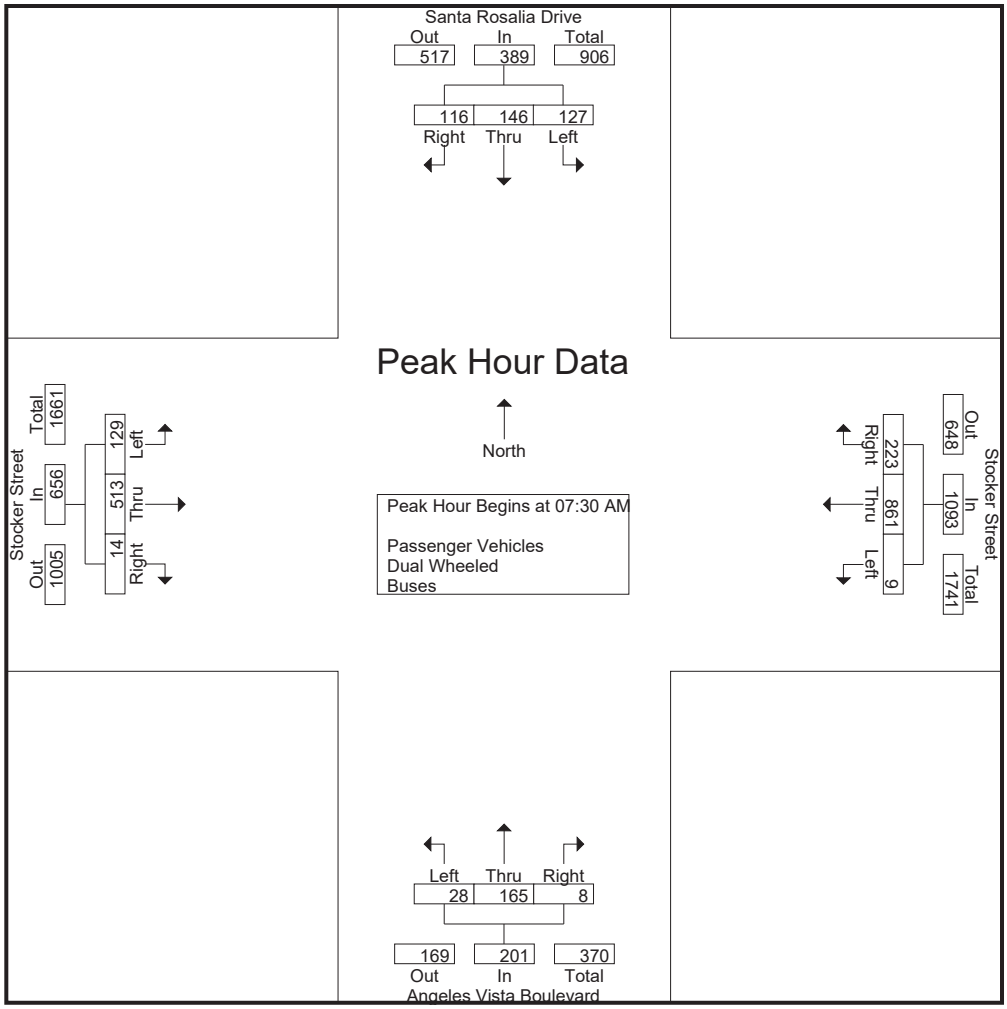
E/W: Stocker Street
Weather: Clear

File Name : 03_LAC_SR_Stoc AM
Site Code : 04122535
Start Date : 6/1/2022



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	26	35	24	85	**4**	219	55	278	5	42	2	49	22	**142**	2	166
+15 mins.	24	27	**30**	81	1	**227**	**61**	**289**	7	35	**4**	46	33	139	2	**174**
+30 mins.	**38**	**47**	28	**113**	2	201	57	260	**9**	**45**	1	**55**	35	111	1	147
+45 mins.	37	47	29	113	2	214	50	266	7	43	1	51	**39**	121	**9**	169
Total Volume	125	156	111	392	9	861	223	1093	28	165	8	201	129	513	14	656
% App. Total	31.9	39.8	28.3		0.8	78.8	20.4		13.9	82.1	4		19.7	78.2	2.1	
PHF	.822	.830	.925	.867	.563	.948	.914	.946	.778	.917	.500	.914	.827	.903	.389	.943

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File Name : 03_LAC_SR_Stoc AM
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Start Date : 6/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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	18	21	26	65	1	167	23	191	7	24	2	33	25	67	2	94	383
07:15 AM	23	35	23	81	1	199	47	247	7	28	4	39	22	108	6	136	503
07:30 AM	24	27	29	80	3	216	53	272	5	42	2	49	21	142	2	165	566
07:45 AM	37	47	28	112	1	223	55	279	7	35	4	46	32	136	2	170	607
Total	102	130	106	338	6	805	178	989	26	129	12	167	100	453	12	565	2059
08:00 AM	35	47	29	111	2	197	56	255	9	45	1	55	35	105	1	141	562
08:15 AM	28	25	28	81	2	209	49	260	6	43	1	50	39	120	8	167	558
08:30 AM	24	34	23	81	1	198	44	243	6	23	3	32	27	117	8	152	508
08:45 AM	18	38	29	85	2	152	33	187	2	27	1	30	35	133	4	172	474
Total	105	144	109	358	7	756	182	945	23	138	6	167	136	475	21	632	2102
09:00 AM	24	18	19	61	2	115	50	167	5	25	2	32	34	111	8	153	413
09:15 AM	31	26	19	76	5	120	36	161	6	16	2	24	23	106	4	133	394
09:30 AM	21	24	28	73	0	121	42	163	2	16	2	20	28	112	2	142	398
09:45 AM	36	26	22	84	0	116	28	144	5	7	1	13	32	72	3	107	348
Total	112	94	88	294	7	472	156	635	18	64	7	89	117	401	17	535	1553
Grand Total	319	368	303	990	20	2033	516	2569	67	331	25	423	353	1329	50	1732	5714
Apprch %	32.2	37.2	30.6		0.8	79.1	20.1		15.8	78.3	5.9		20.4	76.7	2.9		
Total %	5.6	6.4	5.3	17.3	0.4	35.6	9	45	1.2	5.8	0.4	7.4	6.2	23.3	0.9	30.3	

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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	24	27	**29**	80	**3**	216	53	272	5	42	2	49	21	**142**	2	165	566
07:45 AM	**37**	**47**	28	**112**	1	**223**	55	**279**	7	35	**4**	46	32	136	2	**170**	**607**
08:00 AM	35	47	29	111	2	197	**56**	255	**9**	**45**	1	**55**	35	105	1	141	562
08:15 AM	28	25	28	81	2	209	49	260	6	43	1	50	**39**	120	**8**	167	558
Total Volume	124	146	114	384	8	845	213	1066	27	165	8	200	127	503	13	643	2293
% App. Total	32.3	38	29.7		0.8	79.3	20		13.5	82.5	4		19.8	78.2	2		
PHF	.838	.777	.983	.857	.667	.947	.951	.955	.750	.917	.500	.909	.814	.886	.406	.946	.944

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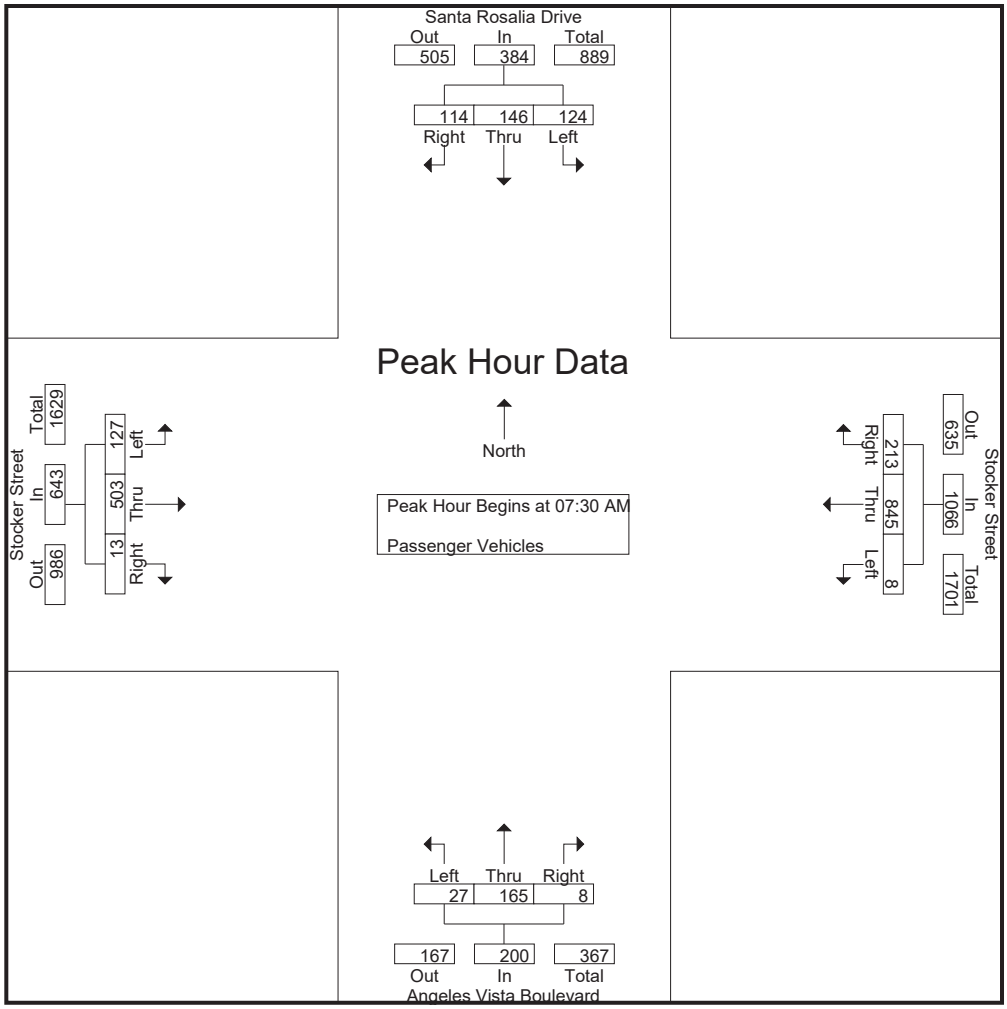

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	24	27	**29**	80	**3**	216	53	272	5	42	2	49	21	**142**	2	165
+15 mins.	**37**	**47**	28	**112**	1	**223**	55	**279**	7	35	**4**	46	32	136	2	**170**
+30 mins.	35	47	29	111	2	197	**56**	255	**9**	**45**	1	**55**	35	105	1	141
+45 mins.	28	25	28	81	2	209	49	260	6	43	1	50	**39**	120	**8**	167
Total Volume	124	146	114	384	8	845	213	1066	27	165	8	200	127	503	13	643
% App. Total	32.3	38	29.7		0.8	79.3	20		13.5	82.5	4		19.8	78.2	2	
PHF	.838	.777	.983	.857	.667	.947	.951	.955	.750	.917	.500	.909	.814	.886	.406	.946

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City of Los Angeles
N/S: Santa Rosalia Dr/Angeles Vista Blvd
E/W: Stocker Street
Weather: Clear

File Name : 03_LAC_SR_Stoc AM
Site Code : 04122535
Start Date : 6/1/2022

Groups Printed- Dual Wheeled

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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	2	1	3	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	1	1	0	9	2	11	0	0	0	0	1	3	0	4	16
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
08:15 AM	0	0	1	1	0	4	0	4	1	0	0	1	0	0	0	0	6
08:30 AM	0	0	0	0	0	6	0	6	0	1	0	1	0	1	1	2	9
08:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
Total	0	0	1	1	0	15	1	16	1	1	0	2	0	5	1	6	25
09:00 AM	1	0	1	2	0	2	1	3	0	0	0	0	0	1	0	1	6
09:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
09:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	3
09:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	1	0	5	6	0	3	1	4	0	0	0	0	0	4	0	4	14
Grand Total	1	0	7	8	0	27	4	31	1	1	0	2	1	12	1	14	55
Apprch %	12.5	0	87.5		0	87.1	12.9		50	50	0		7.1	85.7	7.1		
Total %	1.8	0	12.7	14.5	0	49.1	7.3	56.4	1.8	1.8	0	3.6	1.8	21.8	1.8	25.5	

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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	**1**	**1**	0	1	0	1	0	0	0	0	**1**	0	0	1	3
07:45 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**2**	0	**2**	**6**
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
08:15 AM	0	0	1	1	0	4	0	4	**1**	0	0	**1**	0	0	0	0	6
Total Volume	0	0	2	2	0	13	0	13	1	0	0	1	1	4	0	5	21
% App. Total	0	0	100		0	100	0		100	0	0		20	80	0		
PHF	.000	.000	.500	.500	.000	.813	.000	.813	.250	.000	.000	.250	.250	.500	.000	.625	.875

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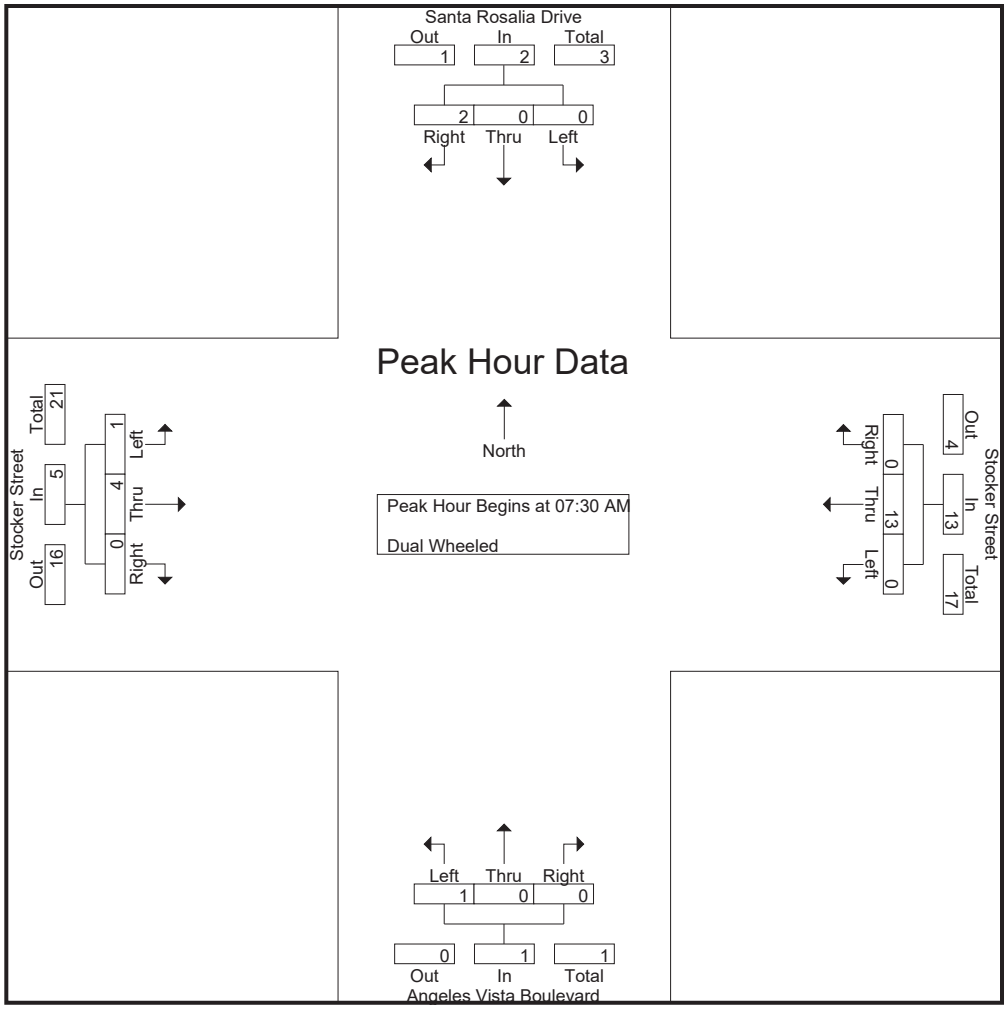

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	**1**	0	1	0	1	0	0	0	0	**1**	0	0	1
+15 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+45 mins.	0	0	1	1	0	4	0	4	**1**	0	0	**1**	0	0	0	0
Total Volume	0	0	2	2	0	13	0	13	1	0	0	1	1	4	0	5
% App. Total	0	0	100		0	100	0		100	0	0		20	80	0	
PHF	.000	.000	.500	.500	.000	.813	.000	.813	.250	.000	.000	.250	.250	.500	.000	.625

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Groups Printed- Buses

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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	1	0	2	0	0	1	1	0	0	0	0	0	1	0	1	4
07:15 AM	3	0	1	4	0	2	1	3	0	0	0	0	0	0	0	0	7
07:30 AM	0	0	0	0	1	2	2	5	0	0	0	0	0	0	0	0	5
07:45 AM	1	0	0	1	0	0	6	6	0	0	0	0	1	1	0	2	9
Total	5	1	1	7	1	4	10	15	0	0	0	0	1	2	0	3	25
08:00 AM	2	0	0	2	0	0	1	1	0	0	0	0	0	4	0	4	7
08:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	4
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
08:45 AM	2	0	0	2	0	1	1	2	0	0	0	0	0	1	0	1	5
Total	4	1	0	5	0	2	3	5	0	0	0	0	0	8	1	9	19
09:00 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
09:15 AM	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
09:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
09:45 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	3	1	0	4	0	1	3	4	0	0	0	0	0	1	0	1	9
Grand Total	12	3	1	16	1	7	16	24	0	0	0	0	1	11	1	13	53
Apprch %	75	18.8	6.2		4.2	29.2	66.7		0	0	0		7.7	84.6	7.7		
Total %	22.6	5.7	1.9	30.2	1.9	13.2	30.2	45.3	0	0	0	0	1.9	20.8	1.9	24.5	

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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	**1**	**2**	2	5	0	0	0	0	0	0	0	0	5
07:45 AM	1	0	0	1	0	0	**6**	**6**	0	0	0	0	**1**	1	0	2	**9**
08:00 AM	**2**	0	0	**2**	0	0	1	1	0	0	0	0	0	**4**	0	**4**	7
08:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	**1**	2	4
Total Volume	3	0	0	3	1	3	10	14	0	0	0	0	1	6	1	8	25
% App. Total	100	0	0		7.1	21.4	71.4		0	0	0		12.5	75	12.5		
PHF	.375	.000	.000	.375	.250	.375	.417	.583	.000	.000	.000	.000	.250	.375	.250	.500	.694

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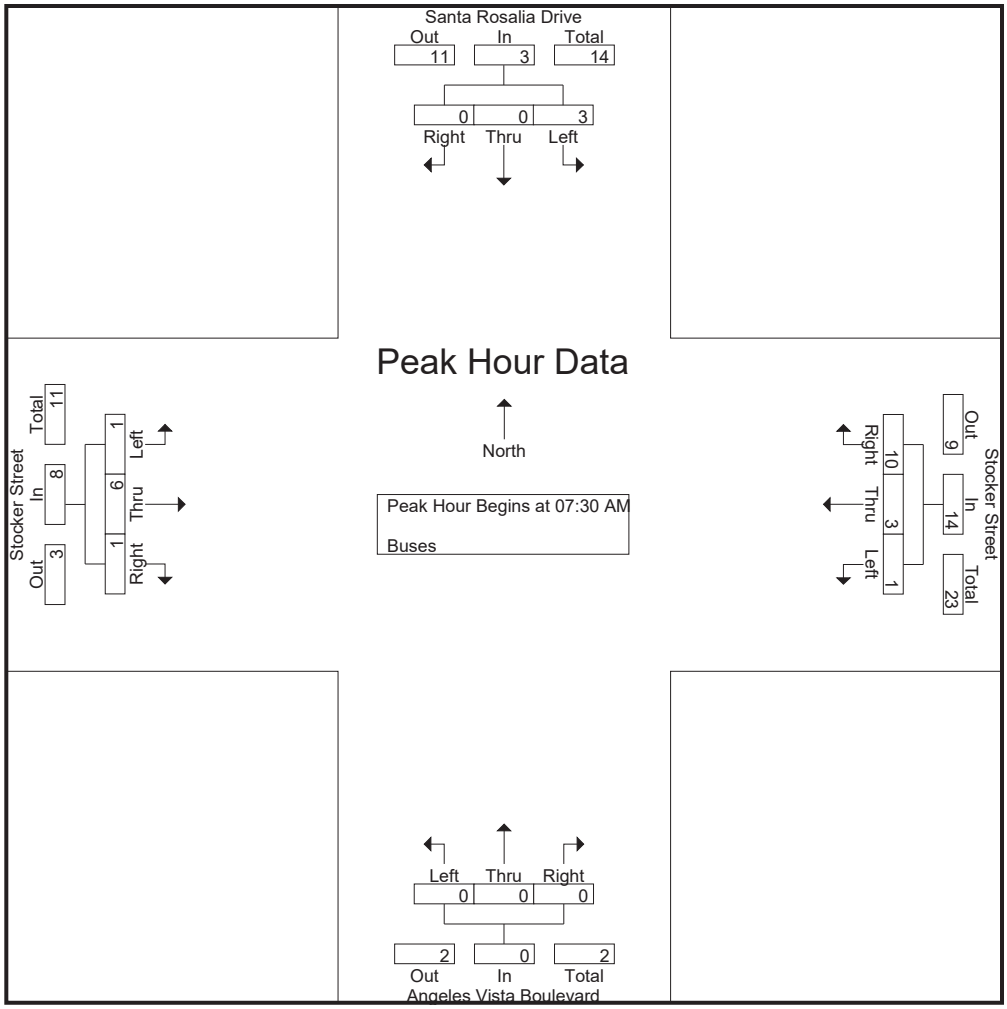

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	**1**	**2**	2	5	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	**6**	**6**	0	0	0	0	**1**	1	0	2
+30 mins.	**2**	0	0	**2**	0	0	1	1	0	0	0	0	0	**4**	0	**4**
+45 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	1	**1**	2
Total Volume	3	0	0	3	1	3	10	14	0	0	0	0	1	6	1	8
% App. Total	100	0	0		7.1	21.4	71.4		0	0	0		12.5	75	12.5	
PHF	.375	.000	.000	.375	.250	.375	.417	.583	.000	.000	.000	.000	.250	.375	.250	.500

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File Name : 03_LAC_SR_Stoc PM
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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	44	57	28	129	1	117	55	173	5	42	1	48	34	186	8	228	578
03:15 PM	40	52	48	140	2	97	56	155	5	32	1	38	48	222	8	278	611
03:30 PM	45	46	47	138	6	130	48	184	2	15	3	20	34	191	8	233	575
03:45 PM	31	44	37	112	6	109	44	159	6	22	1	29	36	171	9	216	516
Total	160	199	160	519	15	453	203	671	18	111	6	135	152	770	33	955	2280
04:00 PM	43	55	43	141	3	119	58	180	4	22	2	28	39	212	11	262	611
04:15 PM	49	45	35	129	3	107	46	156	4	30	1	35	44	230	3	277	597
04:30 PM	47	38	43	128	3	111	46	160	4	28	3	35	55	197	15	267	590
04:45 PM	39	41	35	115	11	121	44	176	4	27	1	32	36	207	8	251	574
Total	178	179	156	513	20	458	194	672	16	107	7	130	174	846	37	1057	2372
05:00 PM	41	50	35	126	7	117	46	170	2	29	2	33	33	208	7	248	577
05:15 PM	38	54	37	129	8	120	40	168	4	18	1	23	44	215	5	264	584
05:30 PM	47	52	40	139	6	122	40	168	8	32	1	41	43	228	10	281	629
05:45 PM	37	41	37	115	2	88	47	137	5	29	0	34	35	236	8	279	565
Total	163	197	149	509	23	447	173	643	19	108	4	131	155	887	30	1072	2355
Grand Total	501	575	465	1541	58	1358	570	1986	53	326	17	396	481	2503	100	3084	7007
Apprch %	32.5	37.3	30.2		2.9	68.4	28.7		13.4	82.3	4.3		15.6	81.2	3.2		
Total %	7.1	8.2	6.6	22	0.8	19.4	8.1	28.3	0.8	4.7	0.2	5.7	6.9	35.7	1.4	44	
Passenger Vehicles	487	573	461	1521	58	1344	559	1961	53	325	16	394	477	2469	98	3044	6920
% Passenger Vehicles	97.2	99.7	99.1	98.7	100	99	98.1	98.7	100	99.7	94.1	99.5	99.2	98.6	98	98.7	98.8
Dual Wheeled	3	2	3	8	0	8	3	11	0	1	0	1	4	24	2	30	50
% Dual Wheeled	0.6	0.3	0.6	0.5	0	0.6	0.5	0.6	0	0.3	0	0.3	0.8	1	2	1	0.7
Buses	11	0	1	12	0	6	8	14	0	0	1	1	0	10	0	10	37
% Buses	2.2	0	0.2	0.8	0	0.4	1.4	0.7	0	0	5.9	0.3	0	0.4	0	0.3	0.5

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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 04:00 PM																	
04:00 PM	43	**55**	**43**	**141**	3	119	**58**	**180**	**4**	22	2	28	39	212	11	262	**611**
04:15 PM	**49**	45	35	129	3	107	46	156	4	**30**	1	**35**	44	**230**	3	**277**	597
04:30 PM	47	38	43	128	3	111	46	160	4	28	**3**	35	**55**	197	**15**	267	590
04:45 PM	39	41	35	115	**11**	**121**	44	176	4	27	1	32	36	207	8	251	574
Total Volume	178	179	156	513	20	458	194	672	16	107	7	130	174	846	37	1057	2372
% App. Total	34.7	34.9	30.4		3	68.2	28.9		12.3	82.3	5.4		16.5	80	3.5		
PHF	.908	.814	.907	.910	.455	.946	.836	.933	1.00	.892	.583	.929	.791	.920	.617	.954	.971

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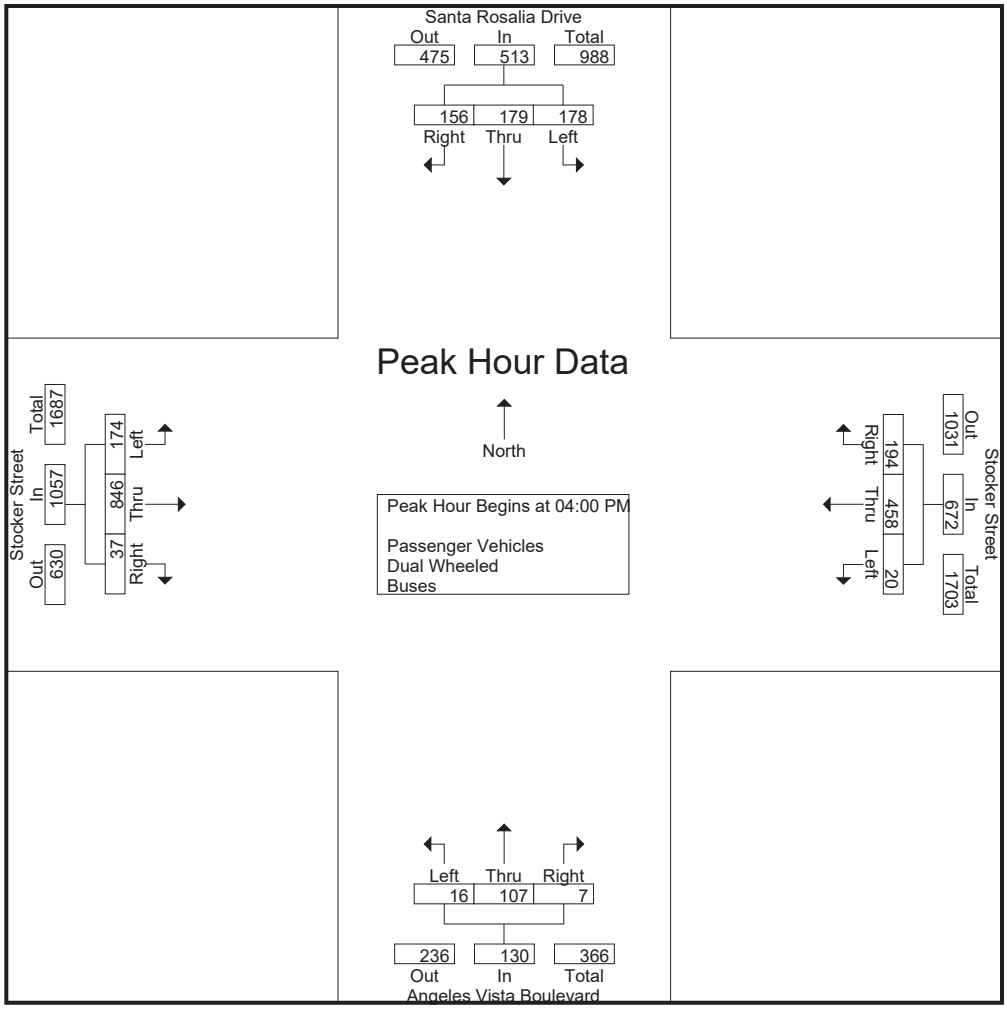

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:15 PM				04:45 PM				03:00 PM				05:00 PM			
+0 mins.	40	52	**48**	140	**11**	121	44	**176**	5	**42**	1	**48**	33	208	7	248
+15 mins.	**45**	46	47	138	7	117	**46**	170	5	32	1	38	**44**	215	5	264
+30 mins.	31	44	37	112	8	120	40	168	2	15	**3**	20	43	228	**10**	**281**
+45 mins.	43	**55**	43	**141**	6	**122**	40	168	**6**	22	1	29	35	**236**	8	279
Total Volume	159	197	175	531	32	480	170	682	18	111	6	135	155	887	30	1072
% App. Total	29.9	37.1	33		4.7	70.4	24.9		13.3	82.2	4.4		14.5	82.7	2.8	
PHF	.883	.895	.911	.941	.727	.984	.924	.969	.750	.661	.500	.703	.881	.940	.750	.954

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Groups Printed- Passenger Vehicles

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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	38	57	28	123	1	116	54	171	5	42	1	48	34	182	8	224	566
03:15 PM	39	52	48	139	2	96	56	154	5	31	1	37	48	220	7	275	605
03:30 PM	43	46	47	136	6	130	46	182	2	15	2	19	33	187	8	228	565
03:45 PM	30	44	37	111	6	108	43	157	6	22	1	29	35	165	9	209	506
Total	150	199	160	509	15	450	199	664	18	110	5	133	150	754	32	936	2242
04:00 PM	43	55	42	140	3	118	57	178	4	22	2	28	39	210	11	260	606
04:15 PM	48	45	35	128	3	106	46	155	4	30	1	35	44	226	2	272	590
04:30 PM	46	38	42	126	3	110	46	159	4	28	3	35	54	196	15	265	585
04:45 PM	39	40	35	114	11	119	42	172	4	27	1	32	36	207	8	251	569
Total	176	178	154	508	20	453	191	664	16	107	7	130	173	839	36	1048	2350
05:00 PM	40	49	35	124	7	116	45	168	2	29	2	33	32	204	7	243	568
05:15 PM	37	54	37	128	8	118	39	165	4	18	1	23	44	213	5	262	578
05:30 PM	47	52	40	139	6	120	39	165	8	32	1	41	43	225	10	278	623
05:45 PM	37	41	35	113	2	87	46	135	5	29	0	34	35	234	8	277	559
Total	161	196	147	504	23	441	169	633	19	108	4	131	154	876	30	1060	2328
Grand Total	487	573	461	1521	58	1344	559	1961	53	325	16	394	477	2469	98	3044	6920
Apprch %	32	37.7	30.3		3	68.5	28.5		13.5	82.5	4.1		15.7	81.1	3.2		
Total %	7	8.3	6.7	22	0.8	19.4	8.1	28.3	0.8	4.7	0.2	5.7	6.9	35.7	1.4	44	

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	43	**55**	**42**	**140**	3	118	**57**	**178**	**4**	22	2	28	39	210	11	260	**606**
04:15 PM	**48**	45	35	128	3	106	46	155	4	**30**	1	**35**	44	**226**	2	**272**	590
04:30 PM	46	38	42	126	3	110	46	159	4	28	**3**	35	**54**	196	**15**	265	585
04:45 PM	39	40	35	114	**11**	**119**	42	172	4	27	1	32	36	207	8	251	569
Total Volume	176	178	154	508	20	453	191	664	16	107	7	130	173	839	36	1048	2350
% App. Total	34.6	35	30.3		3	68.2	28.8		12.3	82.3	5.4		16.5	80.1	3.4		
PHF	.917	.809	.917	.907	.455	.952	.838	.933	1.00	.892	.583	.929	.801	.928	.600	.963	.969

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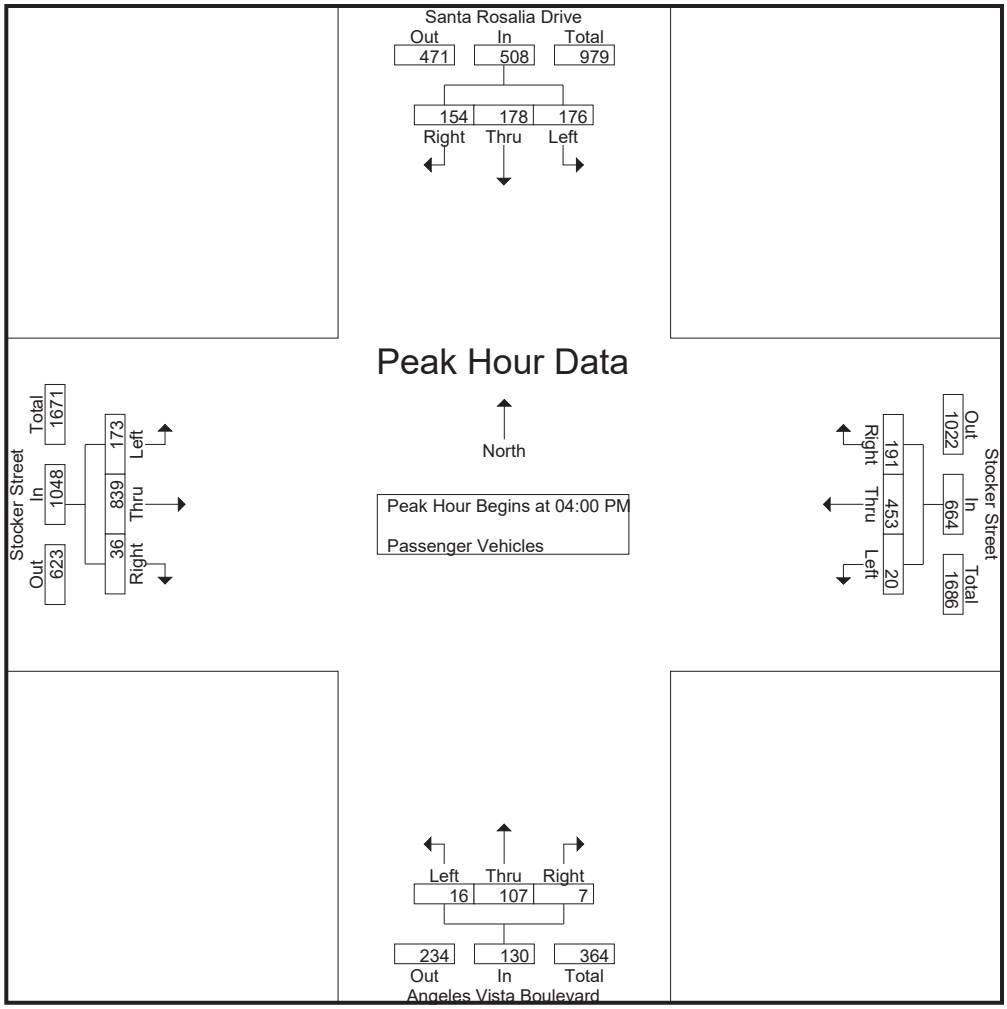

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	43	**55**	**42**	**140**	3	118	**57**	**178**	**4**	22	2	28	39	210	11	260
+15 mins.	**48**	45	35	128	3	106	46	155	4	**30**	1	**35**	44	**226**	2	**272**
+30 mins.	46	38	42	126	3	110	46	159	4	28	**3**	35	**54**	196	**15**	265
+45 mins.	39	40	35	114	**11**	**119**	42	172	4	27	1	32	36	207	8	251
Total Volume	176	178	154	508	20	453	191	664	16	107	7	130	173	839	36	1048
% App. Total	34.6	35	30.3		3	68.2	28.8		12.3	82.3	5.4		16.5	80.1	3.4	
PHF	.917	.809	.917	.907	.455	.952	.838	.933	1.000	.892	.583	.929	.801	.928	.600	.963

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Groups Printed- Dual Wheeled

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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	0	0	1	0	1	0	1	0	0	0	0	0	3	0	3	5
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2	3
03:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	4	0	5	6
03:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	4	0	5	6
Total	2	0	0	2	0	1	1	2	0	1	0	1	2	12	1	15	20
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:45 PM	0	1	0	1	0	2	1	3	0	0	0	0	0	0	0	0	4
Total	0	1	1	2	0	3	1	4	0	0	0	0	1	4	1	6	12
05:00 PM	1	1	0	2	0	1	0	1	0	0	0	0	1	2	0	3	6
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	3	5
05:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	1	1	2	4	0	4	1	5	0	0	0	0	1	8	0	9	18
Grand Total	3	2	3	8	0	8	3	11	0	1	0	1	4	24	2	30	50
Apprch %	37.5	25	37.5		0	72.7	27.3		0	100	0		13.3	80	6.7		
Total %	6	4	6	16	0	16	6	22	0	2	0	2	8	48	4	60	

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	**1**	**3**	**4**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	2	2
04:45 PM	0	**1**	0	1	0	**2**	**1**	**3**	0	0	0	0	0	0	0	0	4
Total Volume	0	1	1	2	0	3	1	4	0	0	0	0	1	4	1	6	12
% App. Total	0	50	50		0	75	25		0	0	0		16.7	66.7	16.7		
PHF	.000	.250	.250	.500	.000	.375	.250	.333	.000	.000	.000	.000	.250	.500	.250	.500	.750

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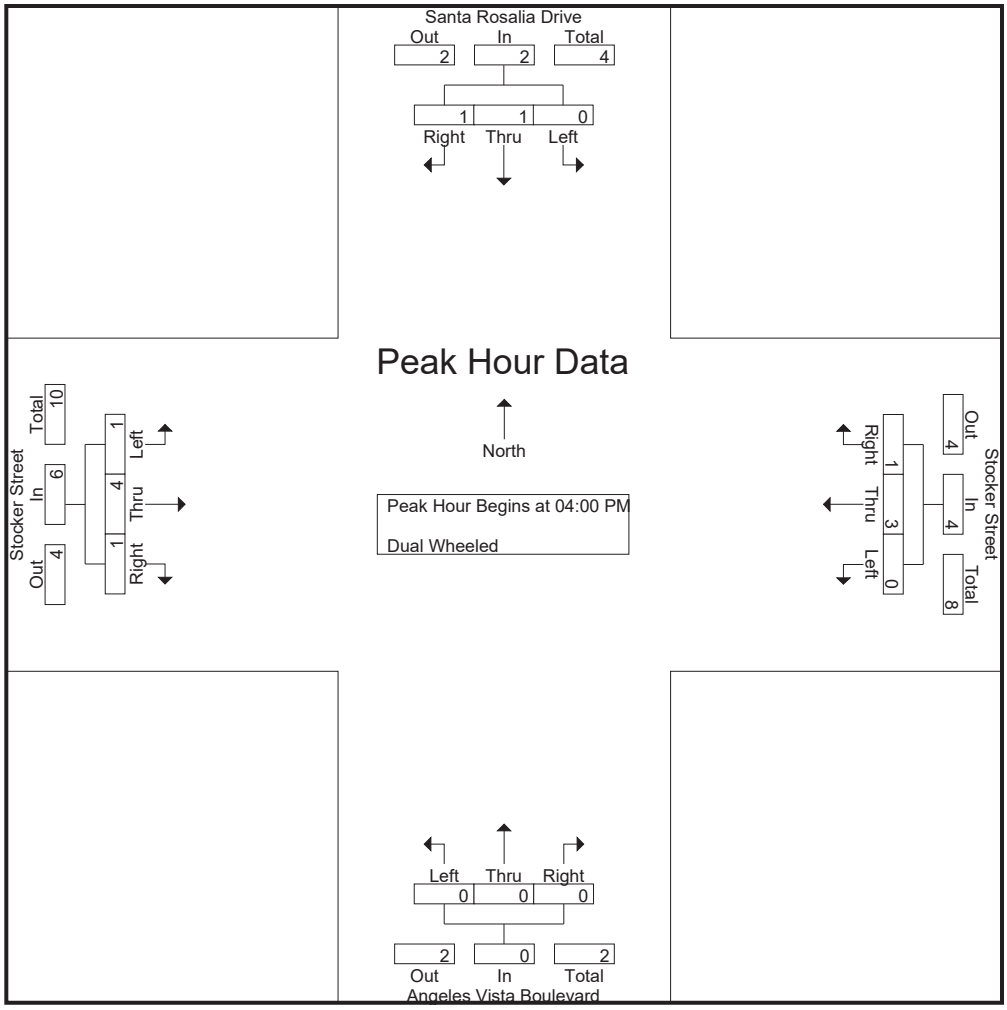
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Santa Rosalia Dr/Angeles Vista Blvd
E/W: Stocker Street
Weather: Clear

File Name : 03_LAC_SR_Stoc PM
Site Code : 04122535
Start Date : 6/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	**1**	**3**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	2
+45 mins.	0	**1**	0	1	0	**2**	**1**	**3**	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	3	1	4	0	0	0	0	1	4	1	6
% App. Total	0	50	50		0	75	25		0	0	0		16.7	66.7	16.7	
PHF	.000	.250	.250	.500	.000	.375	.250	.333	.000	.000	.000	.000	.250	.500	.250	.500

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City of Los Angeles
N/S: Santa Rosalia Dr/Angeles Vista Blvd
E/W: Stocker Street
Weather: Clear

File Name : 03_LAC_SR_Stoc PM
Site Code : 04122535
Start Date : 6/1/2022
Page No : 1

Groups Printed- Buses

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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	5	0	0	5	0	0	1	1	0	0	0	0	0	1	0	1	7
03:15 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
03:30 PM	1	0	0	1	0	0	2	2	0	0	1	1	0	0	0	0	4
03:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
Total	8	0	0	8	0	2	3	5	0	0	1	1	0	4	0	4	18
04:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:30 PM	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	2	0	1	3	0	2	2	4	0	0	0	0	0	3	0	3	10
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
05:15 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
Total	1	0	0	1	0	2	3	5	0	0	0	0	0	3	0	3	9
Grand Total	11	0	1	12	0	6	8	14	0	0	1	1	0	10	0	10	37
Apprch %	91.7	0	8.3		0	42.9	57.1		0	0	100		0	100	0		
Total %	29.7	0	2.7	32.4	0	16.2	21.6	37.8	0	0	2.7	2.7	0	27	0	27	

	Santa Rosalia Drive Southbound				Stocker Street Westbound				Angeles Vista Boulevard Northbound				Stocker 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 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	1	0	1	**3**
04:15 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	**2**	0	**2**	3
04:30 PM	1	0	**1**	**2**	0	1	0	1	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	2	0	1	3	0	2	2	4	0	0	0	0	0	3	0	3	10
% App. Total	66.7	0	33.3		0	50	50		0	0	0		0	100	0		
PHF	.500	.000	.250	.375	.000	.500	.500	.500	.000	.000	.000	.000	.000	.375	.000	.375	.833

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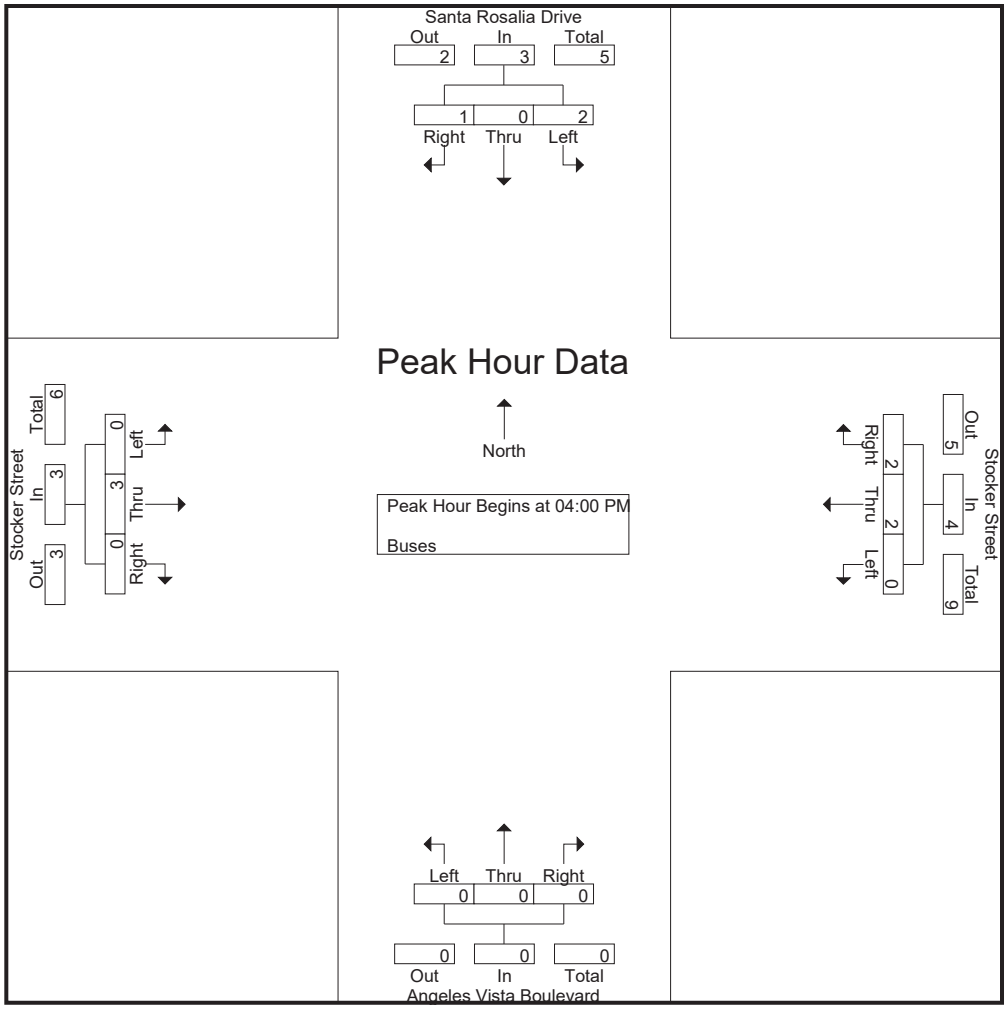

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	1	0	1
+15 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+30 mins.	1	0	**1**	**2**	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	2	0	1	3	0	2	2	4	0	0	0	0	0	3	0	3
% App. Total	66.7	0	33.3		0	50	50		0	0	0		0	100	0	
PHF	.500	.000	.250	.375	.000	.500	.500	.500	.000	.000	.000	.000	.000	.375	.000	.375

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Santa Rosalia Drive/Angeles Vista Boulevard

East/West Stocker Street

Day: Tuesday **Date:** June 7, 2022 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Southern I/S CODE 5337

	N/B	S/B	E/B	W/B
DUAL-WHEELED	3	16	44	42
BIKES	8	12	7	3
BUSES	1	28	23	38

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	55	8.00	113	7.45	175	8.45	289	7.45
PM PK 15 MIN	48	3.00	141	4.00	281	5.30	184	3.30
AM PK HOUR	201	7.30	392	7.15	656	7.30	1093	7.30
PM PK HOUR	135	3.00	531	3.15	1072	5.00	682	4.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	129	12	167
8-9	24	139	6	169
9-10	18	64	7	89
3-4	18	111	6	135
4-5	16	107	7	130
5-6	19	108	4	131
TOTAL	121	658	42	821

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	107	131	108	346
8-9	109	145	110	364
9-10	116	95	93	304
3-4	160	199	160	519
4-5	178	179	156	513
5-6	163	197	149	509
TOTAL	833	946	776	2555

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
513	11	0	4	0
533	11	0	8	0
393	12	0	8	0
654	2	0	16	0
643	9	0	5	0
640	5	0	12	0
3376	50	0	53	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	102	458	12	572
8-9	136	488	23	647
9-10	117	406	17	540
3-4	152	770	33	955
4-5	174	846	37	1057
5-6	155	887	30	1072
TOTAL	836	3855	152	4843

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	7	818	190	1015
8-9	7	773	186	966
9-10	7	476	160	643
3-4	15	453	203	671
4-5	20	458	194	672
5-6	23	447	173	643
TOTAL	79	3425	1106	4610

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1587	5	0	0	0
1613	5	0	2	0
1183	7	0	1	0
1626	7	0	2	0
1729	3	0	0	0
1715	9	0	0	0
9453	36	0	5	0

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Santa Rosalia Drive/Angeles Vista Boulevard				
East/West:	Stocker Street				
Day:	Tuesday	Date:	6/7/2022	Weather:	CLEAR
School Day:	Yes	District:	Southern	I/S Code:	5337
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	2	1	3
8-9	0	0	1	1
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	0	6	2	8

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	3	1	4
3-4	0	2	0	2
4-5	0	2	1	3
5-6	0	3	0	3
TOTAL	0	10	2	12

TOTAL

Hours	N-S
7-8	3
8-9	1
9-10	5
3-4	3
4-5	4
5-6	4
TOTAL	20

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	1	2	3
3-4	0	0	0	0
4-5	0	1	0	1
5-6	1	1	1	3
TOTAL	1	3	3	7

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	1	1	2
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	1	0	1
TOTAL	0	2	1	3

TOTAL

Hours	E-W
7-8	0
8-9	2
9-10	3
3-4	0
4-5	1
5-6	4
TOTAL	10

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	0	0	0	1	1
- No helmet riders	4	8	4	2	18
- Sidewalk Riding	2	7	4	2	15
- Wrong way riding	1	3	1	0	5

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:	Santa Rosalia Drive/Angeles Vista Boulevard				
East/West:	Stocker Street				
Day:	Tuesday	Date:	6/7/2022	Weather:	CLEAR
School Day:	YES	District:	Southern	I/S Code:	5337
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	3	3	0	2	8
7:15-7:30	0	1	0	0	1
7:30-7:45	0	4	0	0	4
7:45-8:00	1	3	0	3	7
8:00-8:15	4	2	0	1	7
8:15-8:30	2	0	1	0	3
8:30-8:45	1	5	0	2	8
8:45-9:00	1	4	1	2	8
9:00-9:15	6	2	0	2	10
9:15-9:30	1	0	0	2	3
9:30-9:45	1	8	1	0	10
9:45-10:00	0	2	0	3	5
Hours					
7 - 8	4	11	0	5	20
8 - 9	8	11	2	5	26
9 - 10	8	12	1	7	28
TOTAL	20	34	3	17	74

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	2	1	0	0	3
3:15-3:30	7	0	0	3	10
3:30-3:45	3	1	0	0	4
3:45-4:00	4	0	2	4	10
4:00-4:15	1	3	0	2	6
4:15-4:30	0	2	0	1	3
4:30-4:45	2	2	0	0	4
4:45-5:00	2	2	0	0	4
5:00-5:15	6	1	0	2	9
5:15-5:30	2	1	0	0	3
5:30-5:45	2	1	0	2	5
5:45-6:00	2	2	0	5	9
Hours					
3 - 4	16	2	2	7	27
4 - 5	5	9	0	3	17
5 - 6	12	5	0	9	26
	33	16	2	19	70

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	0	0	0	1	1

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited, Inc.
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(951)268-6268

City of Los Angeles
N/S: Santa Rosalia Drive
E/W: Marlton Avenue
Weather: Clear

File Name : 01_LAC_SR_Mar AM
Site Code : 04122535
Start Date : 6/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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	6	51	2	59	9	9	5	23	7	52	18	77	3	15	3	21	180
07:15 AM	10	58	0	68	15	19	4	38	2	69	26	97	3	21	6	30	233
07:30 AM	10	61	4	75	19	28	10	57	8	79	26	113	9	41	11	61	306
07:45 AM	10	85	14	109	14	25	8	47	9	88	22	119	14	45	16	75	350
Total	36	255	20	311	57	81	27	165	26	288	92	406	29	122	36	187	1069
08:00 AM	7	77	4	88	23	19	7	49	5	95	37	137	10	32	11	53	327
08:15 AM	13	51	7	71	17	14	7	38	9	81	40	130	2	38	13	53	292
08:30 AM	3	56	5	64	21	19	10	50	4	55	24	83	7	23	8	38	235
08:45 AM	12	64	5	81	25	14	12	51	10	53	26	89	7	26	12	45	266
Total	35	248	21	304	86	66	36	188	28	284	127	439	26	119	44	189	1120
09:00 AM	9	45	3	57	21	9	15	45	5	62	31	98	4	17	11	32	232
09:15 AM	17	37	4	58	29	16	7	52	8	49	29	86	3	17	13	33	229
09:30 AM	10	57	1	68	25	17	7	49	7	50	29	86	3	21	10	34	237
09:45 AM	7	54	1	62	20	14	10	44	2	33	26	61	7	34	10	51	218
Total	43	193	9	245	95	56	39	190	22	194	115	331	17	89	44	150	916
Grand Total	114	696	50	860	238	203	102	543	76	766	334	1176	72	330	124	526	3105
Apprch %	13.3	80.9	5.8		43.8	37.4	18.8		6.5	65.1	28.4		13.7	62.7	23.6		
Total %	3.7	22.4	1.6	27.7	7.7	6.5	3.3	17.5	2.4	24.7	10.8	37.9	2.3	10.6	4	16.9	
Passenger Vehicles	96	679	47	822	234	202	81	517	75	745	331	1151	69	325	121	515	3005
% Passenger Vehicles	84.2	97.6	94	95.6	98.3	99.5	79.4	95.2	98.7	97.3	99.1	97.9	95.8	98.5	97.6	97.9	96.8
Dual Wheeled	2	5	2	9	3	1	1	5	0	5	3	8	1	1	1	3	25
% Dual Wheeled	1.8	0.7	4	1	1.3	0.5	1	0.9	0	0.7	0.9	0.7	1.4	0.3	0.8	0.6	0.8
Buses	16	12	1	29	1	0	20	21	1	16	0	17	2	4	2	8	75
% Buses	14	1.7	2	3.4	0.4	0	19.6	3.9	1.3	2.1	0	1.4	2.8	1.2	1.6	1.5	2.4

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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	10	61	4	75	19	**28**	**10**	**57**	8	79	26	113	9	41	11	61	306
07:45 AM	10	**85**	**14**	**109**	14	25	8	47	**9**	88	22	119	**14**	**45**	**16**	**75**	**350**
08:00 AM	7	77	4	88	**23**	19	7	49	5	**95**	37	**137**	10	32	11	53	327
08:15 AM	**13**	51	7	71	17	14	7	38	9	81	**40**	130	2	38	13	53	292
Total Volume	40	274	29	343	73	86	32	191	31	343	125	499	35	156	51	242	1275
% App. Total	11.7	79.9	8.5		38.2	45	16.8		6.2	68.7	25.1		14.5	64.5	21.1		
PHF	.769	.806	.518	.787	.793	.768	.800	.838	.861	.903	.781	.911	.625	.867	.797	.807	.911

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City of Los Angeles
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File Name : 01_LAC_SR_Mar AM
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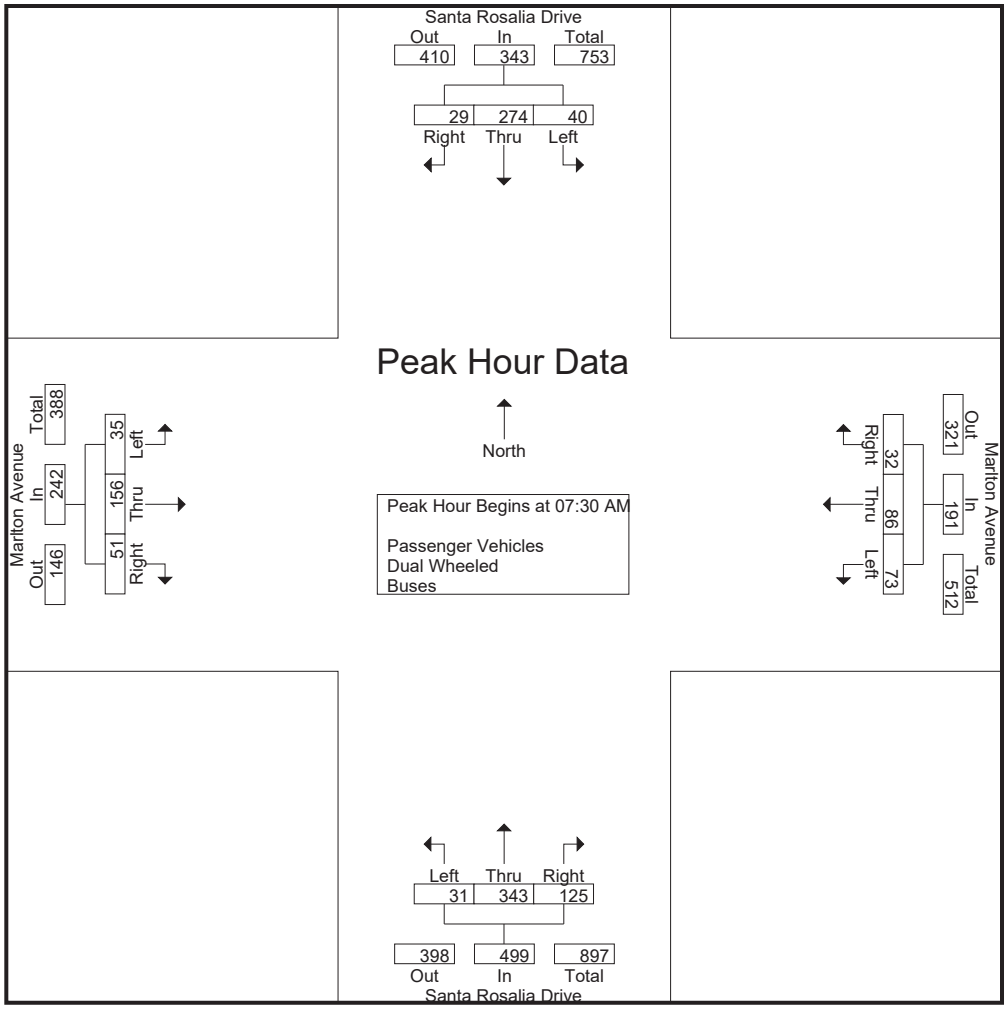

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				08:30 AM				07:30 AM				07:30 AM			
+0 mins.	10	61	4	75	21	**19**	10	50	8	79	26	113	9	41	11	61
+15 mins.	10	**85**	**14**	**109**	25	14	12	51	**9**	88	22	119	**14**	**45**	**16**	**75**
+30 mins.	7	77	4	88	21	9	**15**	45	5	**95**	37	**137**	10	32	11	53
+45 mins.	**13**	51	7	71	**29**	16	7	**52**	9	81	**40**	130	2	38	13	53
Total Volume	40	274	29	343	96	58	44	198	31	343	125	499	35	156	51	242
% App. Total	11.7	79.9	8.5		48.5	29.3	22.2		6.2	68.7	25.1		14.5	64.5	21.1	
PHF	.769	.806	.518	.787	.828	.763	.733	.952	.861	.903	.781	.911	.625	.867	.797	.807

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Santa Rosalia Drive
E/W: Marlton Avenue
Weather: Clear

File Name : 01_LAC_SR_Mar AM
Site Code : 04122535
Start Date : 6/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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	5	50	2	57	9	9	4	22	7	50	18	75	3	15	3	21	175
07:15 AM	8	54	0	62	15	19	3	37	2	67	26	95	2	21	6	29	223
07:30 AM	9	60	4	73	19	28	8	55	8	77	24	109	9	41	11	61	298
07:45 AM	8	84	14	106	14	25	5	44	8	82	22	112	12	44	15	71	333
Total	30	248	20	298	57	81	20	158	25	276	90	391	26	121	35	182	1029
08:00 AM	7	76	3	86	23	19	5	47	5	95	37	137	10	30	11	51	321
08:15 AM	11	51	7	69	16	14	6	36	9	79	40	128	2	37	13	52	285
08:30 AM	2	55	4	61	21	19	8	48	4	54	24	82	7	22	8	37	228
08:45 AM	11	63	5	79	25	13	10	48	10	51	26	87	7	26	11	44	258
Total	31	245	19	295	85	65	29	179	28	279	127	434	26	115	43	184	1092
09:00 AM	7	44	3	54	18	9	12	39	5	60	30	95	4	17	11	32	220
09:15 AM	16	35	4	55	29	16	6	51	8	49	29	86	3	17	13	33	225
09:30 AM	7	55	0	62	25	17	6	48	7	49	29	85	3	21	9	33	228
09:45 AM	5	52	1	58	20	14	8	42	2	32	26	60	7	34	10	51	211
Total	35	186	8	229	92	56	32	180	22	190	114	326	17	89	43	149	884
Grand Total	96	679	47	822	234	202	81	517	75	745	331	1151	69	325	121	515	3005
Apprch %	11.7	82.6	5.7		45.3	39.1	15.7		6.5	64.7	28.8		13.4	63.1	23.5		
Total %	3.2	22.6	1.6	27.4	7.8	6.7	2.7	17.2	2.5	24.8	11	38.3	2.3	10.8	4	17.1	

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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	9	60	4	73	19	**28**	**8**	**55**	8	77	24	109	9	41	11	61	298
07:45 AM	8	**84**	**14**	**106**	14	25	5	44	8	82	22	112	**12**	**44**	**15**	**71**	**333**
08:00 AM	7	76	3	86	**23**	19	5	47	5	**95**	37	**137**	10	30	11	51	321
08:15 AM	**11**	51	7	69	16	14	6	36	**9**	79	**40**	128	2	37	13	52	285
Total Volume	35	271	28	334	72	86	24	182	30	333	123	486	33	152	50	235	1237
% App. Total	10.5	81.1	8.4		39.6	47.3	13.2		6.2	68.5	25.3		14	64.7	21.3		
PHF	.795	.807	.500	.788	.783	.768	.750	.827	.833	.876	.769	.887	.688	.864	.833	.827	.929

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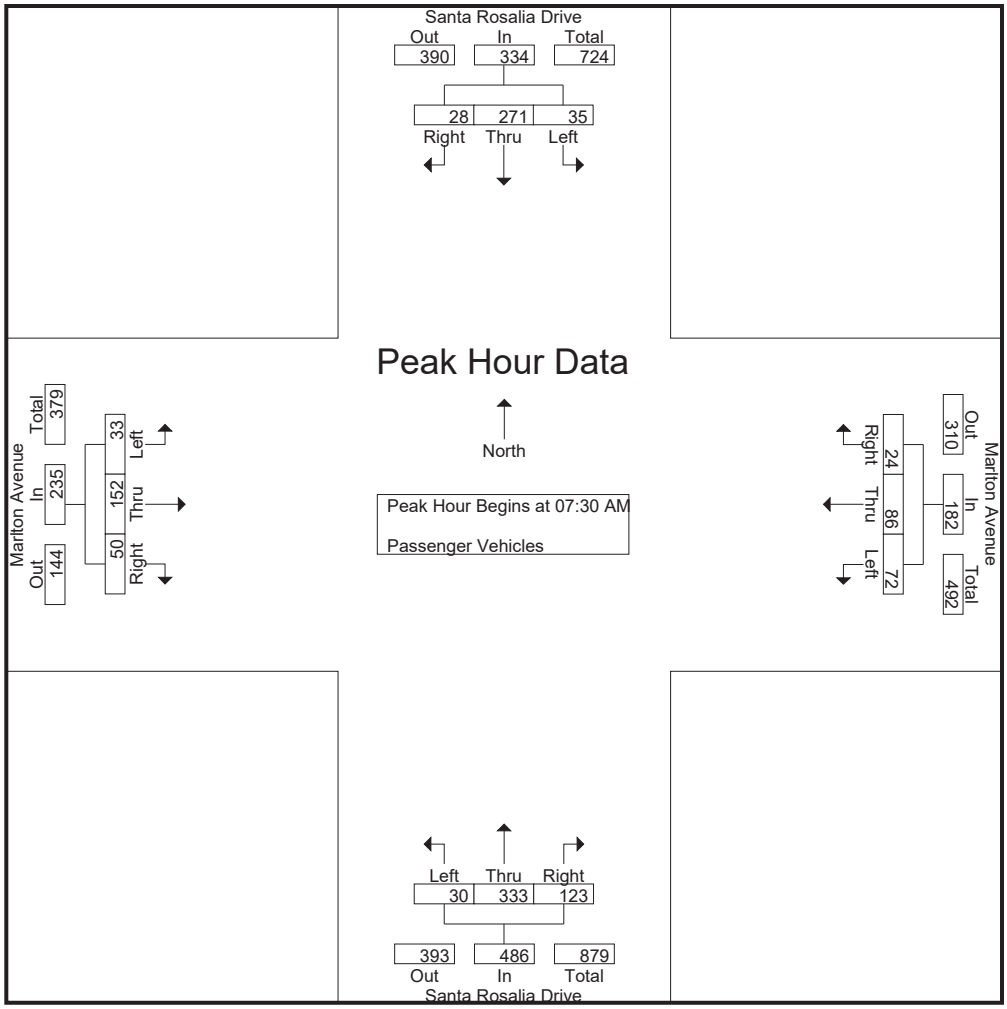

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	9	60	4	73	19	**28**	**8**	**55**	8	77	24	109	9	41	11	61
+15 mins.	8	**84**	**14**	**106**	14	25	5	44	8	82	22	112	**12**	**44**	**15**	**71**
+30 mins.	7	76	3	86	**23**	19	5	47	5	**95**	37	**137**	10	30	11	51
+45 mins.	**11**	51	7	69	16	14	6	36	**9**	79	**40**	128	2	37	13	52
Total Volume	35	271	28	334	72	86	24	182	30	333	123	486	33	152	50	235
% App. Total	10.5	81.1	8.4		39.6	47.3	13.2		6.2	68.5	25.3		14	64.7	21.3	
PHF	.795	.807	.500	.788	.783	.768	.750	.827	.833	.876	.769	.887	.688	.864	.833	.827

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Groups Printed- Dual Wheeled

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
07:30 AM	0	1	0	1	0	0	0	0	0	0	2	2	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	1	0	1	0	0	0	0	0	2	2	4	1	0	0	1	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	1	0	1	3
08:45 AM	0	0	0	0	0	1	1	2	0	1	0	1	0	0	0	0	3
Total	0	0	1	1	1	1	1	3	0	2	0	2	0	1	0	1	7
09:00 AM	0	1	0	1	2	0	0	2	0	1	1	2	0	0	0	0	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	1	2	1	4	0	0	0	0	0	0	0	0	0	0	1	1	5
09:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	4	1	7	2	0	0	2	0	1	1	2	0	0	1	1	12
Grand Total	2	5	2	9	3	1	1	5	0	5	3	8	1	1	1	3	25
Apprch %	22.2	55.6	22.2		60	20	20		0	62.5	37.5		33.3	33.3	33.3		
Total %	8	20	8	36	12	4	4	20	0	20	12	32	4	4	4	12	

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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	**1**	0	**1**	0	0	0	0	0	0	**2**	**2**	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	1	0	0	1	0	0	2	2	0	0	0	0	4
% App. Total	0	100	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.333

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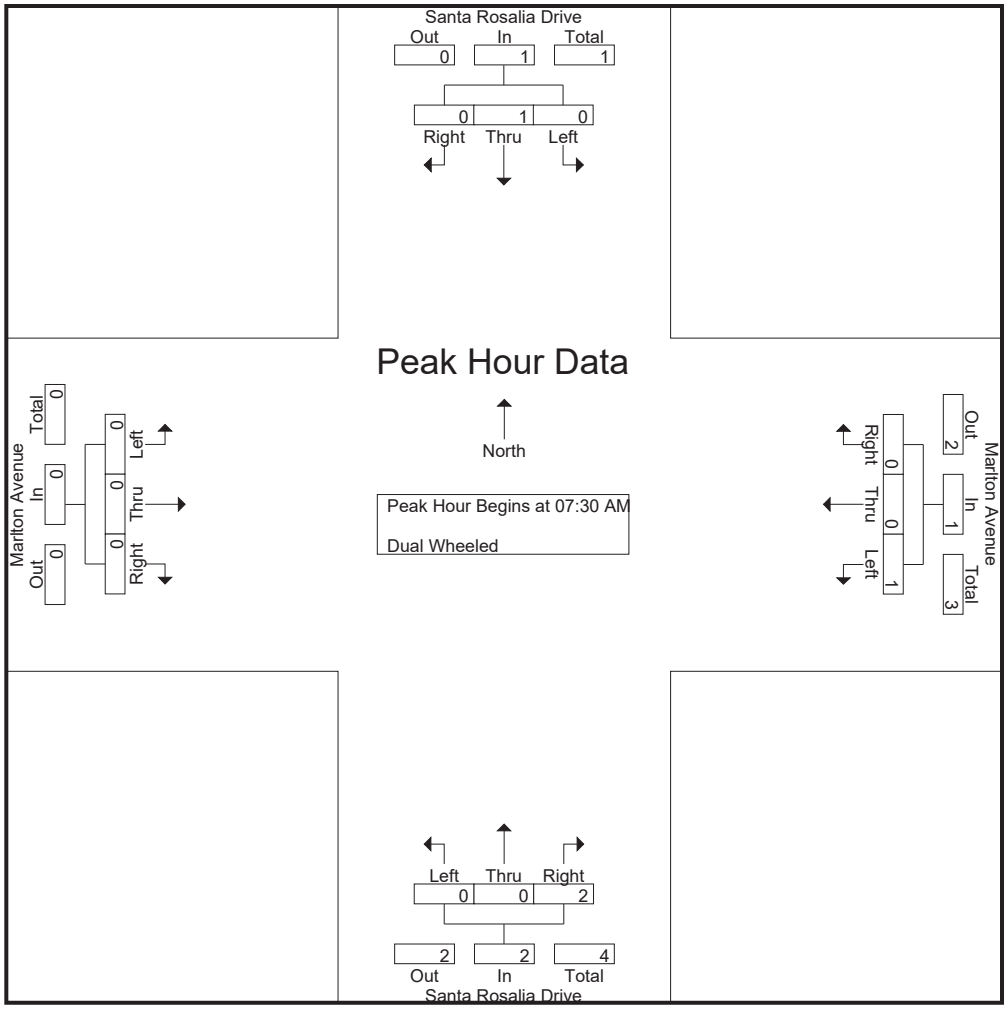

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	**2**	**2**	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	0	0	2	2	0	0	0	0
% App. Total	0	100	0		100	0	0		0	0	100		0	0	0	
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000

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Groups Printed- Buses

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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	1	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
07:15 AM	2	4	0	6	0	0	1	1	0	1	0	1	0	0	0	0	8
07:30 AM	1	0	0	1	0	0	2	2	0	2	0	2	0	0	0	0	5
07:45 AM	2	1	0	3	0	0	3	3	1	6	0	7	2	1	1	4	17
Total	6	6	0	12	0	0	7	7	1	10	0	11	2	1	1	4	34
08:00 AM	0	1	1	2	0	0	2	2	0	0	0	0	0	2	0	2	6
08:15 AM	2	0	0	2	0	0	1	1	0	2	0	2	0	1	0	1	6
08:30 AM	1	1	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
08:45 AM	1	1	0	2	0	0	1	1	0	1	0	1	0	0	1	1	5
Total	4	3	1	8	0	0	6	6	0	3	0	3	0	3	1	4	21
09:00 AM	2	0	0	2	1	0	3	4	0	1	0	1	0	0	0	0	7
09:15 AM	1	2	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
09:30 AM	2	0	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
09:45 AM	1	1	0	2	0	0	2	2	0	1	0	1	0	0	0	0	5
Total	6	3	0	9	1	0	7	8	0	3	0	3	0	0	0	0	20
Grand Total	16	12	1	29	1	0	20	21	1	16	0	17	2	4	2	8	75
Apprch %	55.2	41.4	3.4		4.8	0	95.2		5.9	94.1	0		25	50	25		
Total %	21.3	16	1.3	38.7	1.3	0	26.7	28	1.3	21.3	0	22.7	2.7	5.3	2.7	10.7	

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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	1	0	0	1	0	0	2	2	0	2	0	2	0	0	0	0	5
07:45 AM	**2**	**1**	0	**3**	0	0	**3**	**3**	**1**	**6**	0	**7**	**2**	1	**1**	**4**	**17**
08:00 AM	0	1	**1**	2	0	0	2	2	0	0	0	0	0	**2**	0	2	6
08:15 AM	2	0	0	2	0	0	1	1	0	2	0	2	0	1	0	1	6
Total Volume	5	2	1	8	0	0	8	8	1	10	0	11	2	4	1	7	34
% App. Total	62.5	25	12.5		0	0	100		9.1	90.9	0		28.6	57.1	14.3		
PHF	.625	.500	.250	.667	.000	.000	.667	.667	.250	.417	.000	.393	.250	.500	.250	.438	.500

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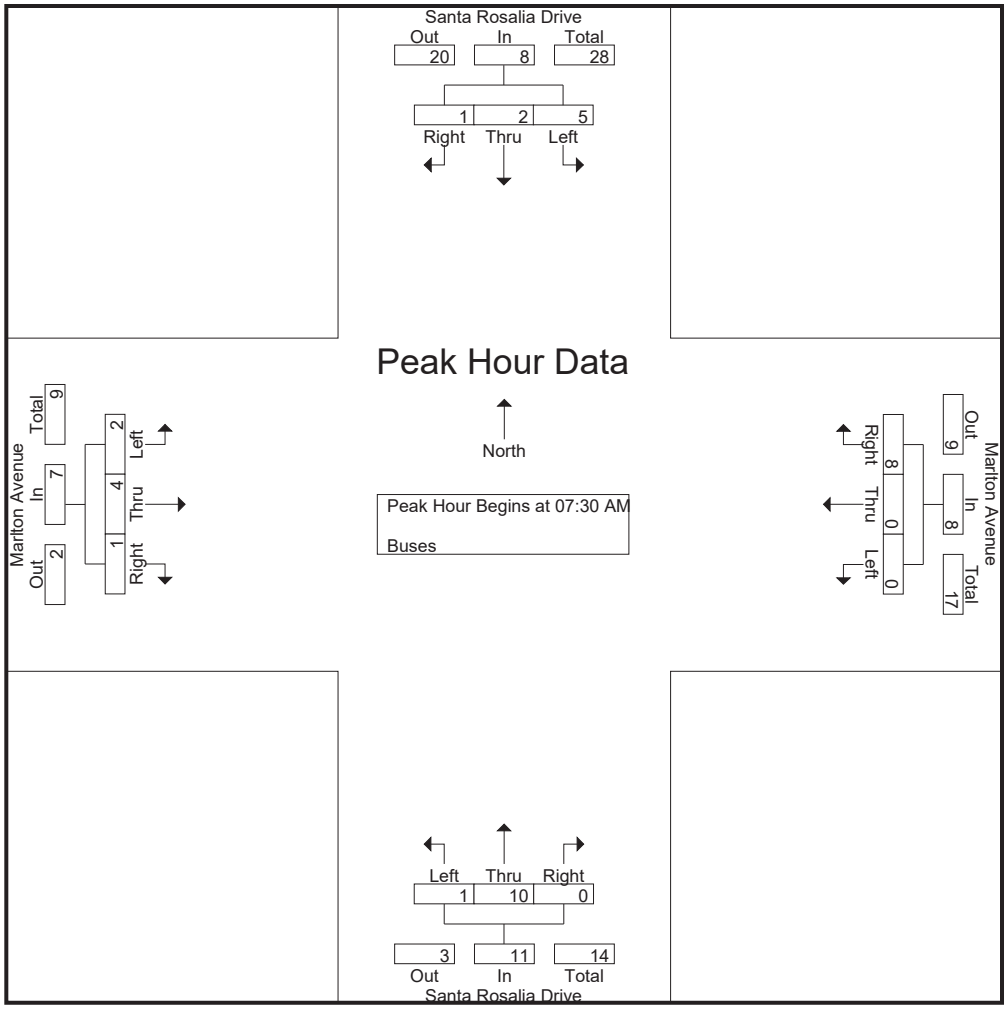

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	0	0	1	0	0	2	2	0	2	0	2	0	0	0	0
+15 mins.	**2**	**1**	0	**3**	0	0	**3**	**3**	**1**	**6**	0	**7**	**2**	1	**1**	**4**
+30 mins.	0	1	**1**	2	0	0	2	2	0	0	0	0	0	**2**	0	2
+45 mins.	2	0	0	2	0	0	1	1	0	2	0	2	0	1	0	1
Total Volume	5	2	1	8	0	0	8	8	1	10	0	11	2	4	1	7
% App. Total	62.5	25	12.5		0	0	100		9.1	90.9	0		28.6	57.1	14.3	
PHF	.625	.500	.250	.667	.000	.000	.667	.667	.250	.417	.000	.393	.250	.500	.250	.438

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File Name : 01_LAC_SR_Mar PM
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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	57	3	71	40	35	11	86	6	76	37	119	5	34	15	54	330
03:15 PM	18	84	6	108	54	19	18	91	15	67	42	124	5	45	8	58	381
03:30 PM	14	79	4	97	46	22	17	85	4	69	34	107	2	18	11	31	320
03:45 PM	17	63	1	81	37	22	12	71	5	63	31	99	4	19	4	27	278
Total	60	283	14	357	177	98	58	333	30	275	144	449	16	116	38	170	1309
04:00 PM	15	75	11	101	43	34	21	98	6	67	37	110	3	24	15	42	351
04:15 PM	11	68	8	87	46	35	14	95	13	54	53	120	6	39	12	57	359
04:30 PM	13	68	8	89	41	35	24	100	7	80	42	129	2	41	8	51	369
04:45 PM	6	63	6	75	30	35	11	76	9	69	29	107	0	31	6	37	295
Total	45	274	33	352	160	139	70	369	35	270	161	466	11	135	41	187	1374
05:00 PM	13	60	9	82	43	33	19	95	13	69	35	117	6	25	15	46	340
05:15 PM	7	66	10	83	42	32	18	92	4	60	31	95	8	21	15	44	314
05:30 PM	16	76	8	100	39	32	16	87	4	64	46	114	5	22	11	38	339
05:45 PM	7	60	7	74	41	30	14	85	8	87	31	126	7	26	14	47	332
Total	43	262	34	339	165	127	67	359	29	280	143	452	26	94	55	175	1325
Grand Total	148	819	81	1048	502	364	195	1061	94	825	448	1367	53	345	134	532	4008
Apprch %	14.1	78.1	7.7		47.3	34.3	18.4		6.9	60.4	32.8		10	64.8	25.2		
Total %	3.7	20.4	2	26.1	12.5	9.1	4.9	26.5	2.3	20.6	11.2	34.1	1.3	8.6	3.3	13.3	
Passenger Vehicles	132	804	81	1017	501	364	178	1043	94	810	446	1350	52	337	129	518	3928
% Passenger Vehicles	89.2	98.2	100	97	99.8	100	91.3	98.3	100	98.2	99.6	98.8	98.1	97.7	96.3	97.4	98
Dual Wheeled	0	8	0	8	1	0	2	3	0	7	2	9	0	2	0	2	22
% Dual Wheeled	0	1	0	0.8	0.2	0	1	0.3	0	0.8	0.4	0.7	0	0.6	0	0.4	0.5
Buses	16	7	0	23	0	0	15	15	0	8	0	8	1	6	5	12	58
% Buses	10.8	0.9	0	2.2	0	0	7.7	1.4	0	1	0	0.6	1.9	1.7	3.7	2.3	1.4

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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 04:00 PM																	
04:00 PM	**15**	**75**	**11**	**101**	43	34	21	98	6	67	37	110	3	24	**15**	42	351
04:15 PM	11	68	8	87	**46**	**35**	14	95	**13**	54	**53**	120	**6**	39	12	**57**	359
04:30 PM	13	68	8	89	41	35	**24**	**100**	7	**80**	42	**129**	2	**41**	8	51	**369**
04:45 PM	6	63	6	75	30	35	11	76	9	69	29	107	0	31	6	37	295
Total Volume	45	274	33	352	160	139	70	369	35	270	161	466	11	135	41	187	1374
% App. Total	12.8	77.8	9.4		43.4	37.7	19		7.5	57.9	34.5		5.9	72.2	21.9		
PHF	.750	.913	.750	.871	.870	.993	.729	.923	.673	.844	.759	.903	.458	.823	.683	.820	.931

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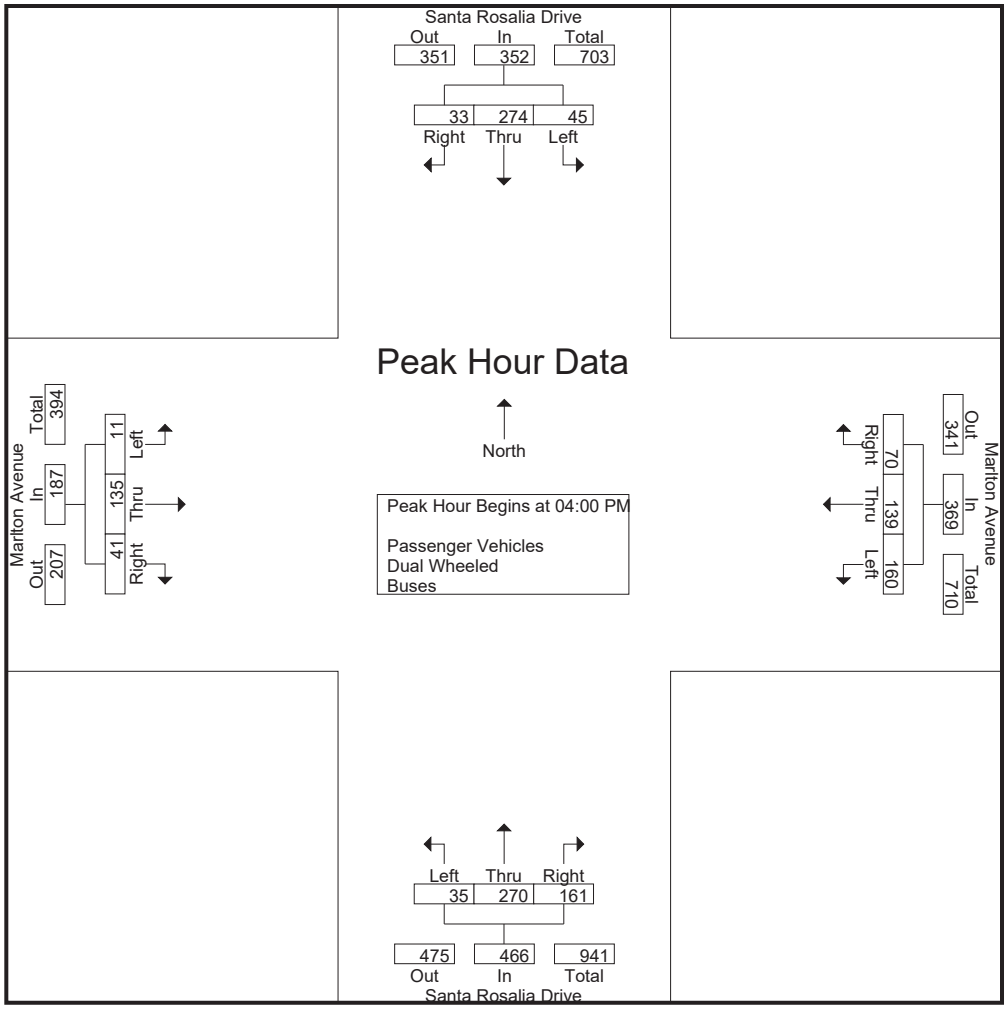

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:15 PM				04:00 PM				04:15 PM				04:15 PM			
+0 mins.	**18**	**84**	6	**108**	43	34	21	98	**13**	54	**53**	120	**6**	39	12	**57**
+15 mins.	14	79	4	97	**46**	**35**	14	95	7	**80**	42	**129**	2	**41**	8	51
+30 mins.	17	63	1	81	41	35	**24**	**100**	9	69	29	107	0	31	6	37
+45 mins.	15	75	**11**	101	30	35	11	76	13	69	35	117	6	25	**15**	46
Total Volume	64	301	22	387	160	139	70	369	42	272	159	473	14	136	41	191
% App. Total	16.5	77.8	5.7		43.4	37.7	19		8.9	57.5	33.6		7.3	71.2	21.5	
PHF	.889	.896	.500	.896	.870	.993	.729	.923	.808	.850	.750	.917	.583	.829	.683	.838

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City of Los Angeles
N/S: Santa Rosalia Drive
E/W: Marlton Avenue
Weather: Clear

File Name : 01_LAC_SR_Mar PM
Site Code : 04122535
Start Date : 6/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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	9	55	3	67	40	35	9	84	6	75	36	117	4	33	11	48	316
03:15 PM	16	84	6	106	54	19	17	90	15	66	42	123	5	41	7	53	372
03:30 PM	13	77	4	94	46	22	16	84	4	66	34	104	2	18	11	31	313
03:45 PM	15	61	1	77	36	22	10	68	5	62	31	98	4	18	4	26	269
Total	53	277	14	344	176	98	52	326	30	269	143	442	15	110	33	158	1270
04:00 PM	14	75	11	100	43	34	20	97	6	67	37	110	3	24	15	42	349
04:15 PM	10	67	8	85	46	35	14	95	13	52	53	118	6	38	12	56	354
04:30 PM	11	66	8	85	41	35	21	97	7	79	41	127	2	40	8	50	359
04:45 PM	6	62	6	74	30	35	11	76	9	67	29	105	0	31	6	37	292
Total	41	270	33	344	160	139	66	365	35	265	160	460	11	133	41	185	1354
05:00 PM	10	58	9	77	43	33	16	92	13	67	35	115	6	25	15	46	330
05:15 PM	7	65	10	82	42	32	17	91	4	59	31	94	8	21	15	44	311
05:30 PM	15	76	8	99	39	32	14	85	4	64	46	114	5	22	11	38	336
05:45 PM	6	58	7	71	41	30	13	84	8	86	31	125	7	26	14	47	327
Total	38	257	34	329	165	127	60	352	29	276	143	448	26	94	55	175	1304
Grand Total	132	804	81	1017	501	364	178	1043	94	810	446	1350	52	337	129	518	3928
Apprch %	13	79.1	8		48	34.9	17.1		7	60	33		10	65.1	24.9		
Total %	3.4	20.5	2.1	25.9	12.8	9.3	4.5	26.6	2.4	20.6	11.4	34.4	1.3	8.6	3.3	13.2	

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**14**	**75**	**11**	**100**	43	34	20	**97**	6	67	37	110	3	24	**15**	42	349
04:15 PM	10	67	8	85	**46**	**35**	14	95	**13**	52	**53**	118	**6**	38	12	**56**	354
04:30 PM	11	66	8	85	41	35	**21**	97	7	**79**	41	**127**	2	**40**	8	50	**359**
04:45 PM	6	62	6	74	30	35	11	76	9	67	29	105	0	31	6	37	292
Total Volume	41	270	33	344	160	139	66	365	35	265	160	460	11	133	41	185	1354
% App. Total	11.9	78.5	9.6		43.8	38.1	18.1		7.6	57.6	34.8		5.9	71.9	22.2		
PHF	.732	.900	.750	.860	.870	.993	.786	.941	.673	.839	.755	.906	.458	.831	.683	.826	.943

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City of Los Angeles
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File Name : 01_LAC_SR_Mar PM
Site Code : 04122535
Start Date : 6/1/2022
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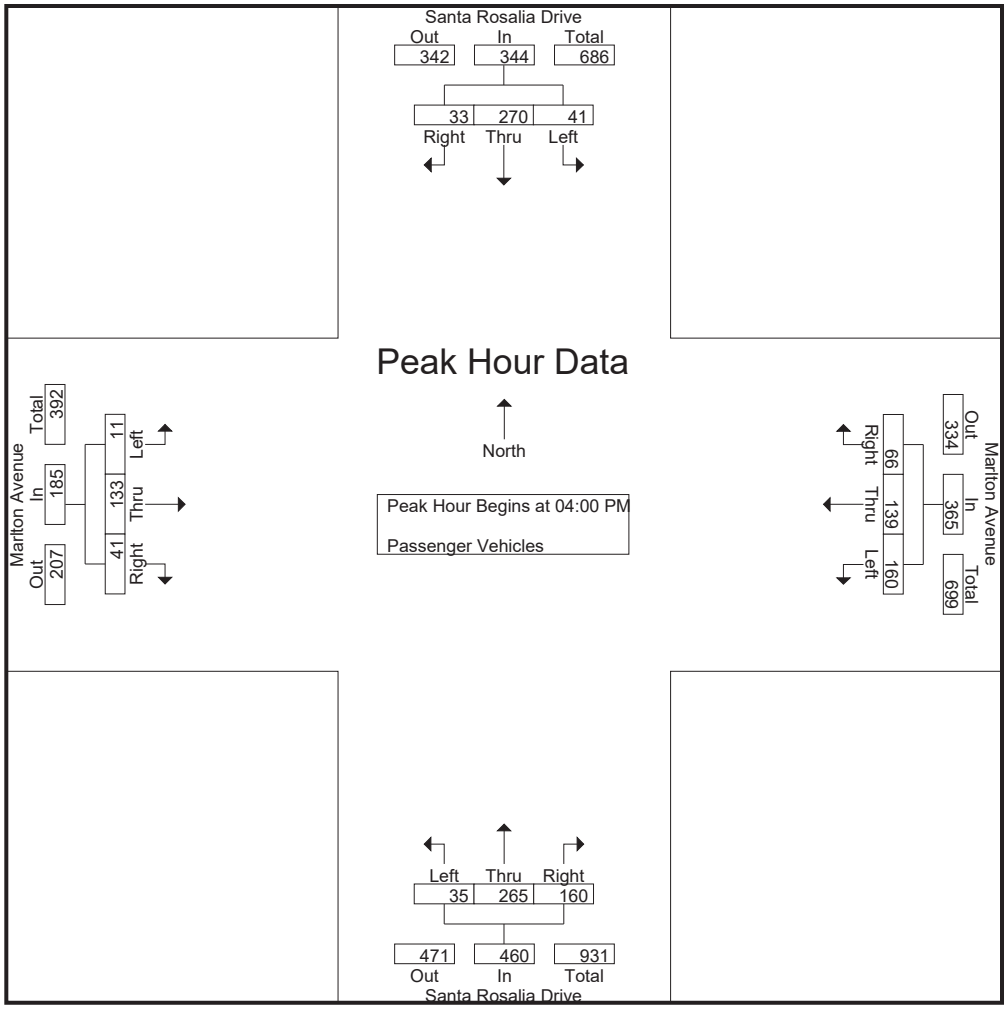

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**14**	**75**	**11**	**100**	43	34	20	**97**	6	67	37	110	3	24	**15**	42
+15 mins.	10	67	8	85	**46**	**35**	14	95	**13**	52	**53**	118	**6**	38	12	**56**
+30 mins.	11	66	8	85	41	35	**21**	97	7	**79**	41	**127**	2	**40**	8	50
+45 mins.	6	62	6	74	30	35	11	76	9	67	29	105	0	31	6	37
Total Volume	41	270	33	344	160	139	66	365	35	265	160	460	11	133	41	185
% App. Total	11.9	78.5	9.6		43.8	38.1	18.1		7.6	57.6	34.8		5.9	71.9	22.2	
PHF	.732	.900	.750	.860	.870	.993	.786	.941	.673	.839	.755	.906	.458	.831	.683	.826

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City of Los Angeles
N/S: Santa Rosalia Drive
E/W: Marlton Avenue
Weather: Clear

File Name : 01_LAC_SR_Mar PM
Site Code : 04122535
Start Date : 6/1/2022
Page No : 1

Groups Printed- Dual Wheeled

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
03:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
03:45 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	1	0	1	4
Total	0	3	0	3	1	0	1	2	0	3	1	4	0	1	0	1	10
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	1	0	1	0	0	0	0	0	3	1	4	0	1	0	1	6
05:00 PM	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	4	0	0	1	1	0	1	0	1	0	0	0	0	6
Grand Total	0	8	0	8	1	0	2	3	0	7	2	9	0	2	0	2	22
Apprch %	0	100	0		33.3	0	66.7		0	77.8	22.2		0	100	0		
Total %	0	36.4	0	36.4	4.5	0	9.1	13.6	0	31.8	9.1	40.9	0	9.1	0	9.1	

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	**1**	0	**1**	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	1	**1**	**2**	0	0	0	0	2
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	1	0	1	0	0	0	0	0	3	1	4	0	1	0	1	6
% App. Total	0	100	0		0	0	0		0	75	25		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.250	.500	.000	.250	.000	.250	.750

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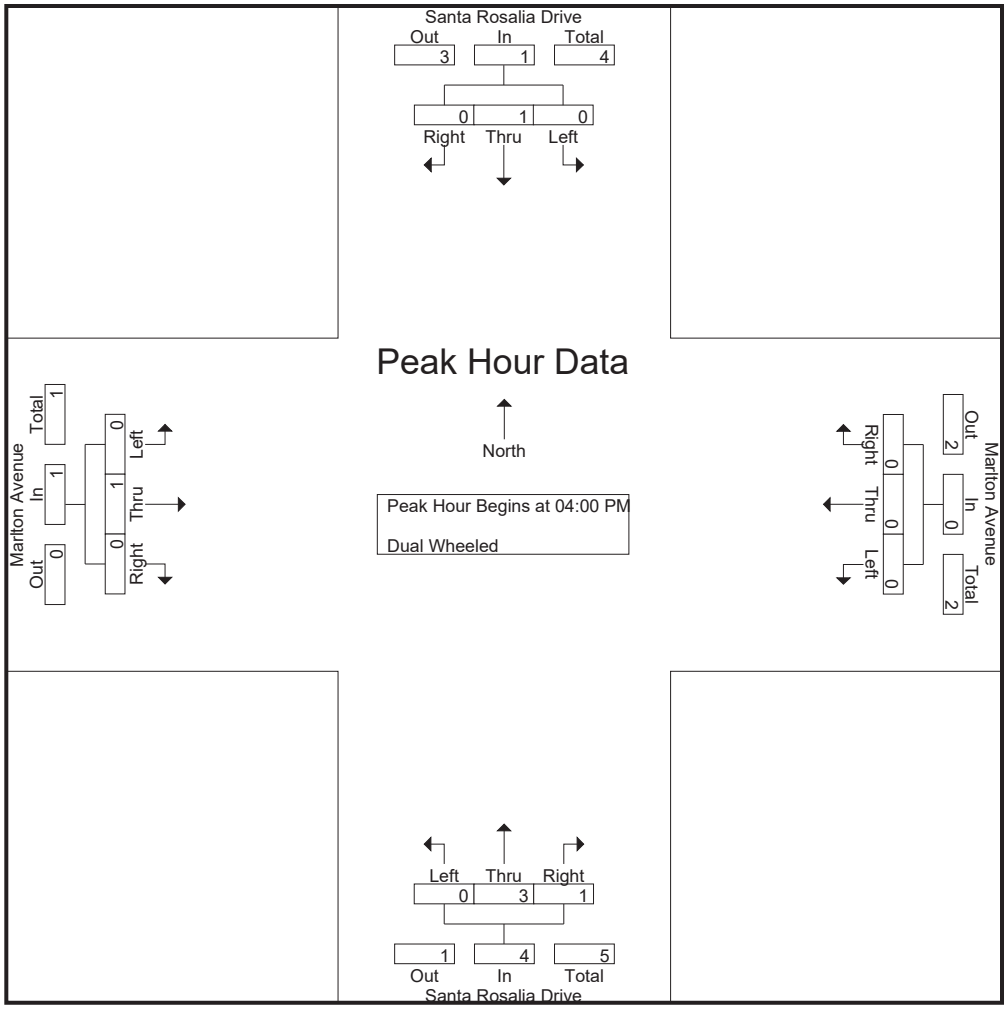

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	1	**1**	**2**	0	0	0	0
+45 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	3	1	4	0	1	0	1
% App. Total	0	100	0		0	0	0		0	75	25		0	100	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.250	.500	.000	.250	.000	.250

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City of Los Angeles
N/S: Santa Rosalia Drive
E/W: Marlton Avenue
Weather: Clear

File Name : 01_LAC_SR_Mar PM
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Groups Printed- Buses

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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	2	1	0	3	0	0	2	2	0	1	0	1	1	1	4	6	12
03:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	4	1	5	7
03:30 PM	1	1	0	2	0	0	1	1	0	2	0	2	0	0	0	0	5
03:45 PM	2	1	0	3	0	0	2	2	0	0	0	0	0	0	0	0	5
Total	7	3	0	10	0	0	5	5	0	3	0	3	1	5	5	11	29
04:00 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
04:15 PM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	2	2	0	4	0	0	3	3	0	0	0	0	0	1	0	1	8
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	4	3	0	7	0	0	4	4	0	2	0	2	0	1	0	1	14
05:00 PM	3	0	0	3	0	0	2	2	0	1	0	1	0	0	0	0	6
05:15 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
05:30 PM	1	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	3
05:45 PM	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
Total	5	1	0	6	0	0	6	6	0	3	0	3	0	0	0	0	15
Grand Total	16	7	0	23	0	0	15	15	0	8	0	8	1	6	5	12	58
Apprch %	69.6	30.4	0		0	0	100		0	100	0		8.3	50	41.7		
Total %	27.6	12.1	0	39.7	0	0	25.9	25.9	0	13.8	0	13.8	1.7	10.3	8.6	20.7	

	Santa Rosalia Drive Southbound				Marlton Avenue Westbound				Santa Rosalia Drive Northbound				Marlton Avenue 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 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
04:15 PM	1	1	0	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0	3
04:30 PM	**2**	**2**	0	**4**	0	0	**3**	**3**	0	0	0	0	0	**1**	0	**1**	**8**
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	4	3	0	7	0	0	4	4	0	2	0	2	0	1	0	1	14
% App. Total	57.1	42.9	0		0	0	100		0	100	0		0	100	0		
PHF	.500	.375	.000	.438	.000	.000	.333	.333	.000	.500	.000	.500	.000	.250	.000	.250	.438

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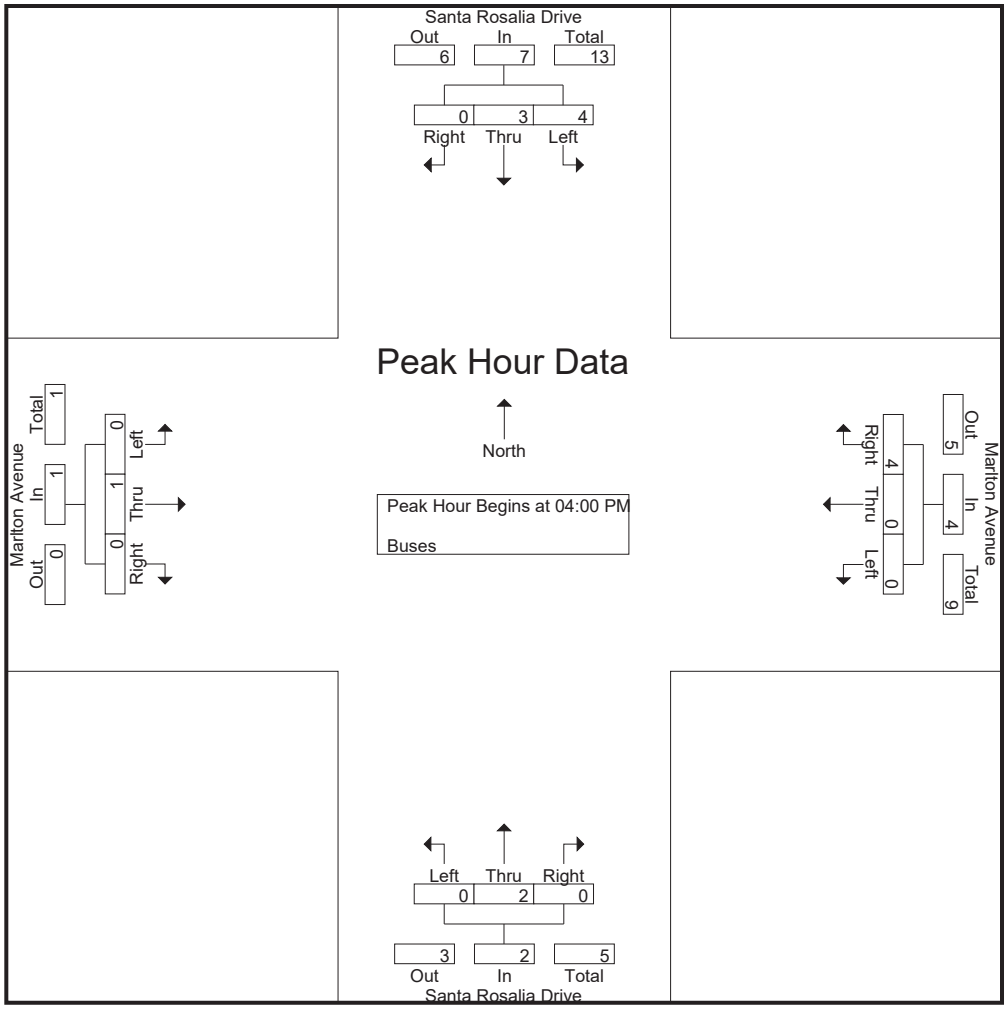

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	1	1	0	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+30 mins.	**2**	**2**	0	**4**	0	0	**3**	**3**	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	4	3	0	7	0	0	4	4	0	2	0	2	0	1	0	1
% App. Total	57.1	42.9	0		0	0	100		0	100	0		0	100	0	
PHF	.500	.375	.000	.438	.000	.000	.333	.333	.000	.500	.000	.500	.000	.250	.000	.250

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Santa Rosalia Drive

East/West Marlton Avenue

Day: Tuesday **Date:** June 7, 2022 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Southern I/S CODE 5336

	N/B	S/B	E/B	W/B
DUAL-WHEELED	17	17	5	8
BIKES	16	12	5	3
BUSES	25	52	20	36

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	137	8.00	109	7.45	75	7.45	57	7.30
PM PK 15 MIN	129	4.30	108	3.15	58	3.15	100	4.30
AM PK HOUR	499	7.30	343	7.30	242	7.30	198	8.30
PM PK HOUR	473	4.15	387	3.15	191	4.15	369	4.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	288	92	406
8-9	28	284	127	439
9-10	22	194	115	331
3-4	30	275	144	449
4-5	35	270	161	466
5-6	29	280	143	452
TOTAL	170	1591	782	2543

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	36	255	20	311
8-9	35	248	21	304
9-10	43	193	9	245
3-4	60	283	14	357
4-5	45	274	33	352
5-6	43	262	34	339
TOTAL	262	1515	131	1908

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
717	16	0	8	0
743	16	0	6	0
576	19	0	3	0
806	37	0	4	0
818	19	0	6	0
791	19	0	12	0
4451	126	0	39	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	122	36	187
8-9	26	119	44	189
9-10	17	89	44	150
3-4	16	116	38	170
4-5	11	135	41	187
5-6	26	94	55	175
TOTAL	125	675	258	1058

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	57	81	27	165
8-9	86	66	36	188
9-10	95	56	39	190
3-4	177	98	58	333
4-5	160	139	70	369
5-6	165	127	67	359
TOTAL	740	567	297	1604

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
352	7	0	10	0
377	9	0	6	0
340	4	0	9	0
503	16	0	6	0
556	6	0	9	0
534	9	0	12	0
2662	51	0	52	0

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Santa Rosalia Drive				
East/West:	Marlton Avenue				
Day:	Tuesday	Date:	6/7/2022	Weather:	CLEAR
School Day:	Yes	District:	Southern	I/S Code:	5336
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	1	4
8-9	0	1	0	1
9-10	0	1	0	1
3-4	0	2	0	2
4-5	0	2	1	3
5-6	0	3	2	5
TOTAL	0	12	4	16

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	1	2	1	4
3-4	2	1	0	3
4-5	0	3	0	3
5-6	0	2	0	2
TOTAL	3	8	1	12

TOTAL

Hours	N-S
7-8	4
8-9	1
9-10	5
3-4	5
4-5	6
5-6	7
TOTAL	28

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	2	0	2
9-10	0	0	0	0
3-4	1	1	0	2
4-5	0	0	0	0
5-6	0	1	0	1
TOTAL	1	4	0	5

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	1	1
4-5	1	0	0	1
5-6	0	1	0	1
TOTAL	1	1	1	3

TOTAL

Hours	E-W
7-8	0
8-9	2
9-10	0
3-4	3
4-5	1
5-6	2
TOTAL	8

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	1	0	0	0	1
- No helmet riders	12	10	4	1	27
- Sidewalk Riding	7	3	1	0	11
- Wrong way riding	3	2	0	0	5

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:	Santa Rosalia Drive				
East/West:	Marlton Avenue				
Day:	Tuesday	Date:	6/7/2022	Weather:	CLEAR
School Day:	YES	District:	Southern	I/S Code:	5336
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	2	1	3	0	6
7:15-7:30	1	4	3	3	11
7:30-7:45	4	4	3	2	13
7:45-8:00	1	7	1	2	11
8:00-8:15	3	5	4	2	14
8:15-8:30	0	5	0	2	7
8:30-8:45	2	5	0	2	9
8:45-9:00	1	1	2	3	7
9:00-9:15	1	5	1	1	8
9:15-9:30	0	6	3	0	9
9:30-9:45	1	3	3	2	9
9:45-10:00	1	5	2	1	9
Hours					
7 - 8	8	16	10	7	41
8 - 9	6	16	6	9	37
9 - 10	3	19	9	4	35
TOTAL	17	51	25	20	113

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	1	10	2	3	16
3:15-3:30	1	9	0	8	18
3:30-3:45	2	7	2	3	14
3:45-4:00	0	11	2	2	15
4:00-4:15	1	3	2	2	8
4:15-4:30	1	3	2	0	6
4:30-4:45	1	6	3	2	12
4:45-5:00	3	7	2	2	14
5:00-5:15	4	4	3	1	12
5:15-5:30	5	6	3	3	17
5:30-5:45	1	6	4	2	13
5:45-6:00	2	3	2	3	10
Hours					
3 - 4	4	37	6	16	63
4 - 5	6	19	9	6	40
5 - 6	12	19	12	9	52
	22	75	27	31	155

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	1	0	0	1
- Skateboard/scooter	1	5	2	2	10

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

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PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Crenshaw Boulevard
E/W: Stocker Street
Weather: Clear

File Name : 02_LAC_Cren_Stoc AM
Site Code : 04122535
Start Date : 6/1/2022
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	109	97	209	2	68	6	76	41	324	3	368	36	32	27	95	748
07:15 AM	3	116	92	211	3	86	2	91	65	353	4	422	57	40	26	123	847
07:30 AM	4	148	116	268	5	90	7	102	67	320	8	395	86	61	31	178	943
07:45 AM	9	140	125	274	11	100	11	122	70	337	7	414	79	59	43	181	991
Total	19	513	430	962	21	344	26	391	243	1334	22	1599	258	192	127	577	3529
08:00 AM	5	145	145	295	14	77	8	99	56	267	4	327	68	62	30	160	881
08:15 AM	1	133	113	247	9	89	5	103	67	282	10	359	52	59	35	146	855
08:30 AM	4	141	154	299	11	62	7	80	53	290	11	354	68	52	37	157	890
08:45 AM	2	159	99	260	4	51	6	61	45	247	7	299	74	49	42	165	785
Total	12	578	511	1101	38	279	26	343	221	1086	32	1339	262	222	144	628	3411
09:00 AM	8	152	83	243	6	43	2	51	53	176	6	235	59	53	38	150	679
09:15 AM	2	136	68	206	6	49	7	62	52	190	5	247	65	41	37	143	658
09:30 AM	0	112	84	196	4	35	2	41	56	172	3	231	73	42	37	152	620
09:45 AM	9	146	67	222	5	42	7	54	58	184	5	247	45	31	38	114	637
Total	19	546	302	867	21	169	18	208	219	722	19	960	242	167	150	559	2594
Grand Total	50	1637	1243	2930	80	792	70	942	683	3142	73	3898	762	581	421	1764	9534
Apprch %	1.7	55.9	42.4		8.5	84.1	7.4		17.5	80.6	1.9		43.2	32.9	23.9		
Total %	0.5	17.2	13	30.7	0.8	8.3	0.7	9.9	7.2	33	0.8	40.9	8	6.1	4.4	18.5	
Passenger Vehicles	47	1534	1211	2792	80	784	69	933	668	3013	71	3752	738	581	406	1725	9202
% Passenger Vehicles	94	93.7	97.4	95.3	100	99	98.6	99	97.8	95.9	97.3	96.3	96.9	100	96.4	97.8	96.5
Dual Wheeled	3	37	20	60	0	5	1	6	6	50	1	57	11	0	4	15	138
% Dual Wheeled	6	2.3	1.6	2	0	0.6	1.4	0.6	0.9	1.6	1.4	1.5	1.4	0	1	0.9	1.4
Buses	0	66	12	78	0	3	0	3	9	79	1	89	13	0	11	24	194
% Buses	0	4	1	2.7	0	0.4	0	0.3	1.3	2.5	1.4	2.3	1.7	0	2.6	1.4	2

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	**148**	116	268	5	90	7	102	67	320	8	395	**86**	61	31	178	943
07:45 AM	**9**	140	125	274	11	**100**	**11**	**122**	**70**	**337**	7	**414**	79	59	**43**	**181**	**991**
08:00 AM	5	145	**145**	**295**	**14**	77	8	99	56	267	4	327	68	**62**	30	160	881
08:15 AM	1	133	113	247	9	89	5	103	67	282	**10**	359	52	59	35	146	855
Total Volume	19	566	499	1084	39	356	31	426	260	1206	29	1495	285	241	139	665	3670
% App. Total	1.8	52.2	46		9.2	83.6	7.3		17.4	80.7	1.9		42.9	36.2	20.9		
PHF	.528	.956	.860	.919	.696	.890	.705	.873	.929	.895	.725	.903	.828	.972	.808	.919	.926

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City of Los Angeles
N/S: Crenshaw Boulevard
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File Name : 02_LAC_Cren_Stoc AM
Site Code : 04122535
Start Date : 6/1/2022
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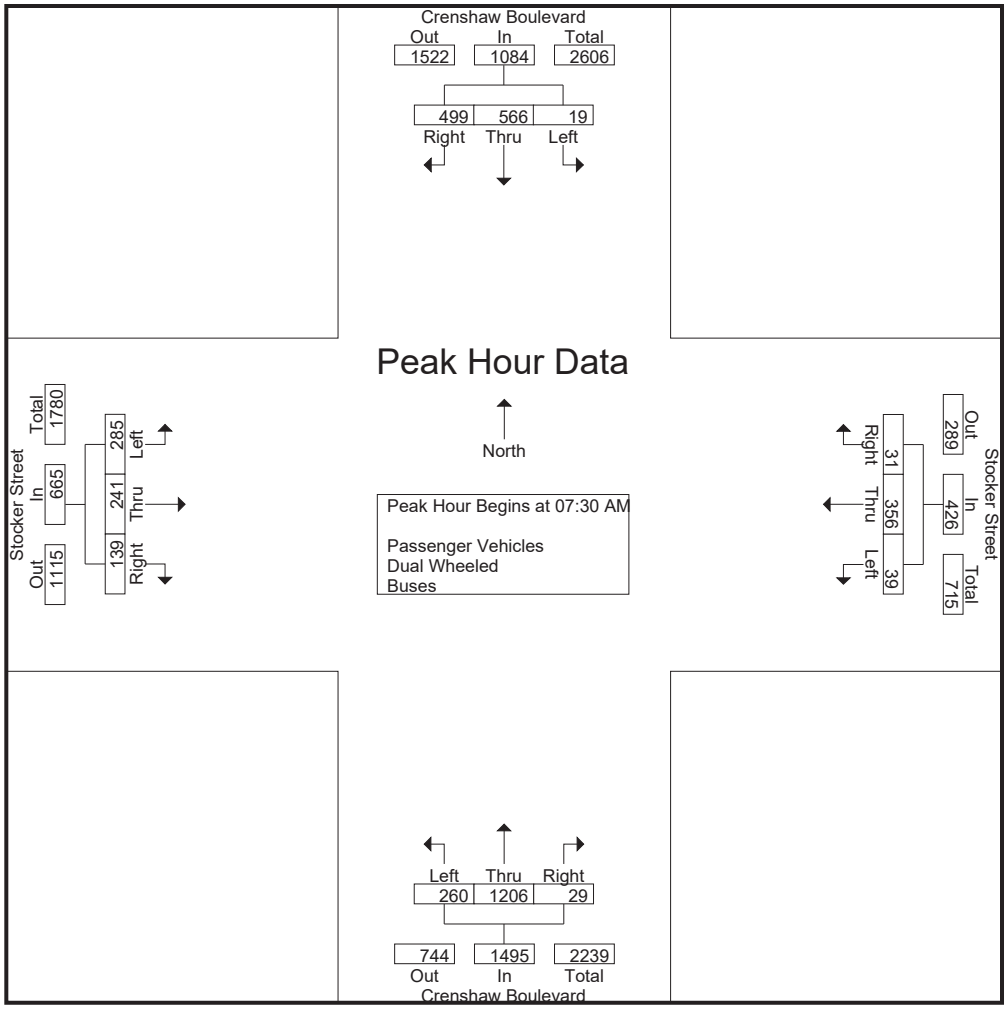

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	**9**	140	125	274	5	90	7	102	41	324	3	368	**86**	61	31	178
+15 mins.	5	**145**	145	295	11	**100**	**11**	**122**	65	**353**	4	**422**	79	59	**43**	**181**
+30 mins.	1	133	113	247	**14**	77	8	99	67	320	**8**	395	68	**62**	30	160
+45 mins.	4	141	**154**	**299**	9	89	5	103	**70**	337	7	414	52	59	35	146
Total Volume	19	559	537	1115	39	356	31	426	243	1334	22	1599	285	241	139	665
% App. Total	1.7	50.1	48.2		9.2	83.6	7.3		15.2	83.4	1.4		42.9	36.2	20.9	
PHF	.528	.964	.872	.932	.696	.890	.705	.873	.868	.945	.688	.947	.828	.972	.808	.919

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Groups Printed- Passenger Vehicles

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	102	96	201	2	67	6	75	39	303	3	345	33	32	26	91	712
07:15 AM	3	106	88	197	3	84	1	88	65	342	4	411	57	40	24	121	817
07:30 AM	4	137	113	254	5	88	7	100	64	310	8	382	84	61	31	176	912
07:45 AM	8	136	122	266	11	99	11	121	66	326	7	399	77	59	41	177	963
Total	18	481	419	918	21	338	25	384	234	1281	22	1537	251	192	122	565	3404
08:00 AM	5	135	140	280	14	77	8	99	56	257	4	317	63	62	27	152	848
08:15 AM	1	122	109	232	9	88	5	102	66	272	10	348	51	59	34	144	826
08:30 AM	3	132	149	284	11	61	7	79	52	280	9	341	68	52	36	156	860
08:45 AM	2	151	97	250	4	51	6	61	44	237	7	288	71	49	40	160	759
Total	11	540	495	1046	38	277	26	341	218	1046	30	1294	253	222	137	612	3293
09:00 AM	7	145	81	233	6	43	2	51	52	166	6	224	57	53	37	147	655
09:15 AM	2	126	66	194	6	49	7	62	52	178	5	235	62	41	36	139	630
09:30 AM	0	105	84	189	4	35	2	41	55	164	3	222	71	42	36	149	601
09:45 AM	9	137	66	212	5	42	7	54	57	178	5	240	44	31	38	113	619
Total	18	513	297	828	21	169	18	208	216	686	19	921	234	167	147	548	2505
Grand Total	47	1534	1211	2792	80	784	69	933	668	3013	71	3752	738	581	406	1725	9202
Apprch %	1.7	54.9	43.4		8.6	84	7.4		17.8	80.3	1.9		42.8	33.7	23.5		
Total %	0.5	16.7	13.2	30.3	0.9	8.5	0.7	10.1	7.3	32.7	0.8	40.8	8	6.3	4.4	18.7	

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	**137**	113	254	5	88	7	100	64	310	8	382	**84**	61	31	176	912
07:45 AM	**8**	136	122	266	11	**99**	**11**	**121**	**66**	**326**	7	**399**	77	59	**41**	**177**	**963**
08:00 AM	5	135	**140**	**280**	**14**	77	8	99	56	257	4	317	63	**62**	27	152	848
08:15 AM	1	122	109	232	9	88	5	102	66	272	**10**	348	51	59	34	144	826
Total Volume	18	530	484	1032	39	352	31	422	252	1165	29	1446	275	241	133	649	3549
% App. Total	1.7	51.4	46.9		9.2	83.4	7.3		17.4	80.6	2		42.4	37.1	20.5		
PHF	.563	.967	.864	.921	.696	.889	.705	.872	.955	.893	.725	.906	.818	.972	.811	.917	.921

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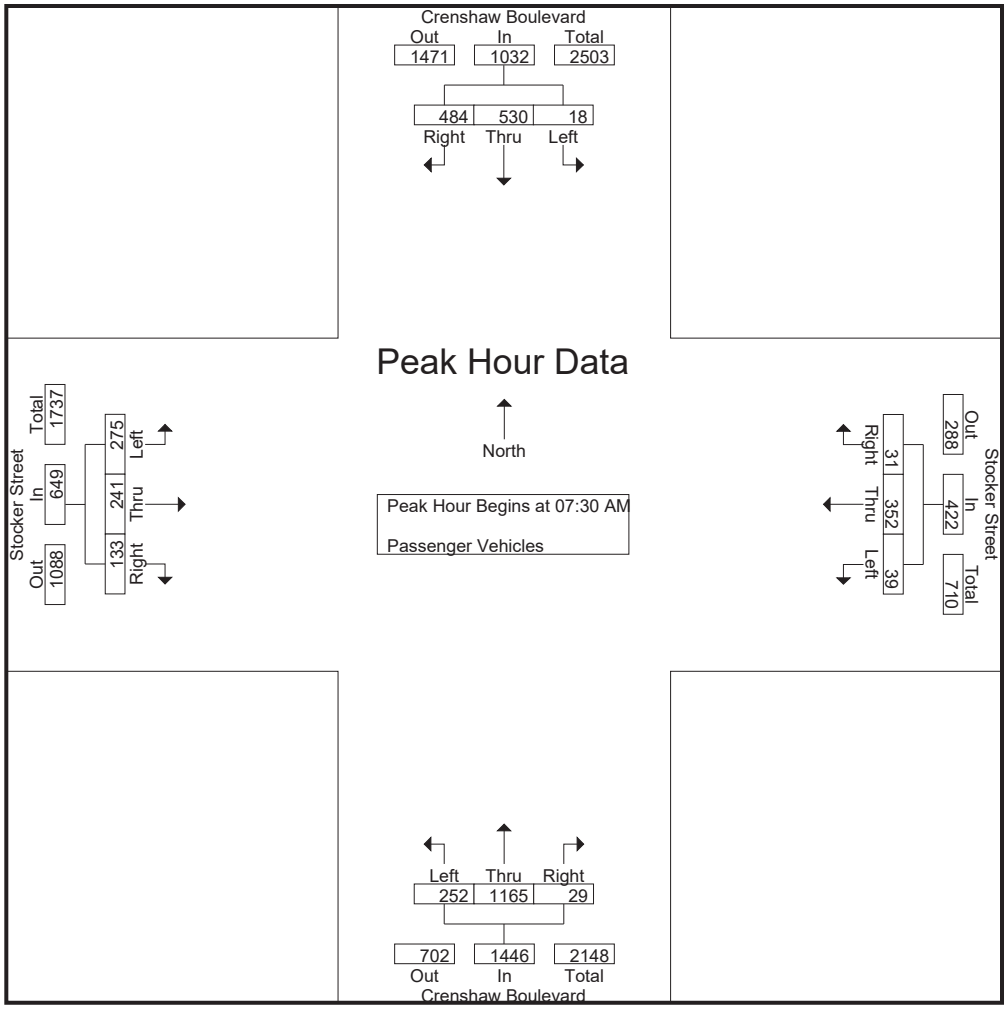

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	4	**137**	113	254	5	88	7	100	64	310	8	382	**84**	61	31	176
+15 mins.	**8**	136	122	266	11	**99**	**11**	**121**	**66**	**326**	7	**399**	77	59	**41**	**177**
+30 mins.	5	135	**140**	**280**	**14**	77	8	99	56	257	4	317	63	**62**	27	152
+45 mins.	1	122	109	232	9	88	5	102	66	272	**10**	348	51	59	34	144
Total Volume	18	530	484	1032	39	352	31	422	252	1165	29	1446	275	241	133	649
% App. Total	1.7	51.4	46.9		9.2	83.4	7.3		17.4	80.6	2		42.4	37.1	20.5	
PHF	.563	.967	.864	.921	.696	.889	.705	.872	.955	.893	.725	.906	.818	.972	.811	.917

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Groups Printed- Dual Wheeled

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	1	0	1	0	1	0	1	2	5	0	7	1	0	0	1	10
07:15 AM	0	5	2	7	0	1	1	2	0	5	0	5	0	0	0	0	14
07:30 AM	0	5	2	7	0	0	0	0	0	3	0	3	0	0	0	0	10
07:45 AM	1	0	2	3	0	1	0	1	0	4	0	4	1	0	0	1	9
Total	1	11	6	18	0	3	1	4	2	17	0	19	2	0	0	2	43
08:00 AM	0	4	4	8	0	0	0	0	0	5	0	5	2	0	1	3	16
08:15 AM	0	5	2	7	0	1	0	1	1	5	0	6	0	0	0	0	14
08:30 AM	1	3	5	9	0	1	0	1	0	4	1	5	0	0	0	0	15
08:45 AM	0	3	1	4	0	0	0	0	1	3	0	4	2	0	0	2	10
Total	1	15	12	28	0	2	0	2	2	17	1	20	4	0	1	5	55
09:00 AM	1	3	1	5	0	0	0	0	1	4	0	5	1	0	1	2	12
09:15 AM	0	4	1	5	0	0	0	0	0	6	0	6	2	0	1	3	14
09:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	1	2	5
09:45 AM	0	4	0	4	0	0	0	0	1	3	0	4	1	0	0	1	9
Total	1	11	2	14	0	0	0	0	2	16	0	18	5	0	3	8	40
Grand Total	3	37	20	60	0	5	1	6	6	50	1	57	11	0	4	15	138
Apprch %	5	61.7	33.3		0	83.3	16.7		10.5	87.7	1.8		73.3	0	26.7		
Total %	2.2	26.8	14.5	43.5	0	3.6	0.7	4.3	4.3	36.2	0.7	41.3	8	0	2.9	10.9	

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	**5**	2	7	0	0	0	0	0	3	0	3	0	0	0	0	10
07:45 AM	**1**	0	2	3	0	**1**	0	**1**	0	4	0	4	1	0	0	1	9
08:00 AM	0	4	**4**	**8**	0	0	0	0	0	**5**	0	5	**2**	0	**1**	**3**	**16**
08:15 AM	0	5	2	7	0	1	0	1	**1**	5	0	**6**	0	0	0	0	14
Total Volume	1	14	10	25	0	2	0	2	1	17	0	18	3	0	1	4	49
% App. Total	4	56	40		0	100	0		5.6	94.4	0		75	0	25		
PHF	.250	.700	.625	.781	.000	.500	.000	.500	.250	.850	.000	.750	.375	.000	.250	.333	.766

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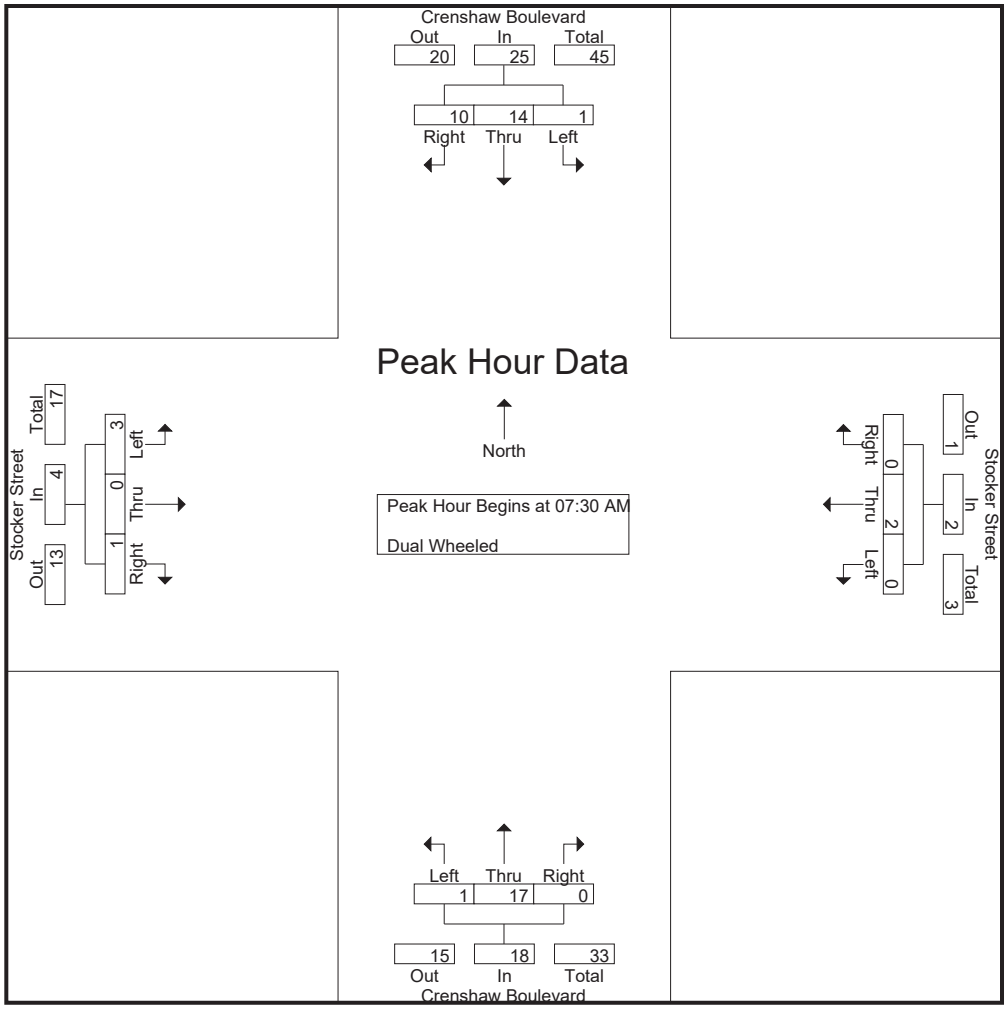

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**5**	2	7	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	**1**	0	2	3	0	**1**	0	**1**	0	4	0	4	1	0	0	1
+30 mins.	0	4	**4**	**8**	0	0	0	0	0	**5**	0	5	**2**	0	**1**	**3**
+45 mins.	0	5	2	7	0	1	0	1	**1**	5	0	**6**	0	0	0	0
Total Volume	1	14	10	25	0	2	0	2	1	17	0	18	3	0	1	4
% App. Total	4	56	40		0	100	0		5.6	94.4	0		75	0	25	
PHF	.250	.700	.625	.781	.000	.500	.000	.500	.250	.850	.000	.750	.375	.000	.250	.333

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Groups Printed- Buses

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	6	1	7	0	0	0	0	0	16	0	16	2	0	1	3	26
07:15 AM	0	5	2	7	0	1	0	1	0	6	0	6	0	0	2	2	16
07:30 AM	0	6	1	7	0	2	0	2	3	7	0	10	2	0	0	2	21
07:45 AM	0	4	1	5	0	0	0	0	4	7	0	11	1	0	2	3	19
Total	0	21	5	26	0	3	0	3	7	36	0	43	5	0	5	10	82
08:00 AM	0	6	1	7	0	0	0	0	0	5	0	5	3	0	2	5	17
08:15 AM	0	6	2	8	0	0	0	0	0	5	0	5	1	0	1	2	15
08:30 AM	0	6	0	6	0	0	0	0	1	6	1	8	0	0	1	1	15
08:45 AM	0	5	1	6	0	0	0	0	0	7	0	7	1	0	2	3	16
Total	0	23	4	27	0	0	0	0	1	23	1	25	5	0	6	11	63
09:00 AM	0	4	1	5	0	0	0	0	0	6	0	6	1	0	0	1	12
09:15 AM	0	6	1	7	0	0	0	0	0	6	0	6	1	0	0	1	14
09:30 AM	0	7	0	7	0	0	0	0	1	5	0	6	1	0	0	1	14
09:45 AM	0	5	1	6	0	0	0	0	0	3	0	3	0	0	0	0	9
Total	0	22	3	25	0	0	0	0	1	20	0	21	3	0	0	3	49
Grand Total	0	66	12	78	0	3	0	3	9	79	1	89	13	0	11	24	194
Apprch %	0	84.6	15.4		0	100	0		10.1	88.8	1.1		54.2	0	45.8		
Total %	0	34	6.2	40.2	0	1.5	0	1.5	4.6	40.7	0.5	45.9	6.7	0	5.7	12.4	

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	**6**	1	7	0	**2**	0	**2**	3	**7**	0	10	2	0	0	2	**21**
07:45 AM	0	4	1	5	0	0	0	0	**4**	7	0	**11**	1	0	**2**	3	19
08:00 AM	0	6	1	7	0	0	0	0	0	5	0	5	**3**	0	2	**5**	17
08:15 AM	0	6	**2**	**8**	0	0	0	0	0	5	0	5	1	0	1	2	15
Total Volume	0	22	5	27	0	2	0	2	7	24	0	31	7	0	5	12	72
% App. Total	0	81.5	18.5		0	100	0		22.6	77.4	0		58.3	0	41.7		
PHF	.000	.917	.625	.844	.000	.250	.000	.250	.438	.857	.000	.705	.583	.000	.625	.600	.857

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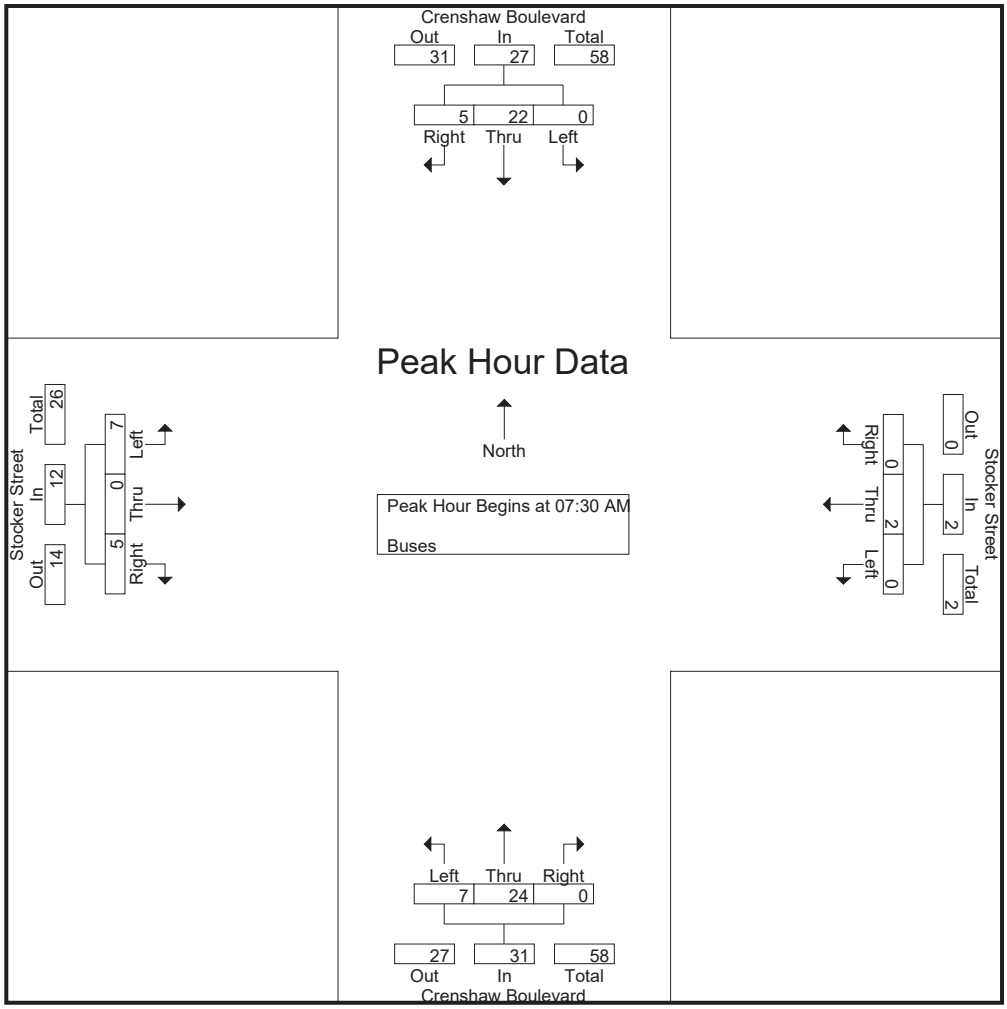

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**6**	1	7	0	**2**	0	**2**	3	**7**	0	10	2	0	0	2
+15 mins.	0	4	1	5	0	0	0	0	**4**	7	0	**11**	1	0	**2**	3
+30 mins.	0	6	1	7	0	0	0	0	0	5	0	5	**3**	0	2	**5**
+45 mins.	0	6	**2**	**8**	0	0	0	0	0	5	0	5	1	0	1	2
Total Volume	0	22	5	27	0	2	0	2	7	24	0	31	7	0	5	12
% App. Total	0	81.5	18.5		0	100	0		22.6	77.4	0		58.3	0	41.7	
PHF	.000	.917	.625	.844	.000	.250	.000	.250	.438	.857	.000	.705	.583	.000	.625	.600

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	18	224	77	319	11	54	10	75	55	181	8	244	108	93	69	270	908
03:15 PM	6	274	61	341	12	50	7	69	63	197	10	270	92	108	67	267	947
03:30 PM	9	230	96	335	6	40	11	57	53	192	14	259	105	94	70	269	920
03:45 PM	5	258	76	339	11	50	12	73	56	207	8	271	72	88	59	219	902
Total	38	986	310	1334	40	194	40	274	227	777	40	1044	377	383	265	1025	3677
04:00 PM	4	256	80	340	7	59	3	69	56	174	6	236	104	100	53	257	902
04:15 PM	3	263	85	351	8	48	5	61	52	198	12	262	97	128	63	288	962
04:30 PM	3	305	73	381	6	51	9	66	45	196	11	252	91	104	64	259	958
04:45 PM	10	301	83	394	10	71	4	85	49	212	10	271	76	104	65	245	995
Total	20	1125	321	1466	31	229	21	281	202	780	39	1021	368	436	245	1049	3817
05:00 PM	10	272	87	369	15	64	5	84	43	189	10	242	100	108	63	271	966
05:15 PM	10	305	73	388	7	63	8	78	52	198	1	251	92	104	68	264	981
05:30 PM	6	307	76	389	8	57	4	69	45	174	8	227	113	100	66	279	964
05:45 PM	8	266	62	336	6	49	3	58	56	195	7	258	108	95	63	266	918
Total	34	1150	298	1482	36	233	20	289	196	756	26	978	413	407	260	1080	3829
Grand Total	92	3261	929	4282	107	656	81	844	625	2313	105	3043	1158	1226	770	3154	11323
Apprch %	2.1	76.2	21.7		12.7	77.7	9.6		20.5	76	3.5		36.7	38.9	24.4		
Total %	0.8	28.8	8.2	37.8	0.9	5.8	0.7	7.5	5.5	20.4	0.9	26.9	10.2	10.8	6.8	27.9	
Passenger Vehicles	92	3166	912	4170	103	653	80	836	620	2226	105	2951	1144	1209	753	3106	11063
% Passenger Vehicles	100	97.1	98.2	97.4	96.3	99.5	98.8	99.1	99.2	96.2	100	97	98.8	98.6	97.8	98.5	97.7
Dual Wheeled	0	32	6	38	3	2	1	6	3	31	0	34	9	10	8	27	105
% Dual Wheeled	0	1	0.6	0.9	2.8	0.3	1.2	0.7	0.5	1.3	0	1.1	0.8	0.8	1	0.9	0.9
Buses	0	63	11	74	1	1	0	2	2	56	0	58	5	7	9	21	155
% Buses	0	1.9	1.2	1.7	0.9	0.2	0	0.2	0.3	2.4	0	1.9	0.4	0.6	1.2	0.7	1.4

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	**10**	301	83	**394**	10	**71**	4	**85**	49	**212**	**10**	**271**	76	104	65	245	**995**
05:00 PM	10	272	**87**	369	**15**	64	5	84	43	189	10	242	100	**108**	63	271	966
05:15 PM	10	305	73	388	7	63	**8**	78	**52**	198	1	251	92	104	**68**	264	981
05:30 PM	6	**307**	76	389	8	57	4	69	45	174	8	227	**113**	100	66	**279**	964
Total Volume	36	1185	319	1540	40	255	21	316	189	773	29	991	381	416	262	1059	3906
% App. Total	2.3	76.9	20.7		12.7	80.7	6.6		19.1	78	2.9		36	39.3	24.7		
PHF	.900	.965	.917	.977	.667	.898	.656	.929	.909	.912	.725	.914	.843	.963	.963	.949	.981

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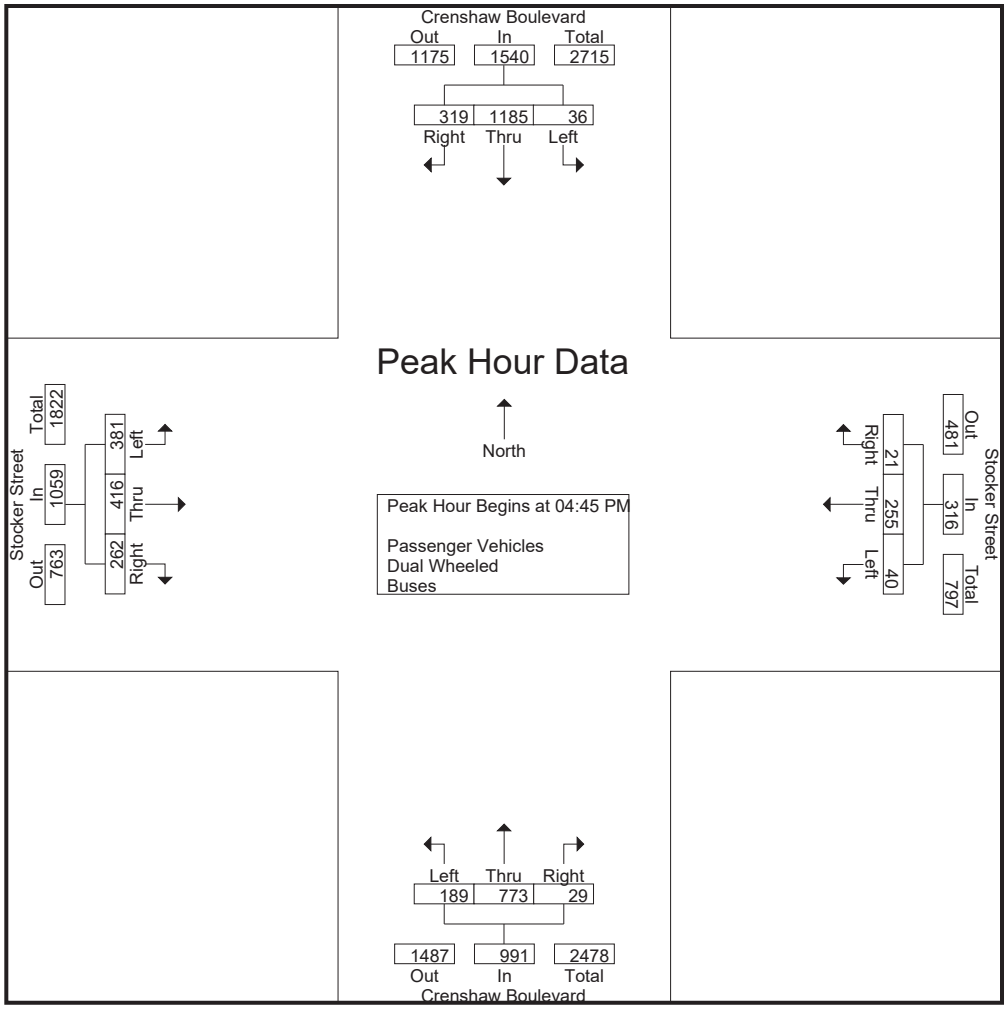

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				03:00 PM				05:00 PM			
+0 mins.	**10**	301	83	**394**	10	**71**	4	**85**	55	181	8	244	100	**108**	63	271
+15 mins.	10	272	**87**	369	**15**	64	5	84	**63**	197	10	270	92	104	**68**	264
+30 mins.	10	305	73	388	7	63	**8**	78	53	192	**14**	259	**113**	100	66	**279**
+45 mins.	6	**307**	76	389	8	57	4	69	56	**207**	8	**271**	108	95	63	266
Total Volume	36	1185	319	1540	40	255	21	316	227	777	40	1044	413	407	260	1080
% App. Total	2.3	76.9	20.7		12.7	80.7	6.6		21.7	74.4	3.8		38.2	37.7	24.1	
PHF	.900	.965	.917	.977	.667	.898	.656	.929	.901	.938	.714	.963	.914	.942	.956	.968

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Groups Printed- Passenger Vehicles

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	18	217	76	311	11	54	10	75	55	170	8	233	106	90	62	258	877
03:15 PM	6	264	60	330	12	50	7	69	63	192	10	265	92	107	64	263	927
03:30 PM	9	223	94	326	5	40	11	56	52	187	14	253	104	90	70	264	899
03:45 PM	5	248	76	329	10	50	12	72	55	195	8	258	70	85	58	213	872
Total	38	952	306	1296	38	194	40	272	225	744	40	1009	372	372	254	998	3575
04:00 PM	4	253	78	335	7	58	3	68	55	171	6	232	103	98	51	252	887
04:15 PM	3	252	84	339	8	48	5	61	52	187	12	251	96	126	63	285	936
04:30 PM	3	295	73	371	6	51	9	66	44	192	11	247	89	104	64	257	941
04:45 PM	10	295	82	387	9	70	4	83	48	201	10	259	76	104	64	244	973
Total	20	1095	317	1432	30	227	21	278	199	751	39	989	364	432	242	1038	3737
05:00 PM	10	265	85	360	15	64	5	84	43	182	10	235	98	107	61	266	945
05:15 PM	10	292	70	372	7	63	7	77	52	191	1	244	90	104	68	262	955
05:30 PM	6	302	75	383	7	56	4	67	45	170	8	223	112	99	65	276	949
05:45 PM	8	260	59	327	6	49	3	58	56	188	7	251	108	95	63	266	902
Total	34	1119	289	1442	35	232	19	286	196	731	26	953	408	405	257	1070	3751
Grand Total	92	3166	912	4170	103	653	80	836	620	2226	105	2951	1144	1209	753	3106	11063
Apprch %	2.2	75.9	21.9		12.3	78.1	9.6		21	75.4	3.6		36.8	38.9	24.2		
Total %	0.8	28.6	8.2	37.7	0.9	5.9	0.7	7.6	5.6	20.1	0.9	26.7	10.3	10.9	6.8	28.1	

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	**10**	295	82	**387**	9	**70**	4	83	48	**201**	**10**	**259**	76	104	64	244	**973**
05:00 PM	10	265	**85**	360	**15**	64	5	**84**	43	182	10	235	98	**107**	61	266	945
05:15 PM	10	292	70	372	7	63	**7**	77	**52**	191	1	244	90	104	**68**	262	955
05:30 PM	6	**302**	75	383	7	56	4	67	45	170	8	223	**112**	99	65	**276**	949
Total Volume	36	1154	312	1502	38	253	20	311	188	744	29	961	376	414	258	1048	3822
% App. Total	2.4	76.8	20.8		12.2	81.4	6.4		19.6	77.4	3		35.9	39.5	24.6		
PHF	.900	.955	.918	.970	.633	.904	.714	.926	.904	.925	.725	.928	.839	.967	.949	.949	.982

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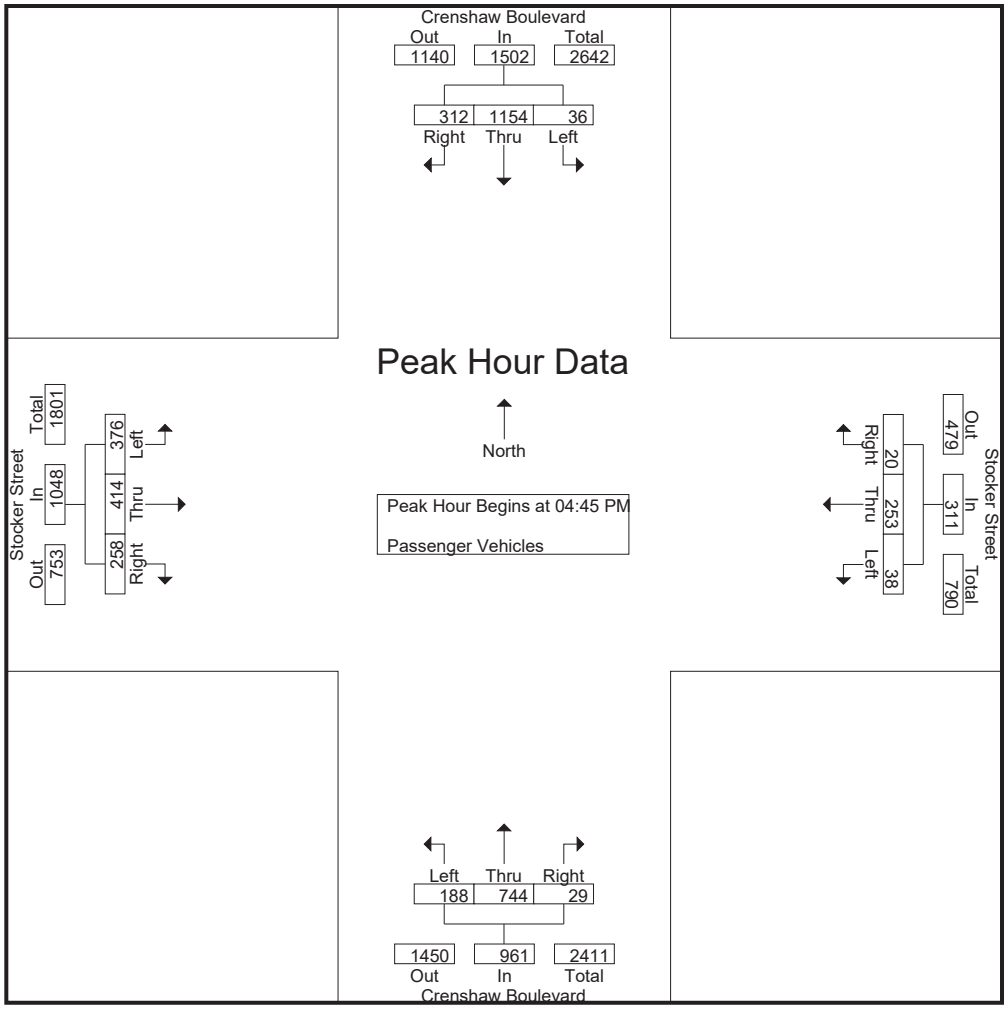

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**10**	295	82	**387**	9	**70**	4	83	48	**201**	**10**	**259**	76	104	64	244
+15 mins.	10	265	**85**	360	**15**	64	5	**84**	43	182	10	235	98	**107**	61	266
+30 mins.	10	292	70	372	7	63	**7**	77	**52**	191	1	244	90	104	**68**	262
+45 mins.	6	**302**	75	383	7	56	4	67	45	170	8	223	**112**	99	65	**276**
Total Volume	36	1154	312	1502	38	253	20	311	188	744	29	961	376	414	258	1048
% App. Total	2.4	76.8	20.8		12.2	81.4	6.4		19.6	77.4	3		35.9	39.5	24.6	
PHF	.900	.955	.918	.970	.633	.904	.714	.926	.904	.925	.725	.928	.839	.967	.949	.949

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Groups Printed- Dual Wheeled

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	3	0	3	0	0	0	0	0	5	0	5	2	1	2	5	13
03:15 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	1	1	6
03:30 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	3	0	3	6
03:45 PM	0	3	0	3	0	0	0	0	1	5	0	6	1	1	1	3	12
Total	0	10	0	10	1	0	0	1	1	13	0	14	3	5	4	12	37
04:00 PM	0	2	0	2	0	1	0	1	1	1	0	2	1	2	1	4	9
04:15 PM	0	3	1	4	0	0	0	0	0	2	0	2	0	2	0	2	8
04:30 PM	0	4	0	4	0	0	0	0	0	2	0	2	1	0	0	1	7
04:45 PM	0	1	0	1	1	1	0	2	1	5	0	6	0	0	1	1	10
Total	0	10	1	11	1	2	0	3	2	10	0	12	2	4	2	8	34
05:00 PM	0	1	1	2	0	0	0	0	0	3	0	3	2	0	1	3	8
05:15 PM	0	7	2	9	0	0	1	1	0	2	0	2	1	0	0	1	13
05:30 PM	0	2	1	3	1	0	0	1	0	2	0	2	1	1	1	3	9
05:45 PM	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	12	5	17	1	0	1	2	0	8	0	8	4	1	2	7	34
Grand Total	0	32	6	38	3	2	1	6	3	31	0	34	9	10	8	27	105
Apprch %	0	84.2	15.8		50	33.3	16.7		8.8	91.2	0		33.3	37	29.6		
Total %	0	30.5	5.7	36.2	2.9	1.9	1	5.7	2.9	29.5	0	32.4	8.6	9.5	7.6	25.7	

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	1	0	1	**1**	**1**	0	**2**	**1**	**5**	0	**6**	0	0	**1**	1	10
05:00 PM	0	1	1	2	0	0	0	0	0	3	0	3	**2**	0	1	**3**	8
05:15 PM	0	**7**	**2**	**9**	0	0	**1**	1	0	2	0	2	1	0	0	1	**13**
05:30 PM	0	2	1	3	1	0	0	1	0	2	0	2	1	**1**	1	3	9
Total Volume	0	11	4	15	2	1	1	4	1	12	0	13	4	1	3	8	40
% App. Total	0	73.3	26.7		50	25	25		7.7	92.3	0		50	12.5	37.5		
PHF	.000	.393	.500	.417	.500	.250	.250	.500	.250	.600	.000	.542	.500	.250	.750	.667	.769

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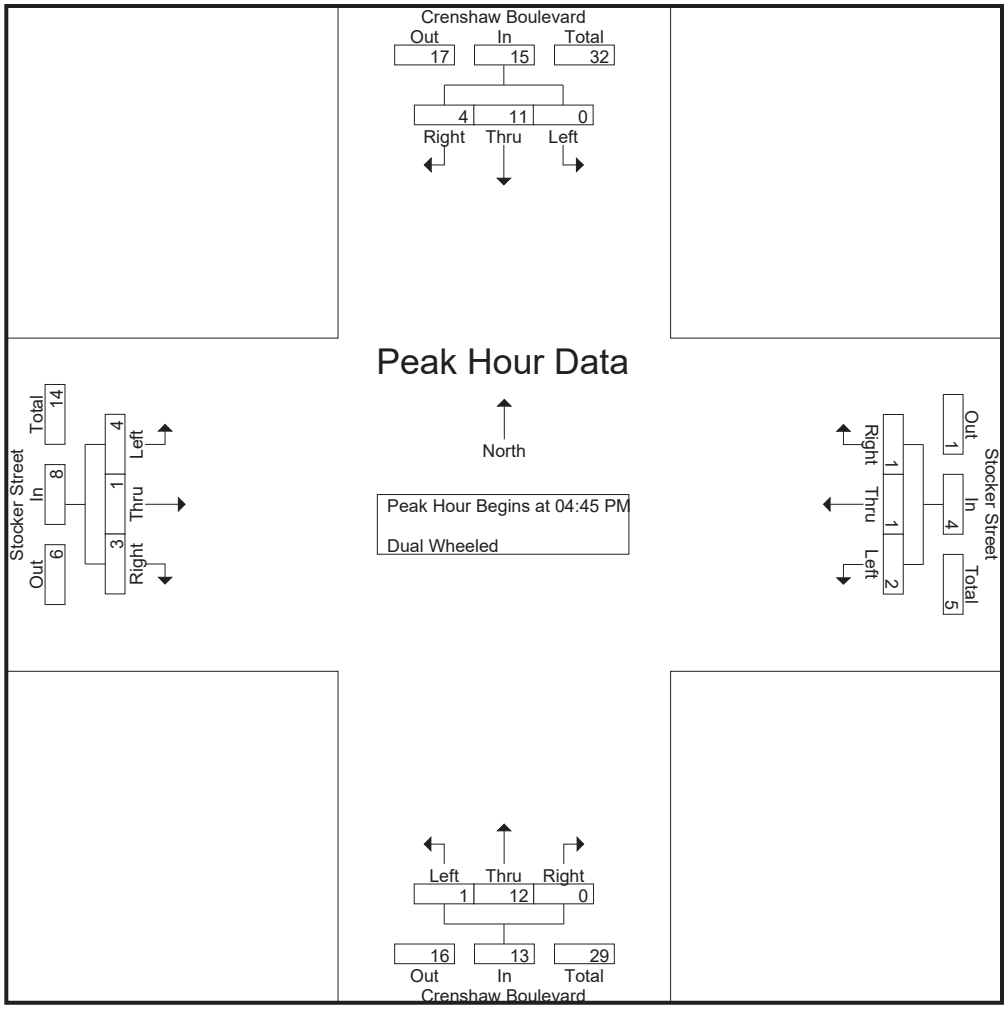

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	0	1	**1**	**1**	0	**2**	**1**	**5**	0	**6**	0	0	**1**	1
+15 mins.	0	1	1	2	0	0	0	0	0	3	0	3	**2**	0	1	**3**
+30 mins.	0	**7**	**2**	**9**	0	0	**1**	1	0	2	0	2	1	0	0	1
+45 mins.	0	2	1	3	1	0	0	1	0	2	0	2	1	**1**	1	3
Total Volume	0	11	4	15	2	1	1	4	1	12	0	13	4	1	3	8
% App. Total	0	73.3	26.7		50	25	25		7.7	92.3	0		50	12.5	37.5	
PHF	.000	.393	.500	.417	.500	.250	.250	.500	.250	.600	.000	.542	.500	.250	.750	.667

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Groups Printed- Buses

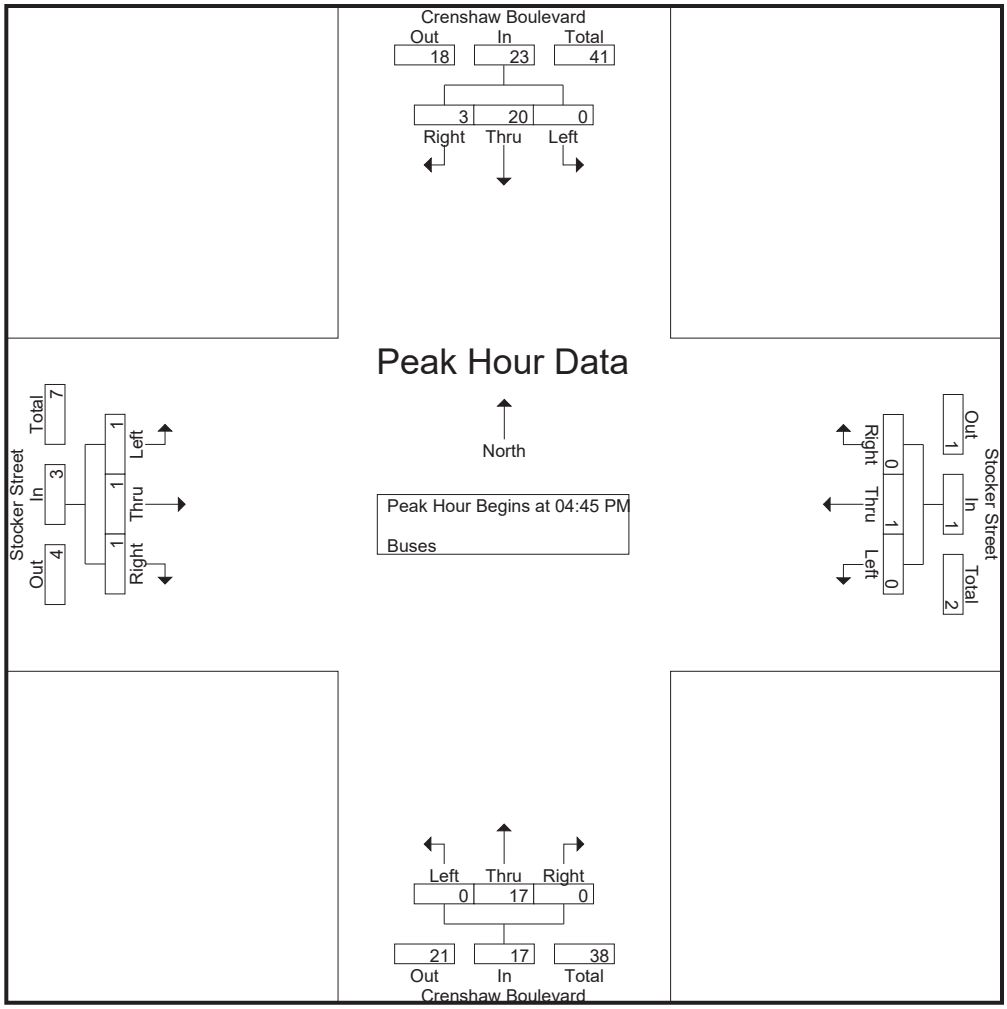
	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	4	1	5	0	0	0	0	0	6	0	6	0	2	5	7	18
03:15 PM	0	7	1	8	0	0	0	0	0	3	0	3	0	1	2	3	14
03:30 PM	0	6	2	8	0	0	0	0	1	4	0	5	1	1	0	2	15
03:45 PM	0	7	0	7	1	0	0	1	0	7	0	7	1	2	0	3	18
Total	0	24	4	28	1	0	0	1	1	20	0	21	2	6	7	15	65
04:00 PM	0	1	2	3	0	0	0	0	0	2	0	2	0	0	1	1	6
04:15 PM	0	8	0	8	0	0	0	0	0	9	0	9	1	0	0	1	18
04:30 PM	0	6	0	6	0	0	0	0	1	2	0	3	1	0	0	1	10
04:45 PM	0	5	1	6	0	0	0	0	0	6	0	6	0	0	0	0	12
Total	0	20	3	23	0	0	0	0	1	19	0	20	2	0	1	3	46
05:00 PM	0	6	1	7	0	0	0	0	0	4	0	4	0	1	1	2	13
05:15 PM	0	6	1	7	0	0	0	0	0	5	0	5	1	0	0	1	13
05:30 PM	0	3	0	3	0	1	0	1	0	2	0	2	0	0	0	0	6
05:45 PM	0	4	2	6	0	0	0	0	0	6	0	6	0	0	0	0	12
Total	0	19	4	23	0	1	0	1	0	17	0	17	1	1	1	3	44
Grand Total	0	63	11	74	1	1	0	2	2	56	0	58	5	7	9	21	155
Apprch %	0	85.1	14.9		50	50	0		3.4	96.6	0		23.8	33.3	42.9		
Total %	0	40.6	7.1	47.7	0.6	0.6	0	1.3	1.3	36.1	0	37.4	3.2	4.5	5.8	13.5	

	Crenshaw Boulevard Southbound				Stocker Street Westbound				Crenshaw Boulevard Northbound				Stocker 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	5	**1**	6	0	0	0	0	0	**6**	0	**6**	0	0	0	0	12
05:00 PM	0	**6**	1	**7**	0	0	0	0	0	4	0	4	0	**1**	**1**	**2**	**13**
05:15 PM	0	6	1	7	0	0	0	0	0	5	0	5	**1**	0	0	1	13
05:30 PM	0	3	0	3	0	**1**	0	**1**	0	2	0	2	0	0	0	0	6
Total Volume	0	20	3	23	0	1	0	1	0	17	0	17	1	1	1	3	44
% App. Total	0	87	13		0	100	0		0	100	0		33.3	33.3	33.3		
PHF	.000	.833	.750	.821	.000	.250	.000	.250	.000	.708	.000	.708	.250	.250	.250	.375	.846

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Los Angeles
N/S: Crenshaw Boulevard
E/W: Stocker Street
Weather: Clear

File Name : 02_LAC_Cren_Stoc PM
Site Code : 04122535
Start Date : 6/1/2022
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.	0	5	**1**	6	0	0	0	0	0	**6**	0	**6**	0	0	0	0
+15 mins.	0	**6**	1	**7**	0	0	0	0	0	4	0	4	0	**1**	**1**	**2**
+30 mins.	0	6	1	7	0	0	0	0	0	5	0	5	**1**	0	0	1
+45 mins.	0	3	0	3	0	**1**	0	**1**	0	2	0	2	0	0	0	0
Total Volume	0	20	3	23	0	1	0	1	0	17	0	17	1	1	1	3
% App. Total	0	87	13		0	100	0		0	100	0		33.3	33.3	33.3	
PHF	.000	.833	.750	.821	.000	.250	.000	.250	.000	.708	.000	.708	.250	.250	.250	.375

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Crensha Boulevard

East/West Stocker Street

Day: Tuesday **Date:** June 7, 2022 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Southern I/S CODE 45219

	N/B	S/B	E/B	W/B
DUAL-WHEELED	91	98	42	12
BIKES	17	13	7	4
BUSES	147	152	45	5

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	422	7.15	299	8.30	181	7.45	122	7.45
PM PK 15 MIN	271	3.45	394	4.45	288	4.15	85	4.45
AM PK HOUR	1599	7.00	1115	7.45	665	7.30	426	7.30
PM PK HOUR	1044	3.00	1540	4.45	1080	5.00	316	4.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	243	1334	22	1599
8-9	221	1086	32	1339
9-10	219	722	19	960
3-4	227	777	40	1044
4-5	202	780	39	1021
5-6	196	756	26	978
TOTAL	1308	5455	178	6941

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	513	430	962
8-9	12	578	511	1101
9-10	19	546	302	867
3-4	38	986	310	1334
4-5	20	1125	321	1466
5-6	34	1150	298	1482
TOTAL	142	4898	2172	7212

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2561	19	0	10	0
2440	26	0	15	0
1827	11	0	24	0
2378	33	0	42	0
2487	34	0	35	0
2460	29	0	43	0
14153	152	0	169	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	258	192	127	577
8-9	262	222	144	628
9-10	242	167	150	559
3-4	377	383	265	1025
4-5	368	436	245	1049
5-6	413	407	260	1080
TOTAL	1920	1807	1191	4918

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	344	26	391
8-9	38	279	26	343
9-10	21	169	18	208
3-4	40	194	40	274
4-5	31	229	21	281
5-6	36	233	20	289
TOTAL	187	1448	151	1786

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
968	13	0	18	0
971	18	0	28	0
767	18	0	31	0
1299	49	0	41	0
1330	34	0	44	0
1369	40	0	43	0
6704	172	0	205	0

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:
North/South: Crenshaw Boulevard
East/West: Stocker Street

Day:	Tuesday	Date:	6/7/2022	Weather:	CLEAR
School Day:	Yes	District:	Southern	I/S Code:	45219
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	2	0	3
8-9	0	0	1	1
9-10	0	0	0	0
3-4	1	4	0	5
4-5	1	2	1	4
5-6	1	3	0	4
TOTAL	4	11	2	17

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	1	2
8-9	0	0	0	0
9-10	0	0	1	1
3-4	1	1	0	2
4-5	0	4	0	4
5-6	1	2	1	4
TOTAL	2	8	3	13

TOTAL

Hours	N-S
7-8	5
8-9	1
9-10	1
3-4	7
4-5	8
5-6	8
TOTAL	30

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	1	0	0	1
9-10	1	1	1	3
3-4	0	0	1	1
4-5	1	0	0	1
5-6	0	1	0	1
TOTAL	3	2	2	7

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1	0	2
8-9	0	1	0	1
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	1	0	1
TOTAL	1	3	0	4

TOTAL

Hours	E-W
7-8	2
8-9	2
9-10	3
3-4	1
4-5	1
5-6	2
TOTAL	11

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	1	0	0	1	2
- No helmet riders	13	12	5	3	33
- Sidewalk Riding	8	8	3	3	22
- Wrong way riding	8	6	3	1	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:	Crenshaw Boulevard				
East/West:	Stocker Street				
Day:	Tuesday	Date:	6/7/2022	Weather:	CLEAR
School Day:	YES	District:	Southern	I/S Code:	45219
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	4	4	2	2	12
7:15-7:30	1	4	9	3	17
7:30-7:45	3	7	2	4	16
7:45-8:00	2	4	5	4	15
8:00-8:15	2	9	8	2	21
8:15-8:30	2	6	8	6	22
8:30-8:45	2	7	3	4	16
8:45-9:00	9	4	9	6	28
9:00-9:15	5	3	5	5	18
9:15-9:30	4	2	6	1	13
9:30-9:45	8	3	9	9	29
9:45-10:00	7	3	11	3	24
Hours					
7 - 8	10	19	18	13	60
8 - 9	15	26	28	18	87
9 - 10	24	11	31	18	84
TOTAL	49	56	77	49	231

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	16	9	15	16	56
3:15-3:30	8	8	10	8	34
3:30-3:45	8	11	8	14	41
3:45-4:00	10	5	8	11	34
4:00-4:15	9	10	6	11	36
4:15-4:30	7	9	16	10	42
4:30-4:45	8	8	9	4	29
4:45-5:00	11	7	13	9	40
5:00-5:15	9	15	13	13	50
5:15-5:30	10	6	13	13	42
5:30-5:45	14	4	9	7	34
5:45-6:00	10	4	8	7	29
Hours					
3 - 4	42	33	41	49	165
4 - 5	35	34	44	34	147
5 - 6	43	29	43	40	155
	120	96	128	123	467

REMARKS (6 hour total):

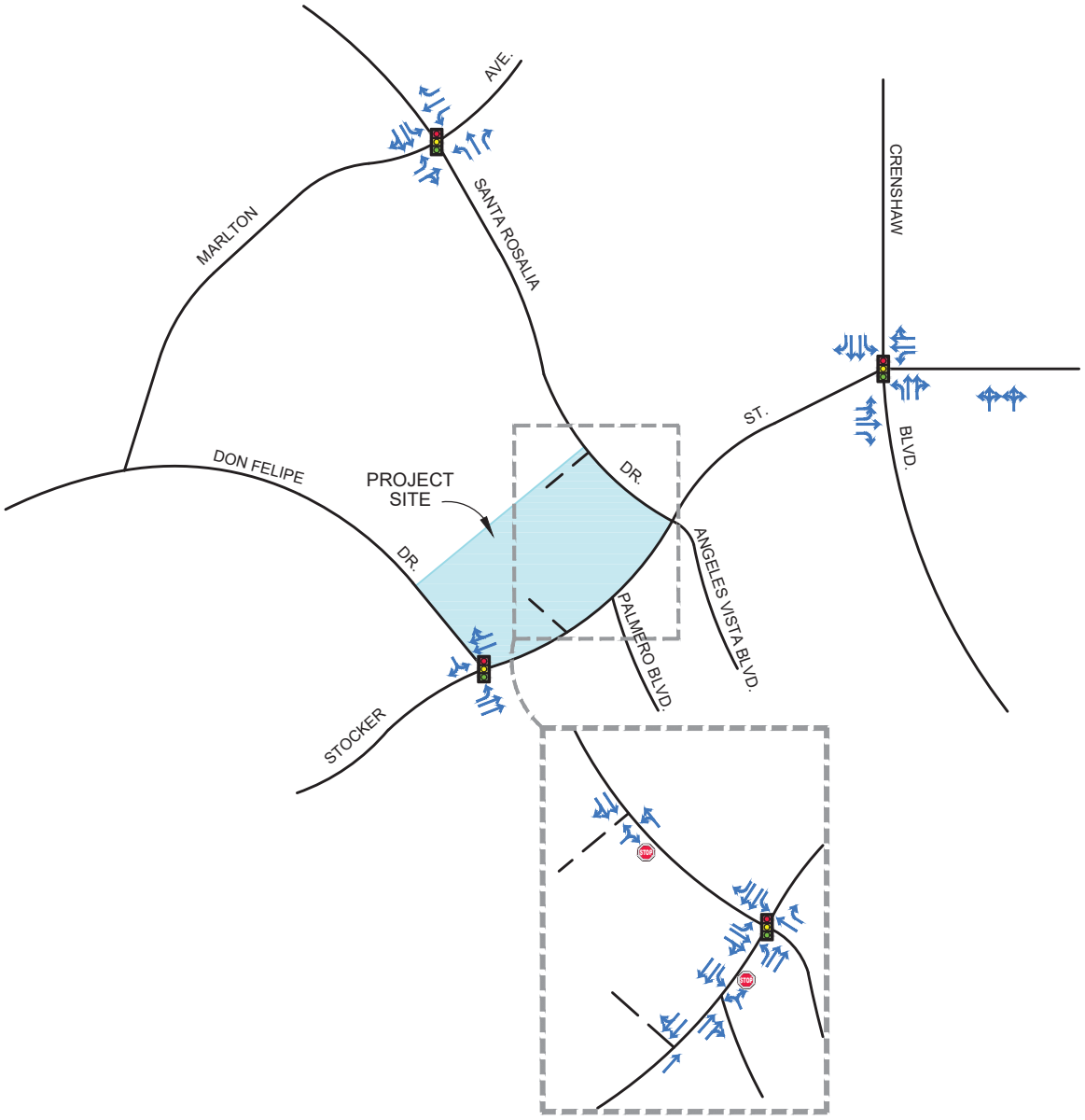
	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	1	5	8	2	16
- Skateboard/scooter	3	4	12	4	23

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

APPENDIX E

STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL CONDITIONS



APPENDIX E

3/22/24
FN: 2022\JC21049 LA 3701 Stocker Studio EIR\Docs\Figs\Lane Config

INTERSECTION LANE CONFIGURATIONS AND CONDITIONS

300 Corporate Pointe, Suite 470
Culver City, California 90230
Ph (310) 473 6508 F (310) 444 9771
WWW.KOACORP.COM

APPENDIX F

NCHRP REPORT 684: INTERNAL TRIP CAPTURE ESTIMATION TOOL WORKSHEETS

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Stocker Street Creative Project	**Organization:**	KOA
Project Location:	Los Angeles	**Performed By:**	10/11/2023
Scenario Description:	With Project	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

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	231,700	sf	234	194	40
Retail	822	6,500	sf	15	9	6
Restaurant	931, 933	18,500	sf	98	56	42
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
				347	259	88

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	1.76	1%	12%	1.76	1%	12%
Retail	1.76	1%	12%	1.76	1%	12%
Restaurant	1.76	1%	12%	1.76	1%	12%
Cinema/Entertainment						
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		5	23	0	0	0
Retail	3		1	0	0	0
Restaurant	23	1		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	611	456	155
Internal Capture Percentage	18%	12%	36%
External Vehicle-Trips[5]	248	199	49
External Transit-Trips[6]	2	2	0
External Non-Motorized Trips[6]	61	49	12

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	8%	40%
Retail	38%	36%
Restaurant	24%	32%
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.

Project Name:	Stocker Street Creative Project
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	1.76	194	341	1.76	40	70
Retail	1.76	9	16	1.76	6	11
Restaurant	1.76	56	99	1.76	42	74
Cinema/Entertainment	1.00	0	0	1.00	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		20	44	0	1	0
Retail	3		1	0	2	0
Restaurant	23	10		0	3	2
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		5	23	0	0	0
Retail	14		50	0	0	0
Restaurant	48	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	10	3	20	0		0
Hotel	10	1	6	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	26	315	341	156	2	39
Retail	6	10	16	5	0	1
Restaurant	24	75	99	38	0	9
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	28	42	70	21	0	5
Retail	4	7	11	3	0	1
Restaurant	24	50	74	25	0	6
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:	Stocker Street Creative Project	**Organization:**	KOA
Project Location:	Los Angeles	**Performed By:**	10/11/2023
Scenario Description:	With Project	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

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	231,700	sf	234	55	179
Retail	822	6,500	sf	43	22	21
Restaurant	931, 933	18,500	sf	156	99	57
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
				433	176	257

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	1.76	1%	12%	1.76	1%	12%
Retail	1.76	1%	12%	1.76	1%	12%
Restaurant	1.76	1%	12%	1.76	1%	12%
Cinema/Entertainment						
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		3	3	0	0	0
Retail	1		11	0	0	0
Restaurant	3	20		0	0	0
Cinema/Entertainment	0	0	0		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	762	310	452
Internal Capture Percentage	11%	13%	9%
External Vehicle-Trips[5]	339	134	205
External Transit-Trips[6]	3	1	2
External Non-Motorized Trips[6]	83	33	50

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	4%	2%
Retail	59%	32%
Restaurant	8%	23%
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-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.

Project Name:	Stocker Street Creative Project
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	1.76	55	97	1.76	179	315
Retail	1.76	22	39	1.76	21	37
Restaurant	1.76	99	174	1.76	57	100
Cinema/Entertainment	1.00	0	0	1.00	0	0
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		63	13	0	6	0
Retail	1		11	1	10	2
Restaurant	3	41		8	18	7
Cinema/Entertainment	0	0	0		0	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		3	3	0	0	0
Retail	30		50	0	0	0
Restaurant	29	20		0	0	0
Cinema/Entertainment	6	2	5		0	0
Residential	55	4	24	0		0
Hotel	0	1	9	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	4	93	97	47	0	11
Retail	23	16	39	8	0	2
Restaurant	14	160	174	79	1	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

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	6	309	315	153	2	38
Retail	12	25	37	13	0	3
Restaurant	23	77	100	39	0	9
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-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%

APPENDIX G

SYNCHRO DELAY AND QUEUE CALCULATION WORKSHEETS

EXISTING (2024) TRAFFIC CONDITIONS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	628	985	48	38	87
Future Volume (veh/h)	91	628	985	48	38	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1870	1841	1693	1841
Adj Flow Rate, veh/h	94	647	1015	49	48	109
Peak Hour Factor	0.97	0.97	0.97	0.97	0.80	0.80
Percent Heavy Veh, %	1	1	2	4	14	4
Cap, veh/h	452	2812	2708	131	150	145
Arrive On Green	0.79	0.79	0.79	0.79	0.09	0.09
Sat Flow, veh/h	534	3676	3544	167	1612	1560
Grp Volume(v), veh/h	94	647	523	541	48	109
Grp Sat Flow(s),veh/h/ln	534	1791	1777	1840	1612	1560
Q Serve(g_s), s	5.9	4.3	8.1	8.1	2.5	6.1
Cycle Q Clear(g_c), s	13.9	4.3	8.1	8.1	2.5	6.1
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	452	2812	1395	1444	150	145
V/C Ratio(X)	0.21	0.23	0.37	0.37	0.32	0.75
Avail Cap(c_a), veh/h	452	2812	1395	1444	412	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.1	2.5	2.9	2.9	38.2	39.8
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.7	1.2	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	1.5	3.3	3.3	1.9	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.2	2.6	3.7	3.7	39.4	47.5
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		741	1064		157	
Approach Delay, s/veh		2.9	3.7		45.0	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		76.7		13.3		76.7
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		56.0		23.0		22.0
Max Q Clear Time (g_c+I1), s		10.1		8.1		15.9
Green Ext Time (p_c), s		12.6		0.4		1.9

Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	956	6	8	1115	30	19
Future Vol, veh/h	956	6	8	1115	30	19
Conflicting Peds, #/hr	0	3	3	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	45	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	91	91	72	72
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	986	6	9	1225	42	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	995	0	1623	500
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	631	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	703	-	95	522
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	498	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	701	-	94	520
Mov Cap-2 Maneuver	-	-	-	-	218	-
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	492	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	21.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	281	-	-	701	-
HCM Lane V/C Ratio	0.242	-	-	0.013	-
HCM Control Delay (s)	21.9	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	523	14	9	878	227	29	168	8	130	149	118
Future Volume (vph)	132	523	14	9	878	227	29	168	8	130	149	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	16	16	12	9	12	12
Total Lost time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1646	3518		1562	3303	1709		2124	1575	3090	1745	
Flt Permitted	0.24	1.00		0.41	1.00	1.00		0.90	1.00	0.95	1.00	
Satd. Flow (perm)	422	3518		675	3303	1709		1921	1575	3090	1745	
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	140	556	15	9	924	239	32	185	9	151	173	137
RTOR Reduction (vph)	0	1	0	0	0	74	0	0	7	0	31	0
Lane Group Flow (vph)	140	570	0	9	924	165	0	217	2	151	279	0
Confl. Peds. (#/hr)	7		9	9		7	4		1	1		4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	2%	2%	7%	11%	2%	4%	4%	0%	0%	2%	0%	2%
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA	Perm	Prot	NA	
Protected Phases		6			2	3		4		3	8	
Permitted Phases	6			2		2	4	4	4		8	
Actuated Green, G (s)	47.8	47.8		47.8	47.8	57.8		15.3	15.3	10.0	31.4	
Effective Green, g (s)	47.8	47.8		47.8	47.8	57.8		15.3	15.3	10.0	31.4	
Actuated g/C Ratio	0.53	0.53		0.53	0.53	0.64		0.17	0.17	0.11	0.35	
Clearance Time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Vehicle Extension (s)	3.8	3.8		4.4	4.4	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	224	1868		358	1754	1097		326	267	343	608	
v/s Ratio Prot		0.16			0.28	0.02				0.05	c0.16	
v/s Ratio Perm	c0.33			0.01		0.08		c0.11	0.00			
v/c Ratio	0.62	0.30		0.03	0.53	0.15		0.67	0.01	0.44	0.46	
Uniform Delay, d1	14.8	11.8		10.0	13.7	6.4		35.0	31.0	37.4	22.7	
Progression Factor	1.10	1.09		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	12.4	0.4		0.1	1.1	0.1		5.1	0.0	0.9	0.6	
Delay (s)	28.7	13.3		10.2	14.9	6.4		40.0	31.0	38.3	23.3	
Level of Service	C	B		B	B	A		D	C	D	C	
Approach Delay (s)		16.3			13.1			39.7			28.2	
Approach LOS		B			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.9
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	140	571	9	924	239	217	9	151	310
v/c Ratio	0.62	0.31	0.03	0.53	0.21	0.67	0.03	0.44	0.49
Control Delay	34.0	14.1	12.2	15.8	1.8	44.6	0.1	41.8	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	14.1	12.2	15.8	1.8	44.6	0.1	41.8	21.4
Queue Length 50th (ft)	58	100	2	169	5	117	0	42	114
Queue Length 95th (ft)	#166	147	11	256	31	177	0	69	161
Internal Link Dist (ft)		217		793		1015			290
Turn Bay Length (ft)	130		115		110		20	130	
Base Capacity (vph)	224	1870	358	1755	1162	619	578	343	650
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.31	0.03	0.53	0.21	0.35	0.02	0.44	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	527	397	0
Future Vol, veh/h	0	0	0	527	397	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	573	432	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1005	216	432	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	252	789	1126	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	252	789	1126	-	-	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1126	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	159	52	74	88	33	32	350	128	41	280	30
Future Volume (veh/h)	36	159	52	74	88	33	32	350	128	41	280	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.99	0.99		0.97	1.00		0.99
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	1811	1930	1870	1885	1900	1591	1781	1856	1796	1639	1961	1856
Adj Flow Rate, veh/h	44	196	64	88	105	39	35	385	141	52	354	38
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.91	0.91	0.91	0.79	0.79	0.79
Percent Heavy Veh, %	6	3	2	1	0	25	3	3	2	13	1	3
Cap, veh/h	690	697	228	594	962	674	351	604	478	234	1104	118
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1193	1377	450	1116	1900	1331	939	1856	1469	765	3391	361
Grp Volume(v), veh/h	44	0	260	88	105	39	35	385	141	52	193	199
Grp Sat Flow(s),veh/h/ln	1193	0	1826	1116	1900	1331	939	1856	1469	765	1863	1890
Q Serve(g_s), s	1.2	0.0	4.9	3.0	1.7	0.9	1.8	10.6	4.3	3.7	4.7	4.8
Cycle Q Clear(g_c), s	2.9	0.0	4.9	7.9	1.7	0.9	6.5	10.6	4.3	14.3	4.7	4.8
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	690	0	924	594	962	674	351	604	478	234	606	615
V/C Ratio(X)	0.06	0.00	0.28	0.15	0.11	0.06	0.10	0.64	0.29	0.22	0.32	0.32
Avail Cap(c_a), veh/h	690	0	924	594	962	674	482	863	683	341	866	879
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	0.0	8.5	10.8	7.7	7.5	17.7	17.2	15.1	23.3	15.2	15.3
Incr Delay (d2), s/veh	0.2	0.0	0.8	0.5	0.2	0.2	0.4	3.2	1.0	0.8	0.5	0.5
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(95%),veh/ln	0.5	0.0	3.3	1.3	1.2	0.4	0.7	8.1	2.6	1.2	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.0	9.3	11.3	8.0	7.7	18.1	20.5	16.1	24.2	15.8	15.8
LnGrp LOS	A	A	A	B	A	A	B	C	B	C	B	B
Approach Vol, veh/h		304			232			561			444	
Approach Delay, s/veh		9.2			9.2			19.2			16.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.4	24.6	35.4	24.6
Change Period (Y+Rc), s	* 5	5.1	* 5	5.1
Max Green Setting (Gmax), s	* 22	27.9	* 22	27.9
Max Q Clear Time (g_c+I1), s	9.9	16.3	6.9	12.6
Green Ext Time (p_c), s	2.2	3.2	3.8	5.6

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

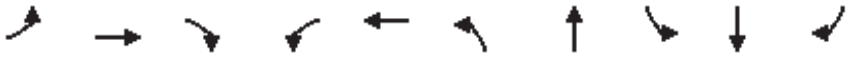
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	291	246	142	40	363	32	265	1230	30	19	577	509
Future Volume (vph)	291	246	142	40	363	32	265	1230	30	19	577	509
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	13	11	11	12	10	10	12	9	10	16
Total Lost time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3236	1773	1604	1719	3409		1681	4767		1532	4746	1748
Flt Permitted	0.95	1.00	1.00	0.59	1.00		0.30	1.00		0.18	1.00	1.00
Satd. Flow (perm)	3236	1773	1604	1076	3409		529	4767		291	4746	1748
Peak-hour factor, PHF	0.92	0.92	0.92	0.87	0.87	0.87	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	316	267	154	46	417	37	294	1367	33	21	627	553
RTOR Reduction (vph)	0	0	95	0	6	0	0	2	0	0	0	108
Lane Group Flow (vph)	316	267	59	46	448	0	294	1398	0	21	627	445
Confl. Peds. (#/hr)	9		26	26		9	16		23	23		16
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	1%	0%	1%	0%	1%	0%	0%	1%	0%	5%	2%	2%
Turn Type	Prot	NA	pm+ov	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2			6	7
Permitted Phases			4	8			2			6		6
Actuated Green, G (s)	15.5	27.6	46.1	24.2	22.1		64.2	64.2		40.0	40.0	55.5
Effective Green, g (s)	15.5	27.6	46.1	24.2	22.1		64.2	64.2		40.0	40.0	55.5
Actuated g/C Ratio	0.13	0.23	0.38	0.20	0.18		0.54	0.54		0.33	0.33	0.46
Clearance Time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Vehicle Extension (s)	2.0	3.8	3.0	3.0	3.0		3.0	4.7		5.5	5.5	2.0
Lane Grp Cap (vph)	417	407	616	278	627		460	2550		97	1582	808
v/s Ratio Prot	0.10	c0.15	0.01	0.02	c0.13		c0.10	0.29			0.13	0.07
v/s Ratio Perm			0.02	0.02			c0.24			0.07		0.18
v/c Ratio	0.76	0.66	0.10	0.17	0.71		0.64	0.55		0.22	0.40	0.55
Uniform Delay, d1	50.4	41.9	23.6	39.9	46.0		16.7	18.4		28.7	30.7	23.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.9	4.1	0.1	0.3	3.9		2.9	0.9		5.1	0.7	0.5
Delay (s)	57.3	46.0	23.7	40.2	49.9		19.6	19.2		33.8	31.5	23.7
Level of Service	E	D	C	D	D		B	B		C	C	C
Approach Delay (s)		46.2			49.0			19.3			27.9	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	30.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.9
Intersection Capacity Utilization	78.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	316	267	154	46	454	294	1400	21	627	553
v/c Ratio	0.76	0.66	0.21	0.16	0.75	0.63	0.54	0.21	0.39	0.60
Control Delay	62.4	50.6	2.2	40.7	53.9	23.3	19.6	42.9	33.4	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.4	50.6	2.2	40.7	53.9	23.3	19.6	42.9	33.4	17.2
Queue Length 50th (ft)	122	196	0	30	175	122	247	12	134	170
Queue Length 95th (ft)	169	269	19	58	211	211	337	43	208	348
Internal Link Dist (ft)		793			490		259		826	
Turn Bay Length (ft)	150		170	55		145		200		200
Base Capacity (vph)	485	580	754	282	857	489	2589	99	1619	956
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.46	0.20	0.16	0.53	0.60	0.54	0.21	0.39	0.58

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	145	1068	576	47	61	181
Future Volume (veh/h)	145	1068	576	47	61	181
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1900	1870	1885
Adj Flow Rate, veh/h	159	1174	613	50	81	241
Peak Hour Factor	0.91	0.91	0.94	0.94	0.75	0.75
Percent Heavy Veh, %	0	1	1	0	2	1
Cap, veh/h	578	2514	2353	192	314	281
Arrive On Green	0.70	0.70	0.70	0.70	0.18	0.18
Sat Flow, veh/h	784	3676	3448	273	1781	1598
Grp Volume(v), veh/h	159	1174	327	336	81	241
Grp Sat Flow(s),veh/h/ln	784	1791	1791	1836	1781	1598
Q Serve(g_s), s	8.4	13.1	6.0	6.0	3.5	13.2
Cycle Q Clear(g_c), s	14.4	13.1	6.0	6.0	3.5	13.2
Prop In Lane	1.00			0.15	1.00	1.00
Lane Grp Cap(c), veh/h	578	2514	1257	1288	314	281
V/C Ratio(X)	0.28	0.47	0.26	0.26	0.26	0.86
Avail Cap(c_a), veh/h	578	2514	1257	1288	455	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.5	6.0	4.9	4.9	32.0	36.0
Incr Delay (d2), s/veh	0.1	0.1	0.5	0.5	0.4	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	6.5	3.3	3.4	2.8	10.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.6	6.0	5.4	5.4	32.4	47.6
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		1333	663		322	
Approach Delay, s/veh		6.2	5.4		43.8	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		69.2		20.8		69.2
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		56.0		23.0		22.0
Max Q Clear Time (g_c+I1), s		8.0		15.2		16.4
Green Ext Time (p_c), s		6.5		0.7		3.0

Intersection Summary		
HCM 6th Ctrl Delay		11.2
HCM 6th LOS		B

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1080	23	13	598	9	11
Future Vol, veh/h	1080	23	13	598	9	11
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	45	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	88	88	56	56
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1213	26	15	680	16	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1243	0	1600	624
Stage 1	-	-	-	-	1230	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	567	-	99	433
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	565	-	96	432
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	657	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	19.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	-	-	565	-
HCM Lane V/C Ratio	0.129	-	-	0.026	-
HCM Control Delay (s)	19.9	-	-	11.5	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	863	38	20	467	198	16	109	7	182	183	159
Future Volume (vph)	177	863	38	20	467	198	16	109	7	182	183	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	16	16	12	9	12	12
Total Lost time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.98	1.00	0.99	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1659	3544		1739	3336	1749		2139	1578	3120	1736	
Flt Permitted	0.46	1.00		0.25	1.00	1.00		0.90	1.00	0.95	1.00	
Satd. Flow (perm)	798	3544		451	3336	1749		1940	1578	3120	1736	
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	186	908	40	22	502	213	17	117	8	200	201	175
RTOR Reduction (vph)	0	3	0	0	0	67	0	0	7	0	35	0
Lane Group Flow (vph)	186	945	0	22	502	146	0	134	1	200	341	0
Confl. Peds. (#/hr)	5		9	9		5	3					3
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	1%	1%	3%	0%	1%	2%	0%	0%	0%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA	Perm	Prot	NA	
Protected Phases		6			2	3		4		3	8	
Permitted Phases	6			2		2	4	4	4		8	
Actuated Green, G (s)	51.1	51.1		51.1	51.1	61.6		11.5	11.5	10.5	28.1	
Effective Green, g (s)	51.1	51.1		51.1	51.1	61.6		11.5	11.5	10.5	28.1	
Actuated g/C Ratio	0.57	0.57		0.57	0.57	0.68		0.13	0.13	0.12	0.31	
Clearance Time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Vehicle Extension (s)	3.8	3.8		4.4	4.4	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	453	2012		256	1894	1197		247	201	364	542	
v/s Ratio Prot		c0.27			0.15	0.01				0.06	c0.20	
v/s Ratio Perm	0.23			0.05		0.07		0.07	0.00			
v/c Ratio	0.41	0.47		0.09	0.27	0.12		0.54	0.01	0.55	0.63	
Uniform Delay, d1	11.0	11.5		8.8	9.9	4.9		36.8	34.3	37.5	26.5	
Progression Factor	0.75	0.74		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.6	0.7		0.7	0.3	0.0		2.4	0.0	1.7	2.3	
Delay (s)	10.7	9.2		9.5	10.2	4.9		39.2	34.3	39.2	28.8	
Level of Service	B	A		A	B	A		D	C	D	C	
Approach Delay (s)		9.5			8.7			38.9			32.4	
Approach LOS		A			A			D			C	

Intersection Summary			
HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.9
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	186	948	22	502	213	134	8	200	376
v/c Ratio	0.41	0.47	0.09	0.26	0.17	0.54	0.03	0.55	0.65
Control Delay	11.9	9.6	11.1	10.8	1.0	44.6	0.1	43.9	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	9.6	11.1	10.8	1.0	44.6	0.1	43.9	28.5
Queue Length 50th (ft)	35	92	5	72	0	73	0	55	158
Queue Length 95th (ft)	57	113	19	109	18	124	0	91	242
Internal Link Dist (ft)		217		793		1015			290
Turn Bay Length (ft)	130		115		110		20	130	
Base Capacity (vph)	454	2018	256	1896	1254	625	579	362	607
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.47	0.09	0.26	0.17	0.21	0.01	0.55	0.62

Intersection Summary

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	485	523	0
Future Vol, veh/h	0	0	0	485	523	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	527	568	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1095	284	568	0	-	0
Stage 1	568	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	222	714	1002	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	222	714	1002	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	591	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1002	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	138	42	163	142	71	36	275	164	46	280	34
Future Volume (veh/h)	11	138	42	163	142	71	36	275	164	46	280	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.96	0.99		0.98
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	1900	1961	1900	1900	1900	1884	1824	1870	1810	1696	1961	1900
Adj Flow Rate, veh/h	13	168	51	177	154	77	40	306	182	53	322	39
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.90	0.90	0.90	0.87	0.87	0.87
Percent Heavy Veh, %	0	1	0	0	0	6	0	2	1	9	1	0
Cap, veh/h	702	779	237	683	1031	857	330	541	427	243	967	116
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1160	1437	436	1168	1900	1579	987	1870	1478	818	3342	401
Grp Volume(v), veh/h	13	0	219	177	154	77	40	306	182	53	178	183
Grp Sat Flow(s),veh/h/ln	1160	0	1873	1168	1900	1579	987	1870	1478	818	1863	1881
Q Serve(g_s), s	0.3	0.0	3.6	5.6	2.4	1.4	2.0	8.3	6.0	3.5	4.5	4.6
Cycle Q Clear(g_c), s	2.8	0.0	3.6	9.2	2.4	1.4	6.6	8.3	6.0	11.9	4.5	4.6
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	702	0	1016	683	1031	857	330	541	427	243	539	544
V/C Ratio(X)	0.02	0.00	0.22	0.26	0.15	0.09	0.12	0.57	0.43	0.22	0.33	0.34
Avail Cap(c_a), veh/h	702	0	1016	683	1031	857	503	870	687	387	866	875
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.5	0.0	7.1	9.5	6.8	6.6	19.4	18.1	17.3	23.2	16.8	16.8
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.9	0.3	0.2	0.5	2.7	2.0	0.8	0.6	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(95%),veh/ln	0.1	0.0	2.4	2.5	1.6	0.8	0.8	6.6	3.8	1.2	3.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.6	0.0	7.6	10.4	7.1	6.8	19.9	20.8	19.2	24.0	17.4	17.4
LnGrp LOS	A	A	A	B	A	A	B	C	B	C	B	B
Approach Vol, veh/h		232			408			528			414	
Approach Delay, s/veh		7.6			8.5			20.2			18.3	
Approach LOS		A			A			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.5		22.5		37.5		22.5				
Change Period (Y+Rc), s		* 5		5.1		* 5		5.1				
Max Green Setting (Gmax), s		* 22		27.9		* 22		27.9				
Max Q Clear Time (g_c+I1), s		11.2		13.9		5.6		10.3				
Green Ext Time (p_c), s		3.6		3.3		3.0		5.5				

Intersection Summary												
HCM 6th Ctrl Delay			14.8									
HCM 6th LOS			B									

Notes

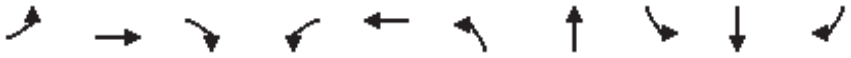
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	389	424	267	41	260	21	193	789	30	37	1209	325
Future Volume (vph)	389	424	267	41	260	21	193	789	30	37	1209	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	13	11	11	12	10	10	12	9	10	16
Total Lost time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	0.99		1.00	1.00	0.95
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		0.96	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3236	1773	1569	1642	3389		1668	4608		1557	4700	1703
Flt Permitted	0.95	1.00	1.00	0.50	1.00		0.09	1.00		0.30	1.00	1.00
Satd. Flow (perm)	3236	1773	1569	872	3389		157	4608		499	4700	1703
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.91	0.91	0.91	0.98	0.98	0.98
Adj. Flow (vph)	409	446	281	44	280	23	212	867	33	38	1234	332
RTOR Reduction (vph)	0	0	142	0	6	0	0	3	0	0	0	126
Lane Group Flow (vph)	409	446	139	44	297	0	212	897	0	38	1234	206
Confl. Peds. (#/hr)	44		32	32		44	42		48	48		42
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	1%	0%	2%	5%	1%	5%	1%	4%	0%	0%	3%	2%
Turn Type	Prot	NA	pm+ov	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2			6	7
Permitted Phases			4	8			2			6		6
Actuated Green, G (s)	17.3	36.7	51.5	27.2	25.1		59.4	59.4		38.9	38.9	56.2
Effective Green, g (s)	17.3	36.7	51.5	27.2	25.1		59.4	59.4		38.9	38.9	56.2
Actuated g/C Ratio	0.14	0.31	0.43	0.23	0.21		0.49	0.49		0.32	0.32	0.47
Clearance Time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Vehicle Extension (s)	2.0	3.8	3.0	3.0	3.0		3.0	4.7		5.5	5.5	2.0
Lane Grp Cap (vph)	466	542	673	243	708		264	2280		161	1523	797
v/s Ratio Prot	0.13	c0.25	0.03	0.01	c0.09		c0.10	0.19			0.26	0.04
v/s Ratio Perm			0.06	0.03			c0.30			0.08		0.08
v/c Ratio	0.88	0.82	0.21	0.18	0.42		0.80	0.39		0.24	0.81	0.26
Uniform Delay, d1	50.3	38.6	21.5	37.8	41.1		30.1	19.0		29.7	37.2	19.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	16.4	10.1	0.2	0.4	0.4		16.0	0.5		3.4	4.8	0.1
Delay (s)	66.7	48.8	21.6	38.1	41.5		46.2	19.5		33.1	41.9	19.4
Level of Service	E	D	C	D	D		D	B		C	D	B
Approach Delay (s)		48.5			41.1			24.6			37.1	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	37.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.9
Intersection Capacity Utilization	86.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	409	446	281	44	303	212	900	38	1234	332
v/c Ratio	0.88	0.82	0.34	0.17	0.44	0.80	0.39	0.23	0.79	0.36
Control Delay	70.4	51.6	2.8	37.0	41.6	50.0	20.3	41.1	42.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.4	51.6	2.8	37.0	41.6	50.0	20.3	41.1	42.9	7.5
Queue Length 50th (ft)	160	322	10	27	104	113	157	22	323	37
Queue Length 95th (ft)	#240	415	32	55	137	205	217	64	#537	114
Internal Link Dist (ft)		793			490		259		826	
Turn Bay Length (ft)	150		170	55		145		200		200
Base Capacity (vph)	485	593	880	274	868	325	2316	164	1558	938
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.75	0.32	0.16	0.35	0.65	0.39	0.23	0.79	0.35

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

EXISTING (2024) PLUS PROJECT TRAFFIC CONDITIONS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	666	995	48	38	87
Future Volume (veh/h)	91	666	995	48	38	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1870	1841	1693	1841
Adj Flow Rate, veh/h	94	687	1026	49	48	109
Peak Hour Factor	0.97	0.97	0.97	0.97	0.80	0.80
Percent Heavy Veh, %	1	1	2	4	14	4
Cap, veh/h	495	2812	2710	129	150	145
Arrive On Green	0.79	0.79	1.00	1.00	0.09	0.09
Sat Flow, veh/h	529	3676	3546	165	1612	1560
Grp Volume(v), veh/h	94	687	528	547	48	109
Grp Sat Flow(s),veh/h/ln	529	1791	1777	1840	1612	1560
Q Serve(g_s), s	4.2	4.6	0.0	0.0	2.5	6.1
Cycle Q Clear(g_c), s	4.2	4.6	0.0	0.0	2.5	6.1
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	495	2812	1395	1444	150	145
V/C Ratio(X)	0.19	0.24	0.38	0.38	0.32	0.75
Avail Cap(c_a), veh/h	495	2812	1395	1444	412	399
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.5	2.6	0.0	0.0	38.2	39.8
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.8	1.2	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	1.6	0.5	0.5	1.9	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.6	2.6	0.8	0.8	39.4	47.5
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		781	1075		157	
Approach Delay, s/veh		2.6	0.8		45.0	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		76.7		13.3		76.7
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		56.0		23.0		22.0
Max Q Clear Time (g_c+I1), s		2.0		8.1		6.6
Green Ext Time (p_c), s		13.2		0.4		3.4

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1000	1155	6	0	0
Future Vol, veh/h	0	1000	1155	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1087	1255	7	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	631
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	424
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	424
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	994	6	9	1125	30	23
Future Vol, veh/h	994	6	9	1125	30	23
Conflicting Peds, #/hr	0	3	3	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	45	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	91	91	72	72
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1025	6	10	1236	42	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1034	0	1669	520
Stage 1	-	-	-	-	1031	-
Stage 2	-	-	-	-	638	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	680	-	89	506
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	494	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	678	-	87	504
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	487	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	280	-	-	678	-
HCM Lane V/C Ratio	0.263	-	-	0.015	-
HCM Control Delay (s)	22.4	-	-	10.4	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	520	14	9	877	315	29	174	8	155	150	136
Future Volume (vph)	177	520	14	9	877	315	29	174	8	155	150	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	16	16	12	9	12	12
Total Lost time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1646	3518		1562	3303	1709		2125	1575	3090	1734	
Flt Permitted	0.24	1.00		0.41	1.00	1.00		0.90	1.00	0.95	1.00	
Satd. Flow (perm)	421	3518		676	3303	1709		1919	1575	3090	1734	
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	188	553	15	9	923	332	32	191	9	180	174	158
RTOR Reduction (vph)	0	1	0	0	0	103	0	0	7	0	35	0
Lane Group Flow (vph)	188	567	0	9	923	229	0	223	2	180	297	0
Confl. Peds. (#/hr)	7		9	9		7	4		1	1		4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	2%	2%	7%	11%	2%	4%	4%	0%	0%	2%	0%	2%
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA	Perm	Prot	NA	
Protected Phases		6			2	3		4		3	8	
Permitted Phases	6			2		2	4	4	4		8	
Actuated Green, G (s)	47.5	47.5		47.5	47.5	57.5		15.6	15.6	10.0	31.7	
Effective Green, g (s)	47.5	47.5		47.5	47.5	57.5		15.6	15.6	10.0	31.7	
Actuated g/C Ratio	0.53	0.53		0.53	0.53	0.64		0.17	0.17	0.11	0.35	
Clearance Time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Vehicle Extension (s)	3.8	3.8		4.4	4.4	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	222	1856		356	1743	1091		332	273	343	610	
v/s Ratio Prot		0.16			0.28	0.02				0.06	c0.17	
v/s Ratio Perm	c0.45			0.01		0.11		c0.12	0.00			
v/c Ratio	0.85	0.31		0.03	0.53	0.21		0.67	0.01	0.52	0.49	
Uniform Delay, d1	18.1	12.0		10.2	13.9	6.8		34.8	30.8	37.8	22.8	
Progression Factor	1.11	1.08		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	30.8	0.4		0.1	1.2	0.1		5.3	0.0	1.5	0.6	
Delay (s)	51.0	13.3		10.3	15.1	6.9		40.1	30.8	39.2	23.4	
Level of Service	D	B		B	B	A		D	C	D	C	
Approach Delay (s)		22.7			12.9			39.7			29.0	
Approach LOS		C			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.9
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	188	568	9	923	332	223	9	180	332
v/c Ratio	0.85	0.31	0.03	0.53	0.28	0.67	0.03	0.52	0.51
Control Delay	57.2	14.1	12.4	16.1	1.9	44.5	0.1	43.8	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	14.1	12.4	16.1	1.9	44.5	0.1	43.8	21.5
Queue Length 50th (ft)	94	100	2	171	7	120	0	50	122
Queue Length 95th (ft)	#244	147	11	258	38	181	0	79	170
Internal Link Dist (ft)		217		793		1015			290
Turn Bay Length (ft)	130		115		110		20	130	
Base Capacity (vph)	222	1858	356	1743	1186	618	578	343	656
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.31	0.03	0.53	0.28	0.36	0.02	0.52	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	43	139	527	398	65
Future Vol, veh/h	16	43	139	527	398	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	47	151	573	433	71

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1344	252	504	0	-	0
Stage 1	469	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	155	748	1059	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	748	1059	-	-	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	407	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	1.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1059	-	315	-	-
HCM Lane V/C Ratio	0.143	-	0.204	-	-
HCM Control Delay (s)	9	0	19.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.5	-	0.7	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	159	52	94	88	33	32	361	133	41	325	30
Future Volume (veh/h)	36	159	52	94	88	33	32	361	133	41	325	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.99	0.99		0.97	1.00		0.99
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	1811	1930	1870	1885	1900	1591	1781	1856	1796	1639	1961	1856
Adj Flow Rate, veh/h	44	196	64	112	105	39	35	397	146	52	411	38
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.91	0.91	0.91	0.79	0.79	0.79
Percent Heavy Veh, %	6	3	2	1	0	25	3	3	2	13	1	3
Cap, veh/h	676	682	223	580	942	660	339	623	494	237	1157	106
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1193	1376	449	1116	1900	1331	892	1856	1470	753	3445	317
Grp Volume(v), veh/h	44	0	260	112	105	39	35	397	146	52	221	228
Grp Sat Flow(s),veh/h/ln	1193	0	1826	1116	1900	1331	892	1856	1470	753	1863	1899
Q Serve(g_s), s	1.2	0.0	5.0	3.9	1.8	0.9	1.8	10.8	4.4	3.8	5.4	5.4
Cycle Q Clear(g_c), s	3.0	0.0	5.0	9.0	1.8	0.9	7.3	10.8	4.4	14.6	5.4	5.4
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	676	0	905	580	942	660	339	623	494	237	626	638
V/C Ratio(X)	0.07	0.00	0.29	0.19	0.11	0.06	0.10	0.64	0.30	0.22	0.35	0.36
Avail Cap(c_a), veh/h	676	0	905	580	942	660	454	863	684	334	866	883
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	0.0	8.9	11.5	8.1	7.9	17.8	16.8	14.7	23.0	15.0	15.0
Incr Delay (d2), s/veh	0.2	0.0	0.8	0.7	0.2	0.2	0.4	3.1	1.0	0.8	0.6	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(95%),veh/ln	0.6	0.0	3.4	1.8	1.2	0.5	0.7	8.2	2.6	1.2	3.9	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	9.7	12.3	8.3	8.0	18.2	20.0	15.6	23.8	15.6	15.6
LnGrp LOS	A	A	A	B	A	A	B	B	B	C	B	B
Approach Vol, veh/h		304			256			578			501	
Approach Delay, s/veh		9.6			10.0			18.8			16.5	
Approach LOS		A			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.7		25.3		34.7		25.3				
Change Period (Y+Rc), s		* 5		5.1		* 5		5.1				
Max Green Setting (Gmax), s		* 22		27.9		* 22		27.9				
Max Q Clear Time (g_c+I1), s		11.0		16.6		7.0		12.8				
Green Ext Time (p_c), s		2.3		3.6		3.8		5.7				

Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

Notes

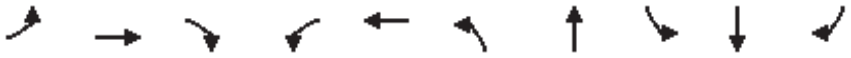
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	303	249	149	40	379	32	289	1230	30	19	577	556
Future Volume (vph)	303	249	149	40	379	32	289	1230	30	19	577	556
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	13	11	11	12	10	10	12	9	10	16
Total Lost time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3236	1773	1606	1719	3411		1682	4767		1532	4746	1749
Flt Permitted	0.95	1.00	1.00	0.59	1.00		0.29	1.00		0.18	1.00	1.00
Satd. Flow (perm)	3236	1773	1606	1072	3411		507	4767		291	4746	1749
Peak-hour factor, PHF	0.92	0.92	0.92	0.87	0.87	0.87	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	329	271	162	46	436	37	321	1367	33	21	627	604
RTOR Reduction (vph)	0	0	96	0	6	0	0	2	0	0	0	101
Lane Group Flow (vph)	329	271	66	46	467	0	321	1398	0	21	627	503
Confl. Peds. (#/hr)	9		26	26		9	16		23	23		16
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	1%	0%	1%	0%	1%	0%	0%	1%	0%	5%	2%	2%
Turn Type	Prot	NA	pm+ov	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2			6	7
Permitted Phases			4	8			2			6		6
Actuated Green, G (s)	15.8	28.0	48.6	25.0	22.9		63.1	63.1		36.8	36.8	52.6
Effective Green, g (s)	15.8	28.0	48.6	25.0	22.9		63.1	63.1		36.8	36.8	52.6
Actuated g/C Ratio	0.13	0.23	0.41	0.21	0.19		0.53	0.53		0.31	0.31	0.44
Clearance Time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Vehicle Extension (s)	2.0	3.8	3.0	3.0	3.0		3.0	4.7		5.5	5.5	2.0
Lane Grp Cap (vph)	426	413	650	289	650		468	2506		89	1455	766
v/s Ratio Prot	0.10	c0.15	0.02	0.02	c0.14		c0.12	0.29			0.13	0.09
v/s Ratio Perm			0.02	0.02			c0.24			0.07		0.20
v/c Ratio	0.77	0.66	0.10	0.16	0.72		0.69	0.56		0.24	0.43	0.66
Uniform Delay, d1	50.4	41.6	22.1	39.3	45.5		17.8	19.1		31.1	33.2	26.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.7	4.0	0.1	0.3	3.8		4.1	0.9		6.1	0.9	1.6
Delay (s)	58.1	45.7	22.2	39.5	49.3		22.0	20.0		37.2	34.2	28.1
Level of Service	E	D	C	D	D		C	B		D	C	C
Approach Delay (s)		46.0			48.5			20.4			31.3	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.9
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	329	271	162	46	473	321	1400	21	627	604
v/c Ratio	0.77	0.66	0.21	0.16	0.75	0.68	0.55	0.23	0.42	0.69
Control Delay	63.0	50.3	2.0	39.8	53.2	25.7	20.4	45.9	35.9	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	50.3	2.0	39.8	53.2	25.7	20.4	45.9	35.9	22.6
Queue Length 50th (ft)	127	199	0	30	182	139	253	12	142	235
Queue Length 95th (ft)	176	272	19	57	218	236	341	43	208	#435
Internal Link Dist (ft)		793			490		259		826	
Turn Bay Length (ft)	150		170	55		145		200		200
Base Capacity (vph)	485	580	774	294	857	485	2543	90	1491	903
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.47	0.21	0.16	0.55	0.66	0.55	0.23	0.42	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	145	1092	614	47	61	181
Future Volume (veh/h)	145	1092	614	47	61	181
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1900	1870	1885
Adj Flow Rate, veh/h	159	1200	653	50	81	241
Peak Hour Factor	0.91	0.91	0.94	0.94	0.75	0.75
Percent Heavy Veh, %	0	1	1	0	2	1
Cap, veh/h	597	2514	2366	181	314	281
Arrive On Green	0.70	0.70	0.93	0.93	0.18	0.18
Sat Flow, veh/h	756	3676	3466	258	1781	1598
Grp Volume(v), veh/h	159	1200	347	356	81	241
Grp Sat Flow(s),veh/h/ln	756	1791	1791	1839	1781	1598
Q Serve(g_s), s	7.6	13.5	1.6	1.6	3.5	13.2
Cycle Q Clear(g_c), s	9.1	13.5	1.6	1.6	3.5	13.2
Prop In Lane	1.00			0.14	1.00	1.00
Lane Grp Cap(c), veh/h	597	2514	1257	1290	314	281
V/C Ratio(X)	0.27	0.48	0.28	0.28	0.26	0.86
Avail Cap(c_a), veh/h	597	2514	1257	1290	455	408
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.7	6.0	0.9	0.9	32.0	36.0
Incr Delay (d2), s/veh	0.1	0.1	0.5	0.5	0.4	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	6.7	0.9	1.0	2.8	10.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.8	6.1	1.5	1.5	32.4	47.6
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		1359	703		322	
Approach Delay, s/veh		6.0	1.5		43.8	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		69.2		20.8		69.2
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		56.0		23.0		22.0
Max Q Clear Time (g_c+I1), s		3.6		15.2		15.5
Green Ext Time (p_c), s		7.0		0.7		3.5

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	1127	645	6	0	0
Future Vol, veh/h	0	1127	645	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1225	701	7	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	354
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	642
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	642
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1104	23	17	636	9	13
Future Vol, veh/h	1104	23	17	636	9	13
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	45	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	88	88	56	56
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1240	26	19	723	16	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1270	0	1657	637
Stage 1	-	-	-	-	1257	-
Stage 2	-	-	-	-	400	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	554	-	91	425
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	652	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	552	-	88	424
Mov Cap-2 Maneuver	-	-	-	-	185	-
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	630	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	20.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	-	-	552	-
HCM Lane V/C Ratio	0.142	-	-	0.035	-
HCM Control Delay (s)	20.1	-	-	11.8	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	858	38	20	460	261	16	113	7	272	189	214
Future Volume (vph)	209	858	38	20	460	261	16	113	7	272	189	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	16	16	12	9	12	12
Total Lost time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00	0.98	1.00	0.99	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1659	3543		1739	3336	1750		2140	1578	3120	1716	
Flt Permitted	0.46	1.00		0.24	1.00	1.00		0.90	1.00	0.95	1.00	
Satd. Flow (perm)	800	3543		444	3336	1750		1931	1578	3120	1716	
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	220	903	40	22	495	281	17	122	8	299	208	235
RTOR Reduction (vph)	0	3	0	0	0	91	0	0	7	0	45	0
Lane Group Flow (vph)	220	940	0	22	495	190	0	139	1	299	398	0
Confl. Peds. (#/hr)	5		9	9		5	3					3
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	1%	1%	3%	0%	1%	2%	0%	0%	0%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA	Perm	Prot	NA	
Protected Phases		6			2	3		4		3	8	
Permitted Phases	6			2		2	4	4	4		8	
Actuated Green, G (s)	49.5	49.5		49.5	49.5	60.7		12.4	12.4	11.2	29.7	
Effective Green, g (s)	49.5	49.5		49.5	49.5	60.7		12.4	12.4	11.2	29.7	
Actuated g/C Ratio	0.55	0.55		0.55	0.55	0.67		0.14	0.14	0.12	0.33	
Clearance Time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Vehicle Extension (s)	3.8	3.8		4.4	4.4	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	440	1948		244	1834	1180		266	217	388	566	
v/s Ratio Prot		0.27			0.15	0.02				0.10	c0.23	
v/s Ratio Perm	c0.27			0.05		0.09		0.07	0.00			
v/c Ratio	0.50	0.48		0.09	0.27	0.16		0.52	0.01	0.77	0.70	
Uniform Delay, d1	12.6	12.4		9.6	10.7	5.3		36.0	33.5	38.2	26.3	
Progression Factor	0.79	0.78		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.8	0.8		0.7	0.4	0.1		1.9	0.0	9.1	4.0	
Delay (s)	13.7	10.4		10.3	11.1	5.4		37.9	33.5	47.3	30.3	
Level of Service	B	B		B	B	A		D	C	D	C	
Approach Delay (s)		11.0			9.1			37.7			37.1	
Approach LOS		B			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.9
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	220	943	22	495	281	139	8	299	443
v/c Ratio	0.50	0.48	0.09	0.27	0.22	0.52	0.03	0.77	0.73
Control Delay	15.2	10.9	12.1	11.7	1.1	42.4	0.1	53.4	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	10.9	12.1	11.7	1.1	42.4	0.1	53.4	29.6
Queue Length 50th (ft)	79	175	6	74	0	75	0	85	186
Queue Length 95th (ft)	163	122	20	115	23	124	0	#158	278
Internal Link Dist (ft)		217		793		1015			290
Turn Bay Length (ft)	130		115		110		20	130	
Base Capacity (vph)	439	1951	244	1834	1262	622	579	388	625
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.48	0.09	0.27	0.22	0.22	0.01	0.77	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	151	98	485	524	40
Future Vol, veh/h	66	151	98	485	524	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	164	107	527	570	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1333	307	613	0	-	0
Stage 1	592	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	157	690	964	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	132	690	964	-	-	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	436	-	-	-	-	-
Stage 2	470	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	49	1.5	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	964	-	302	-	-
HCM Lane V/C Ratio	0.11	-	0.781	-	-
HCM Control Delay (s)	9.2	0	49	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.4	-	6.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	138	42	176	142	71	36	321	185	46	308	34
Future Volume (veh/h)	11	138	42	176	142	71	36	321	185	46	308	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.96	1.00		0.99
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	1900	1961	1900	1900	1900	1884	1824	1870	1810	1696	1961	1900
Adj Flow Rate, veh/h	13	168	51	191	154	77	40	357	206	53	354	39
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.90	0.90	0.90	0.87	0.87	0.87
Percent Heavy Veh, %	0	1	0	0	0	6	0	2	1	9	1	0
Cap, veh/h	670	742	225	649	982	816	345	589	466	237	1065	116
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1159	1436	436	1168	1900	1579	960	1870	1480	765	3381	370
Grp Volume(v), veh/h	13	0	219	191	154	77	40	357	206	53	194	199
Grp Sat Flow(s),veh/h/ln	1159	0	1872	1168	1900	1579	960	1870	1480	765	1863	1888
Q Serve(g_s), s	0.4	0.0	3.8	6.4	2.6	1.5	2.0	9.7	6.6	3.8	4.8	4.8
Cycle Q Clear(g_c), s	2.9	0.0	3.8	10.3	2.6	1.5	6.8	9.7	6.6	13.5	4.8	4.8
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	670	0	968	649	982	816	345	589	466	237	587	595
V/C Ratio(X)	0.02	0.00	0.23	0.29	0.16	0.09	0.12	0.61	0.44	0.22	0.33	0.33
Avail Cap(c_a), veh/h	670	0	968	649	982	816	489	870	688	352	866	878
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	0.0	7.9	10.7	7.6	7.4	18.4	17.4	16.4	23.1	15.7	15.7
Incr Delay (d2), s/veh	0.1	0.0	0.5	1.2	0.3	0.2	0.4	2.9	1.9	0.8	0.6	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(95%),veh/ln	0.2	0.0	2.6	2.9	1.7	0.8	0.8	7.6	4.1	1.2	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	0.0	8.5	11.9	8.0	7.6	18.8	20.3	18.3	23.9	16.3	16.3
LnGrp LOS	A	A	A	B	A	A	B	C	B	C	B	B
Approach Vol, veh/h		232			422			603			446	
Approach Delay, s/veh		8.5			9.7			19.5			17.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.0		24.0		36.0		24.0				
Change Period (Y+Rc), s		* 5		5.1		* 5		5.1				
Max Green Setting (Gmax), s		* 22		27.9		* 22		27.9				
Max Q Clear Time (g_c+I1), s		12.3		15.5		5.8		11.7				
Green Ext Time (p_c), s		3.5		3.3		3.0		6.1				

Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

Notes

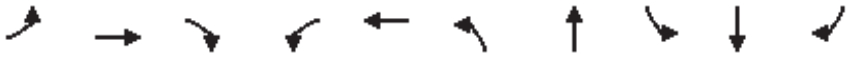
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	435	439	292	41	270	21	208	789	30	37	1209	356
Future Volume (vph)	435	439	292	41	270	21	208	789	30	37	1209	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	13	11	11	12	10	10	12	9	10	16
Total Lost time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	0.99		1.00	1.00	0.95
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		0.96	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3236	1773	1570	1643	3391		1668	4608		1557	4700	1706
Flt Permitted	0.95	1.00	1.00	0.50	1.00		0.09	1.00		0.30	1.00	1.00
Satd. Flow (perm)	3236	1773	1570	860	3391		166	4608		499	4700	1706
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.91	0.91	0.91	0.98	0.98	0.98
Adj. Flow (vph)	458	462	307	44	290	23	229	867	33	38	1234	363
RTOR Reduction (vph)	0	0	136	0	5	0	0	3	0	0	0	121
Lane Group Flow (vph)	458	462	171	44	308	0	229	897	0	38	1234	242
Confl. Peds. (#/hr)	44		32	32		44	42		48	48		42
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	1%	0%	2%	5%	1%	5%	1%	4%	0%	0%	3%	2%
Turn Type	Prot	NA	pm+ov	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2			6	7
Permitted Phases			4	8			2			6		6
Actuated Green, G (s)	18.0	38.2	53.9	28.0	25.9		57.9	57.9		36.5	36.5	54.5
Effective Green, g (s)	18.0	38.2	53.9	28.0	25.9		57.9	57.9		36.5	36.5	54.5
Actuated g/C Ratio	0.15	0.32	0.45	0.23	0.22		0.48	0.48		0.30	0.30	0.45
Clearance Time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Vehicle Extension (s)	2.0	3.8	3.0	3.0	3.0		3.0	4.7		5.5	5.5	2.0
Lane Grp Cap (vph)	485	564	705	247	731		276	2223		151	1429	774
v/s Ratio Prot	0.14	c0.26	0.03	0.01	c0.09		c0.11	0.19			0.26	0.05
v/s Ratio Perm			0.08	0.03			c0.29			0.08		0.10
v/c Ratio	0.94	0.82	0.24	0.18	0.42		0.83	0.40		0.25	0.86	0.31
Uniform Delay, d1	50.5	37.7	20.4	37.2	40.6		31.2	20.0		31.5	39.4	20.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	27.0	9.4	0.2	0.3	0.4		18.3	0.5		4.0	7.1	0.1
Delay (s)	77.5	47.1	20.6	37.5	41.0		49.5	20.5		35.4	46.5	20.9
Level of Service	E	D	C	D	D		D	C		D	D	C
Approach Delay (s)		51.8			40.6			26.4			40.6	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	40.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.9
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	458	462	307	44	313	229	900	38	1234	363
v/c Ratio	0.94	0.82	0.36	0.17	0.44	0.83	0.40	0.25	0.84	0.40
Control Delay	79.9	50.3	3.3	36.5	41.3	52.5	21.0	42.9	46.6	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.9	50.3	3.3	36.5	41.3	52.5	21.0	42.9	46.6	9.9
Queue Length 50th (ft)	183	333	18	27	107	126	161	22	334	59
Queue Length 95th (ft)	#285	434	40	55	142	#224	217	64	#537	150
Internal Link Dist (ft)		793			490		259		826	
Turn Bay Length (ft)	150		170	55		145		200		200
Base Capacity (vph)	485	597	896	273	870	327	2260	155	1464	901
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.77	0.34	0.16	0.36	0.70	0.40	0.25	0.84	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

FUTURE (2029) TRAFFIC CONDITIONS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	97	760	1097	52	69	101
Future Volume (veh/h)	97	760	1097	52	69	101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1870	1841	1693	1841
Adj Flow Rate, veh/h	100	784	1131	54	86	126
Peak Hour Factor	0.97	0.97	0.97	0.97	0.80	0.80
Percent Heavy Veh, %	1	1	2	4	14	4
Cap, veh/h	395	2765	2665	127	170	165
Arrive On Green	0.77	0.77	0.77	0.77	0.11	0.11
Sat Flow, veh/h	477	3676	3546	165	1612	1560
Grp Volume(v), veh/h	100	784	582	603	86	126
Grp Sat Flow(s),veh/h/ln	477	1791	1777	1840	1612	1560
Q Serve(g_s), s	8.1	5.7	10.0	10.0	4.5	7.1
Cycle Q Clear(g_c), s	18.1	5.7	10.0	10.0	4.5	7.1
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	395	2765	1372	1421	170	165
V/C Ratio(X)	0.25	0.28	0.42	0.42	0.50	0.76
Avail Cap(c_a), veh/h	395	2765	1372	1421	376	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.6	3.0	3.5	3.5	38.0	39.1
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.9	2.3	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	2.2	4.3	4.5	3.4	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.7	3.0	4.4	4.4	40.3	46.3
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		884	1185		212	
Approach Delay, s/veh		3.4	4.4		43.9	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		75.5		14.5		75.5
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		58.0		21.0		58.0
Max Q Clear Time (g_c+I1), s		12.0		9.1		20.1
Green Ext Time (p_c), s		14.9		0.5		5.0

Intersection Summary		
HCM 6th Ctrl Delay		7.7
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1134	6	8	1236	32	20
Future Vol, veh/h	1134	6	8	1236	32	20
Conflicting Peds, #/hr	0	3	3	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	45	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	91	91	72	72
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1169	6	9	1358	44	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1178	0	1872	592
Stage 1	-	-	-	-	1175	-
Stage 2	-	-	-	-	697	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	600	-	65	454
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	461	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	599	-	64	453
Mov Cap-2 Maneuver	-	-	-	-	177	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	454	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	27.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	231	-	-	599	-
HCM Lane V/C Ratio	0.313	-	-	0.015	-
HCM Control Delay (s)	27.5	-	-	11.1	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.3	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	630	15	9	970	265	30	177	8	144	157	139
Future Volume (vph)	188	630	15	9	970	265	30	177	8	144	157	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	16	16	12	9	12	12
Total Lost time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1647	3520		1564	3303	1710		2125	1575	3090	1736	
Flt Permitted	0.20	1.00		0.35	1.00	1.00		0.89	1.00	0.95	1.00	
Satd. Flow (perm)	353	3520		571	3303	1710		1913	1575	3090	1736	
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	200	670	16	9	1021	279	33	195	9	167	183	162
RTOR Reduction (vph)	0	1	0	0	0	80	0	0	7	0	33	0
Lane Group Flow (vph)	200	685	0	9	1021	199	0	228	2	167	312	0
Confl. Peds. (#/hr)	7		9	9		7	4		1	1		4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	2%	2%	7%	11%	2%	4%	4%	0%	0%	2%	0%	2%
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA	Perm	Prot	NA	
Protected Phases		6			2	3		4		3	8	
Permitted Phases	6			2		2	4	4	4		8	
Actuated Green, G (s)	46.9	46.9		46.9	46.9	56.9		16.2	16.2	10.0	32.3	
Effective Green, g (s)	46.9	46.9		46.9	46.9	56.9		16.2	16.2	10.0	32.3	
Actuated g/C Ratio	0.52	0.52		0.52	0.52	0.63		0.18	0.18	0.11	0.36	
Clearance Time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Vehicle Extension (s)	3.8	3.8		4.4	4.4	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	183	1834		297	1721	1081		344	283	343	623	
v/s Ratio Prot		0.19			0.31	0.02				0.05	c0.18	
v/s Ratio Perm	c0.57			0.02		0.10		c0.12	0.00			
v/c Ratio	1.09	0.37		0.03	0.59	0.18		0.66	0.01	0.49	0.50	
Uniform Delay, d1	21.6	12.8		10.5	14.9	6.9		34.4	30.3	37.6	22.5	
Progression Factor	1.08	1.05		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	93.2	0.6		0.2	1.5	0.1		4.7	0.0	1.1	0.6	
Delay (s)	116.5	14.0		10.7	16.5	7.0		39.1	30.3	38.7	23.2	
Level of Service	F	B		B	B	A		D	C	D	C	
Approach Delay (s)		37.2			14.4			38.8			28.2	
Approach LOS		D			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	25.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.9
Intersection Capacity Utilization	83.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	200	686	9	1021	279	228	9	167	345
v/c Ratio	1.09	0.37	0.03	0.59	0.24	0.66	0.02	0.49	0.53
Control Delay	119.1	14.9	13.0	17.5	2.2	43.3	0.1	42.9	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.1	14.9	13.0	17.5	2.2	43.3	0.1	42.9	21.6
Queue Length 50th (ft)	~133	135	2	200	10	122	0	46	129
Queue Length 95th (ft)	#280	187	11	302	41	183	0	74	176
Internal Link Dist (ft)		217		793		1015			290
Turn Bay Length (ft)	130		115		110		20	130	
Base Capacity (vph)	184	1837	298	1722	1151	616	578	343	665
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.37	0.03	0.59	0.24	0.37	0.02	0.49	0.52

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.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	629	439	0
Future Vol, veh/h	0	0	0	629	439	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	684	477	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1161	239	477	0	-	0
Stage 1	477	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	202	763	1083	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	202	763	1083	-	-	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	500	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1083	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	167	55	78	92	35	34	443	135	43	316	33
Future Volume (veh/h)	48	167	55	78	92	35	34	443	135	43	316	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.99	1.00		0.97	1.00		0.99
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	1811	1930	1870	1885	1900	1591	1781	1856	1796	1639	1961	1856
Adj Flow Rate, veh/h	59	206	68	93	110	42	37	487	148	54	400	42
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.91	0.91	0.91	0.79	0.79	0.79
Percent Heavy Veh, %	6	3	2	1	0	25	3	3	2	13	1	3
Cap, veh/h	621	626	207	517	868	607	381	696	552	226	1275	133
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1184	1371	453	1101	1900	1329	898	1856	1472	693	3400	355
Grp Volume(v), veh/h	59	0	274	93	110	42	37	487	148	54	218	224
Grp Sat Flow(s),veh/h/ln	1184	0	1824	1101	1900	1329	898	1856	1472	693	1863	1892
Q Serve(g_s), s	1.8	0.0	5.8	3.5	2.0	1.1	1.8	13.3	4.2	4.3	5.0	5.0
Cycle Q Clear(g_c), s	3.8	0.0	5.8	9.3	2.0	1.1	6.9	13.3	4.2	17.6	5.0	5.0
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	621	0	833	517	868	607	381	696	552	226	698	710
V/C Ratio(X)	0.10	0.00	0.33	0.18	0.13	0.07	0.10	0.70	0.27	0.24	0.31	0.32
Avail Cap(c_a), veh/h	621	0	833	517	868	607	462	863	685	288	866	880
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	0.0	10.4	13.4	9.4	9.1	15.7	15.9	13.0	23.4	13.3	13.3
Incr Delay (d2), s/veh	0.3	0.0	1.1	0.8	0.3	0.2	0.3	4.0	0.8	1.0	0.5	0.5
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(95%),veh/ln	0.8	0.0	4.0	1.6	1.4	0.5	0.7	9.7	2.4	1.3	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.8	0.0	11.5	14.2	9.7	9.4	16.0	19.9	13.8	24.3	13.7	13.7
LnGrp LOS	B	A	B	B	A	A	B	B	B	C	B	B
Approach Vol, veh/h		333			245			672			496	
Approach Delay, s/veh		11.4			11.3			18.3			14.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.4		27.6		32.4		27.6				
Change Period (Y+Rc), s		* 5		5.1		* 5		5.1				
Max Green Setting (Gmax), s		* 22		27.9		* 22		27.9				
Max Q Clear Time (g_c+I1), s		11.3		19.6		7.8		15.3				
Green Ext Time (p_c), s		2.1		2.9		4.0		6.0				

Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

Notes

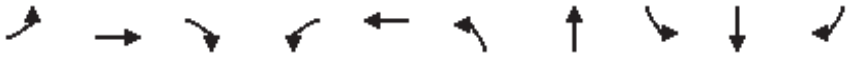
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	371	264	161	45	382	52	311	1698	34	38	900	574
Future Volume (vph)	371	264	161	45	382	52	311	1698	34	38	900	574
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	13	11	11	12	10	10	12	9	10	16
Total Lost time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3236	1773	1610	1720	3388		1684	4772		1540	4746	1751
Flt Permitted	0.95	1.00	1.00	0.58	1.00		0.11	1.00		0.13	1.00	1.00
Satd. Flow (perm)	3236	1773	1610	1057	3388		196	4772		213	4746	1751
Peak-hour factor, PHF	0.92	0.92	0.92	0.87	0.87	0.87	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	403	287	175	52	439	60	346	1887	38	41	978	624
RTOR Reduction (vph)	0	0	93	0	10	0	0	1	0	0	0	101
Lane Group Flow (vph)	403	287	82	52	489	0	346	1924	0	41	978	523
Confl. Peds. (#/hr)	9		26	26		9	16		23	23		16
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	1%	0%	1%	0%	1%	0%	0%	1%	0%	5%	2%	2%
Turn Type	Prot	NA	pm+ov	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2			6	7
Permitted Phases			4	8			2			6		6
Actuated Green, G (s)	15.0	29.5	56.5	25.8	23.7		63.1	63.1		30.4	30.4	45.4
Effective Green, g (s)	15.0	29.5	56.5	25.8	23.7		63.1	63.1		30.4	30.4	45.4
Actuated g/C Ratio	0.12	0.25	0.47	0.22	0.20		0.53	0.53		0.25	0.25	0.38
Clearance Time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Vehicle Extension (s)	2.0	3.8	3.0	3.0	3.0		3.0	4.7		5.5	5.5	2.0
Lane Grp Cap (vph)	404	435	758	286	669		437	2509		53	1202	662
v/s Ratio Prot	c0.12	0.16	0.02	0.02	c0.14		0.18	c0.40			0.21	0.10
v/s Ratio Perm			0.03	0.02			c0.24			0.19		0.20
v/c Ratio	1.00	0.66	0.11	0.18	0.73		0.79	0.77		0.77	0.81	0.79
Uniform Delay, d1	52.5	40.7	17.7	38.9	45.2		30.8	22.6		41.6	42.1	33.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	43.8	3.9	0.1	0.3	4.1		9.5	2.3		69.1	6.1	5.8
Delay (s)	96.2	44.6	17.8	39.2	49.3		40.3	24.9		110.7	48.2	38.8
Level of Service	F	D	B	D	D		D	C		F	D	D
Approach Delay (s)		63.2			48.3			27.3			46.2	
Approach LOS		E			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	41.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.9
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	403	287	175	52	499	346	1925	41	978	624
v/c Ratio	1.00	0.66	0.20	0.18	0.76	0.79	0.76	0.75	0.79	0.81
Control Delay	96.9	49.3	1.8	39.6	52.6	42.9	25.0	109.8	47.8	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.9	49.3	1.8	39.6	52.6	42.9	25.0	109.8	47.8	32.1
Queue Length 50th (ft)	163	210	0	33	190	197	408	30	265	304
Queue Length 95th (ft)	#269	286	21	63	226	#371	527	#105	#356	#549
Internal Link Dist (ft)		793			490		259		826	
Turn Bay Length (ft)	150		170	55		145		200		200
Base Capacity (vph)	404	541	861	291	856	439	2544	55	1234	769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.53	0.20	0.18	0.58	0.79	0.76	0.75	0.79	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	157	1199	713	67	75	194
Future Volume (veh/h)	157	1199	713	67	75	194
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1900	1870	1885
Adj Flow Rate, veh/h	173	1318	759	71	100	259
Peak Hour Factor	0.91	0.91	0.94	0.94	0.75	0.75
Percent Heavy Veh, %	0	1	1	0	2	1
Cap, veh/h	482	2475	2288	214	332	298
Arrive On Green	0.69	0.69	0.69	0.69	0.19	0.19
Sat Flow, veh/h	671	3676	3405	310	1781	1598
Grp Volume(v), veh/h	173	1318	410	420	100	259
Grp Sat Flow(s),veh/h/ln	671	1791	1791	1829	1781	1598
Q Serve(g_s), s	12.5	16.2	8.3	8.3	4.4	14.2
Cycle Q Clear(g_c), s	20.8	16.2	8.3	8.3	4.4	14.2
Prop In Lane	1.00			0.17	1.00	1.00
Lane Grp Cap(c), veh/h	482	2475	1238	1264	332	298
V/C Ratio(X)	0.36	0.53	0.33	0.33	0.30	0.87
Avail Cap(c_a), veh/h	482	2475	1238	1264	435	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.7	6.8	5.6	5.6	31.5	35.5
Incr Delay (d2), s/veh	0.2	0.1	0.7	0.7	0.5	15.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	8.1	4.6	4.7	3.5	11.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	6.9	6.3	6.3	32.0	50.5
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		1491	830		359	
Approach Delay, s/veh		7.3	6.3		45.4	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		68.2		21.8		68.2
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		57.0		22.0		57.0
Max Q Clear Time (g_c+I1), s		10.3		16.2		22.8
Green Ext Time (p_c), s		8.8		0.6		9.0

Intersection Summary		
HCM 6th Ctrl Delay	12.1	
HCM 6th LOS	B	

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1223	24	14	755	9	12
Future Vol, veh/h	1223	24	14	755	9	12
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	45	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	88	88	56	56
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1374	27	16	858	16	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1405	0	1853	705
Stage 1	-	-	-	-	1392	-
Stage 2	-	-	-	-	461	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	492	-	67	383
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	607	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	490	-	65	382
Mov Cap-2 Maneuver	-	-	-	-	156	-
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	587	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	23.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	236	-	-	490	-
HCM Lane V/C Ratio	0.159	-	-	0.032	-
HCM Control Delay (s)	23.1	-	-	12.6	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	201	981	40	21	606	217	17	115	7	195	192	176
Future Volume (vph)	201	981	40	21	606	217	17	115	7	195	192	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	16	16	12	9	12	12
Total Lost time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1661	3546		1741	3336	1749		2139	1578	3120	1732	
Flt Permitted	0.38	1.00		0.20	1.00	1.00		0.90	1.00	0.95	1.00	
Satd. Flow (perm)	656	3546		370	3336	1749		1930	1578	3120	1732	
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	212	1033	42	23	652	233	18	124	8	214	211	193
RTOR Reduction (vph)	0	2	0	0	0	75	0	0	7	0	37	0
Lane Group Flow (vph)	212	1073	0	23	652	158	0	142	1	214	367	0
Confl. Peds. (#/hr)	5		9	9		5	3					3
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	1%	1%	3%	0%	1%	2%	0%	0%	0%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA	Perm	Prot	NA	
Protected Phases		6			2	3		4		3	8	
Permitted Phases	6			2		2	4	4	4		8	
Actuated Green, G (s)	51.2	51.2		51.2	51.2	61.2		11.9	11.9	10.0	28.0	
Effective Green, g (s)	51.2	51.2		51.2	51.2	61.2		11.9	11.9	10.0	28.0	
Actuated g/C Ratio	0.57	0.57		0.57	0.57	0.68		0.13	0.13	0.11	0.31	
Clearance Time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Vehicle Extension (s)	3.8	3.8		4.4	4.4	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	373	2017		210	1897	1189		255	208	346	538	
v/s Ratio Prot		0.30			0.20	0.01				0.07	c0.21	
v/s Ratio Perm	c0.32			0.06		0.08		0.07	0.00			
v/c Ratio	0.57	0.53		0.11	0.34	0.13		0.56	0.01	0.62	0.68	
Uniform Delay, d1	12.4	12.0		8.9	10.4	5.1		36.6	33.9	38.2	27.1	
Progression Factor	0.73	0.77		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.6	0.9		1.1	0.5	0.1		2.6	0.0	3.3	3.6	
Delay (s)	14.6	10.1		10.0	10.9	5.1		39.2	33.9	41.5	30.7	
Level of Service	B	B		A	B	A		D	C	D	C	
Approach Delay (s)		10.8			9.4			38.9			34.4	
Approach LOS		B			A			D			C	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.9
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	212	1075	23	652	233	142	8	214	404
v/c Ratio	0.57	0.53	0.11	0.34	0.19	0.56	0.03	0.62	0.70
Control Delay	16.4	10.6	11.9	11.5	1.0	44.6	0.1	46.6	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	10.6	11.9	11.5	1.0	44.6	0.1	46.6	30.4
Queue Length 50th (ft)	53	110	6	97	0	77	0	60	175
Queue Length 95th (ft)	92	184	21	148	19	129	0	97	260
Internal Link Dist (ft)		217		793		1015			290
Turn Bay Length (ft)	130		115		110		20	130	
Base Capacity (vph)	373	2019	210	1898	1254	622	579	346	608
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.53	0.11	0.34	0.19	0.23	0.01	0.62	0.66

Intersection Summary

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	535	563	0
Future Vol, veh/h	0	0	0	535	563	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	582	612	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1194	306	612	0	-	0
Stage 1	612	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	192	691	965	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	192	691	965	-	-	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	965	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	145	44	171	149	75	38	314	172	48	307	42
Future Volume (veh/h)	16	145	44	171	149	75	38	314	172	48	307	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.96	0.99		0.99
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	1900	1961	1900	1900	1900	1884	1824	1870	1810	1696	1961	1900
Adj Flow Rate, veh/h	20	177	54	186	162	82	42	349	191	55	353	48
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.90	0.90	0.90	0.87	0.87	0.87
Percent Heavy Veh, %	0	1	0	0	0	6	0	2	1	9	1	0
Cap, veh/h	671	753	230	649	997	829	332	574	454	235	1009	136
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1146	1435	438	1156	1900	1579	952	1870	1479	781	3292	444
Grp Volume(v), veh/h	20	0	231	186	162	82	42	349	191	55	198	203
Grp Sat Flow(s),veh/h/ln	1146	0	1872	1156	1900	1579	952	1870	1479	781	1863	1873
Q Serve(g_s), s	0.6	0.0	4.0	6.2	2.7	1.6	2.2	9.5	6.2	3.9	5.0	5.0
Cycle Q Clear(g_c), s	3.2	0.0	4.0	10.2	2.7	1.6	7.2	9.5	6.2	13.4	5.0	5.0
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	671	0	983	649	997	829	332	574	454	235	571	574
V/C Ratio(X)	0.03	0.00	0.24	0.29	0.16	0.10	0.13	0.61	0.42	0.23	0.35	0.35
Avail Cap(c_a), veh/h	671	0	983	649	997	829	435	776	614	320	773	777
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	0.0	7.7	10.5	7.4	7.1	19.0	17.7	16.6	23.4	16.1	16.2
Incr Delay (d2), s/veh	0.1	0.0	0.6	1.1	0.3	0.2	0.5	3.0	1.8	0.9	0.6	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(95%),veh/ln	0.2	0.0	2.7	2.8	1.8	0.9	0.9	7.5	3.8	1.3	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.0	8.3	11.6	7.7	7.4	19.5	20.7	18.4	24.3	16.8	16.8
LnGrp LOS	A	A	A	B	A	A	B	C	B	C	B	B
Approach Vol, veh/h		251			430			582			456	
Approach Delay, s/veh		8.3			9.3			19.9			17.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.5		23.5		36.5		23.5				
Change Period (Y+Rc), s		* 5		5.1		* 5		5.1				
Max Green Setting (Gmax), s		* 25		24.9		* 25		24.9				
Max Q Clear Time (g_c+I1), s		12.2		15.4		6.0		11.5				
Green Ext Time (p_c), s		4.3		2.9		3.6		5.2				

Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

Notes

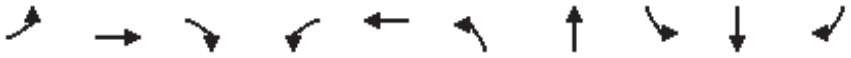
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	463	448	290	54	276	47	219	1211	44	64	1761	436
Future Volume (vph)	463	448	290	54	276	47	219	1211	44	64	1761	436
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	13	11	11	12	10	10	12	9	10	16
Total Lost time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	0.99		1.00	0.99		1.00	1.00	0.95
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		0.98	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3236	1773	1570	1648	3328		1668	4611		1590	4700	1696
Flt Permitted	0.95	1.00	1.00	0.41	1.00		0.09	1.00		0.18	1.00	1.00
Satd. Flow (perm)	3236	1773	1570	714	3328		160	4611		309	4700	1696
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.91	0.91	0.91	0.98	0.98	0.98
Adj. Flow (vph)	487	472	305	58	297	51	241	1331	48	65	1797	445
RTOR Reduction (vph)	0	0	90	0	11	0	0	3	0	0	0	102
Lane Group Flow (vph)	487	472	215	58	337	0	241	1376	0	65	1797	343
Confl. Peds. (#/hr)	44		32	32		44	42		48	48		42
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	1%	0%	2%	5%	1%	5%	1%	4%	0%	0%	3%	2%
Turn Type	Prot	NA	pm+ov	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2			6	7
Permitted Phases			4	8			2			6		6
Actuated Green, G (s)	13.0	36.7	52.3	31.5	29.4		59.4	59.4		38.1	38.1	51.1
Effective Green, g (s)	13.0	36.7	52.3	31.5	29.4		59.4	59.4		38.1	38.1	51.1
Actuated g/C Ratio	0.11	0.31	0.44	0.26	0.24		0.49	0.49		0.32	0.32	0.43
Clearance Time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Vehicle Extension (s)	2.0	3.8	3.0	3.0	3.0		3.0	4.7		5.5	5.5	2.0
Lane Grp Cap (vph)	350	542	684	243	815		275	2282		98	1492	722
v/s Ratio Prot	c0.15	c0.27	0.04	0.01	c0.10		c0.11	0.30			c0.38	0.05
v/s Ratio Perm			0.10	0.05			0.32			0.21		0.15
v/c Ratio	1.39	0.87	0.31	0.24	0.41		0.88	0.60		0.66	1.20	0.48
Uniform Delay, d1	53.5	39.4	22.1	38.3	38.1		34.2	21.8		35.4	41.0	24.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	192.8	14.6	0.3	0.5	0.3		25.3	1.2		30.2	98.6	0.2
Delay (s)	246.3	54.0	22.4	38.8	38.4		59.5	23.0		65.6	139.6	25.0
Level of Service	F	D	C	D	D		E	C		E	F	C
Approach Delay (s)		120.5			38.4			28.4			115.4	
Approach LOS		F			D			C			F	

Intersection Summary			
HCM 2000 Control Delay	85.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.9
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	487	472	305	58	348	241	1379	65	1797	445
v/c Ratio	1.39	0.87	0.39	0.22	0.43	0.87	0.59	0.65	1.17	0.54
Control Delay	232.6	57.2	8.1	36.3	37.9	61.7	23.4	67.2	122.7	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	232.6	57.2	8.1	36.3	37.9	61.7	23.4	67.2	122.7	15.0
Queue Length 50th (ft)	~258	338	49	33	110	~163	289	43	~612	131
Queue Length 95th (ft)	#367	#513	97	67	154	#330	340	#119	#709	217
Internal Link Dist (ft)		793			490		259		826	
Turn Bay Length (ft)	150		170	55		145		200		200
Base Capacity (vph)	350	549	783	278	896	276	2321	100	1530	830
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.39	0.86	0.39	0.21	0.39	0.87	0.59	0.65	1.17	0.54

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 (2029) WITH PROJECT TRAFFIC CONDITIONS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	97	798	1107	52	69	101
Future Volume (veh/h)	97	798	1107	52	69	101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1870	1841	1693	1841
Adj Flow Rate, veh/h	100	823	1141	54	86	126
Peak Hour Factor	0.97	0.97	0.97	0.97	0.80	0.80
Percent Heavy Veh, %	1	1	2	4	14	4
Cap, veh/h	444	2765	2666	126	170	165
Arrive On Green	0.77	0.77	1.00	1.00	0.11	0.11
Sat Flow, veh/h	472	3676	3547	163	1612	1560
Grp Volume(v), veh/h	100	823	587	608	86	126
Grp Sat Flow(s),veh/h/ln	472	1791	1777	1840	1612	1560
Q Serve(g_s), s	5.5	6.1	0.0	0.0	4.5	7.1
Cycle Q Clear(g_c), s	5.5	6.1	0.0	0.0	4.5	7.1
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	444	2765	1372	1421	170	165
V/C Ratio(X)	0.23	0.30	0.43	0.43	0.50	0.76
Avail Cap(c_a), veh/h	444	2765	1372	1421	376	364
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.0	3.0	0.0	0.0	38.0	39.1
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.9	2.3	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	2.3	0.7	0.7	3.4	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.1	3.1	1.0	0.9	40.3	46.3
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		923	1195		212	
Approach Delay, s/veh		3.1	1.0		43.9	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		75.5		14.5		75.5
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		58.0		21.0		58.0
Max Q Clear Time (g_c+I1), s		2.0		9.1		8.1
Green Ext Time (p_c), s		15.9		0.5		5.3

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1178	1277	6	0	0
Future Vol, veh/h	0	1178	1277	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1280	1388	7	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	698
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	383
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	383
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1172	6	9	1246	32	24
Future Vol, veh/h	1172	6	9	1246	32	24
Conflicting Peds, #/hr	0	3	3	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	45	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	91	91	72	72
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1208	6	10	1369	44	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1217	0	1919	611
Stage 1	-	-	-	-	1214	-
Stage 2	-	-	-	-	705	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	580	-	61	442
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	456	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	579	-	60	441
Mov Cap-2 Maneuver	-	-	-	-	170	-
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	28.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	231	-	-	579	-
HCM Lane V/C Ratio	0.337	-	-	0.017	-
HCM Control Delay (s)	28.3	-	-	11.3	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	233	627	15	9	969	353	30	183	8	169	158	157
Future Volume (vph)	233	627	15	9	969	353	30	183	8	169	158	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	16	16	12	9	12	12
Total Lost time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1648	3520		1564	3303	1710		2125	1575	3090	1726	
Flt Permitted	0.20	1.00		0.35	1.00	1.00		0.89	1.00	0.95	1.00	
Satd. Flow (perm)	349	3520		570	3303	1710		1914	1575	3090	1726	
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	248	667	16	9	1020	372	33	201	9	197	184	183
RTOR Reduction (vph)	0	1	0	0	0	109	0	0	7	0	37	0
Lane Group Flow (vph)	248	682	0	9	1020	263	0	234	2	197	330	0
Confl. Peds. (#/hr)	7		9	9		7	4		1	1		4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	2%	2%	7%	11%	2%	4%	4%	0%	0%	2%	0%	2%
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA	Perm	Prot	NA	
Protected Phases		6			2	3		4		3	8	
Permitted Phases	6			2		2	4	4	4		8	
Actuated Green, G (s)	46.2	46.2		46.2	46.2	56.2		16.9	16.9	10.0	33.0	
Effective Green, g (s)	46.2	46.2		46.2	46.2	56.2		16.9	16.9	10.0	33.0	
Actuated g/C Ratio	0.51	0.51		0.51	0.51	0.62		0.19	0.19	0.11	0.37	
Clearance Time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Vehicle Extension (s)	3.8	3.8		4.4	4.4	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	179	1806		292	1695	1067		359	295	343	632	
v/s Ratio Prot		0.19			0.31	0.03				0.06	c0.19	
v/s Ratio Perm	c0.71			0.02		0.13		c0.12	0.00			
v/c Ratio	1.39	0.38		0.03	0.60	0.25		0.65	0.01	0.57	0.52	
Uniform Delay, d1	21.9	13.2		10.8	15.4	7.5		33.8	29.7	38.0	22.3	
Progression Factor	1.08	1.04		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	203.9	0.6		0.2	1.6	0.1		4.2	0.0	2.3	0.8	
Delay (s)	227.5	14.3		11.0	17.0	7.6		38.0	29.7	40.3	23.1	
Level of Service	F	B		B	B	A		D	C	D	C	
Approach Delay (s)		71.1			14.5			37.7			29.1	
Approach LOS		E			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	35.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.9
Intersection Capacity Utilization	87.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	248	683	9	1020	372	234	9	197	367
v/c Ratio	1.39	0.38	0.03	0.60	0.32	0.65	0.02	0.57	0.55
Control Delay	230.8	15.3	13.6	18.2	2.5	41.8	0.1	45.2	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	230.8	15.3	13.6	18.2	2.5	41.8	0.1	45.2	21.3
Queue Length 50th (ft)	~196	135	2	203	13	124	0	55	136
Queue Length 95th (ft)	#358	190	12	309	51	184	0	86	183
Internal Link Dist (ft)		217		793		1015			290
Turn Bay Length (ft)	130		115		110		20	130	
Base Capacity (vph)	179	1806	292	1694	1166	616	578	343	677
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.39	0.38	0.03	0.60	0.32	0.38	0.02	0.57	0.54

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.

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	43	139	629	440	65
Future Vol, veh/h	16	43	139	629	440	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	47	151	684	478	71

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1500	275	549	0	-	0
Stage 1	514	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	123	723	1019	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	94	723	1019	-	-	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.6	1.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1019	-	257	-	-
HCM Lane V/C Ratio	0.148	-	0.25	-	-
HCM Control Delay (s)	9.1	0	23.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.5	-	1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	167	55	98	92	35	34	454	140	43	361	33
Future Volume (veh/h)	48	167	55	98	92	35	34	454	140	43	361	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.99	1.00		0.97	1.00		0.99
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	1811	1930	1870	1885	1900	1591	1781	1856	1796	1639	1961	1856
Adj Flow Rate, veh/h	59	206	68	117	110	42	37	499	154	54	457	42
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.91	0.91	0.91	0.79	0.79	0.79
Percent Heavy Veh, %	6	3	2	1	0	25	3	3	2	13	1	3
Cap, veh/h	609	614	203	505	850	595	367	713	566	227	1324	121
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1183	1371	453	1101	1900	1329	852	1856	1473	682	3447	316
Grp Volume(v), veh/h	59	0	274	117	110	42	37	499	154	54	246	253
Grp Sat Flow(s),veh/h/ln	1183	0	1824	1101	1900	1329	852	1856	1473	682	1863	1900
Q Serve(g_s), s	1.8	0.0	5.9	4.6	2.0	1.1	1.9	13.6	4.3	4.3	5.6	5.7
Cycle Q Clear(g_c), s	3.9	0.0	5.9	10.5	2.0	1.1	7.6	13.6	4.3	17.9	5.6	5.7
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	609	0	816	505	850	595	367	713	566	227	715	730
V/C Ratio(X)	0.10	0.00	0.34	0.23	0.13	0.07	0.10	0.70	0.27	0.24	0.34	0.35
Avail Cap(c_a), veh/h	609	0	816	505	850	595	436	863	685	283	866	883
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	10.8	14.2	9.7	9.5	15.8	15.6	12.7	23.1	13.1	13.1
Incr Delay (d2), s/veh	0.3	0.0	1.1	1.1	0.3	0.2	0.3	3.9	0.7	0.9	0.5	0.5
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(95%),veh/ln	0.9	0.0	4.1	2.1	1.5	0.6	0.7	9.8	2.5	1.3	3.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.0	11.9	15.3	10.0	9.7	16.2	19.5	13.5	24.1	13.6	13.6
LnGrp LOS	B	A	B	B	B	A	B	B	B	C	B	B
Approach Vol, veh/h		333			269			690			553	
Approach Delay, s/veh		11.8			12.3			18.0			14.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	31.9	28.1	31.9	28.1
Change Period (Y+Rc), s	* 5	5.1	* 5	5.1
Max Green Setting (Gmax), s	* 22	27.9	* 22	27.9
Max Q Clear Time (g_c+I1), s	12.5	19.9	7.9	15.6
Green Ext Time (p_c), s	2.2	3.1	4.0	6.1

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

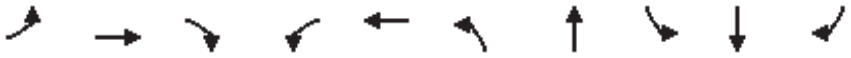
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	383	267	168	45	398	52	335	1698	34	38	900	621
Future Volume (vph)	383	267	168	45	398	52	335	1698	34	38	900	621
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	13	11	11	12	10	10	12	9	10	16
Total Lost time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3236	1773	1612	1720	3390		1684	4772		1540	4746	1753
Flt Permitted	0.95	1.00	1.00	0.58	1.00		0.12	1.00		0.15	1.00	1.00
Satd. Flow (perm)	3236	1773	1612	1055	3390		222	4772		247	4746	1753
Peak-hour factor, PHF	0.92	0.92	0.92	0.87	0.87	0.87	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	416	290	183	52	457	60	372	1887	38	41	978	675
RTOR Reduction (vph)	0	0	91	0	9	0	0	1	0	0	0	107
Lane Group Flow (vph)	416	290	92	52	508	0	372	1924	0	41	978	568
Confl. Peds. (#/hr)	9		26	26		9	16		23	23		16
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	1%	0%	1%	0%	1%	0%	0%	1%	0%	5%	2%	2%
Turn Type	Prot	NA	pm+ov	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2			6	7
Permitted Phases			4	8			2			6		6
Actuated Green, G (s)	15.0	29.8	60.2	26.5	24.4		62.4	62.4		26.3	26.3	41.3
Effective Green, g (s)	15.0	29.8	60.2	26.5	24.4		62.4	62.4		26.3	26.3	41.3
Actuated g/C Ratio	0.12	0.25	0.50	0.22	0.20		0.52	0.52		0.22	0.22	0.34
Clearance Time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Vehicle Extension (s)	2.0	3.8	3.0	3.0	3.0		3.0	4.7		5.5	5.5	2.0
Lane Grp Cap (vph)	404	440	808	294	689		485	2481		54	1040	603
v/s Ratio Prot	c0.13	0.16	0.03	0.02	c0.15		0.19	c0.40			0.21	c0.12
v/s Ratio Perm			0.03	0.02			0.20			0.17		0.21
v/c Ratio	1.03	0.66	0.11	0.18	0.74		0.77	0.78		0.76	0.94	0.94
Uniform Delay, d1	52.5	40.5	15.8	38.3	44.8		29.5	23.2		43.9	46.1	38.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	52.6	3.8	0.1	0.3	4.1		7.1	2.4		65.5	16.8	23.0
Delay (s)	105.1	44.4	15.9	38.6	48.9		36.6	25.6		109.4	62.9	61.2
Level of Service	F	D	B	D	D		D	C		F	E	E
Approach Delay (s)		66.9			48.0			27.4			63.3	
Approach LOS		E			D			C			E	

Intersection Summary			
HCM 2000 Control Delay	47.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.9
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	416	290	183	52	517	372	1925	41	978	675
v/c Ratio	1.03	0.66	0.20	0.18	0.77	0.76	0.76	0.73	0.91	0.94
Control Delay	104.0	49.1	1.8	39.0	52.5	40.0	25.7	107.0	58.1	48.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.0	49.1	1.8	39.0	52.5	40.0	25.7	107.0	58.1	48.6
Queue Length 50th (ft)	~177	213	0	33	197	211	413	30	273	369
Queue Length 95th (ft)	#280	288	22	62	233	#414	533	#99	#356	#472
Internal Link Dist (ft)		793			490		259		826	
Turn Bay Length (ft)	150		170	55		145		200		200
Base Capacity (vph)	404	543	910	298	856	487	2519	56	1077	717
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.53	0.20	0.17	0.60	0.76	0.76	0.73	0.91	0.94

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.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	157	1223	751	67	75	194
Future Volume (veh/h)	157	1223	751	67	75	194
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1900	1870	1885
Adj Flow Rate, veh/h	173	1344	799	71	100	259
Peak Hour Factor	0.91	0.91	0.94	0.94	0.75	0.75
Percent Heavy Veh, %	0	1	1	0	2	1
Cap, veh/h	508	2475	2300	204	332	298
Arrive On Green	0.69	0.69	0.92	0.92	0.19	0.19
Sat Flow, veh/h	647	3676	3422	296	1781	1598
Grp Volume(v), veh/h	173	1344	430	440	100	259
Grp Sat Flow(s),veh/h/ln	647	1791	1791	1832	1781	1598
Q Serve(g_s), s	11.1	16.7	2.6	2.6	4.4	14.2
Cycle Q Clear(g_c), s	13.7	16.7	2.6	2.6	4.4	14.2
Prop In Lane	1.00			0.16	1.00	1.00
Lane Grp Cap(c), veh/h	508	2475	1238	1266	332	298
V/C Ratio(X)	0.34	0.54	0.35	0.35	0.30	0.87
Avail Cap(c_a), veh/h	508	2475	1238	1266	435	391
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	6.9	1.2	1.2	31.5	35.5
Incr Delay (d2), s/veh	0.1	0.1	0.8	0.8	0.5	15.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	8.3	1.4	1.4	3.5	11.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.1	7.0	2.0	2.0	32.0	50.5
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		1517	870		359	
Approach Delay, s/veh		7.0	2.0		45.4	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		68.2		21.8		68.2
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		57.0		22.0		57.0
Max Q Clear Time (g_c+I1), s		4.6		16.2		18.7
Green Ext Time (p_c), s		9.5		0.6		9.6

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	1271	802	6	0	0
Future Vol, veh/h	0	1271	802	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1382	872	7	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	440
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	565
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	565
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

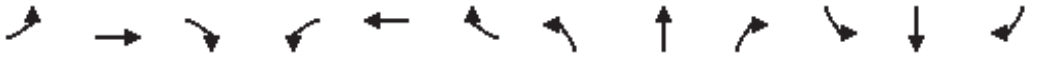
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1247	24	18	793	9	14
Future Vol, veh/h	1247	24	18	793	9	14
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	45	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	88	88	56	56
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1401	27	20	901	16	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1432	0	1910	718
Stage 1	-	-	-	-	1419	-
Stage 2	-	-	-	-	491	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	481	-	61	376
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	479	-	58	375
Mov Cap-2 Maneuver	-	-	-	-	150	-
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	561	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	23.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	236	-	-	479	-
HCM Lane V/C Ratio	0.174	-	-	0.043	-
HCM Control Delay (s)	23.4	-	-	12.9	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	233	976	40	21	599	280	17	119	7	285	198	231
Future Volume (vph)	233	976	40	21	599	280	17	119	7	285	198	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	16	16	12	9	12	12
Total Lost time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97		1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1661	3546		1741	3336	1749		2140	1579	3120	1713	
Flt Permitted	0.38	1.00		0.20	1.00	1.00		0.89	1.00	0.95	1.00	
Satd. Flow (perm)	658	3546		365	3336	1749		1923	1579	3120	1713	
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	245	1027	42	23	644	301	18	128	8	313	218	254
RTOR Reduction (vph)	0	2	0	0	0	101	0	0	7	0	47	0
Lane Group Flow (vph)	245	1067	0	23	644	200	0	146	1	313	425	0
Confl. Peds. (#/hr)	5		9	9		5	3					3
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	1%	1%	3%	0%	1%	2%	0%	0%	0%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA	Perm	Prot	NA	
Protected Phases		6			2	3		4		3	8	
Permitted Phases	6			2		2	4	4	4		8	
Actuated Green, G (s)	49.9	49.9		49.9	49.9	59.9		13.2	13.2	10.0	29.3	
Effective Green, g (s)	49.9	49.9		49.9	49.9	59.9		13.2	13.2	10.0	29.3	
Actuated g/C Ratio	0.55	0.55		0.55	0.55	0.67		0.15	0.15	0.11	0.33	
Clearance Time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Vehicle Extension (s)	3.8	3.8		4.4	4.4	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	364	1966		202	1849	1164		282	231	346	557	
v/s Ratio Prot		0.30			0.19	0.02				0.10	c0.25	
v/s Ratio Perm	c0.37			0.06		0.10		0.08	0.00			
v/c Ratio	0.67	0.54		0.11	0.35	0.17		0.52	0.01	0.90	0.76	
Uniform Delay, d1	14.3	12.8		9.5	11.1	5.7		35.5	32.8	39.5	27.2	
Progression Factor	0.81	0.83		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.7	1.0		1.1	0.5	0.1		1.6	0.0	25.9	6.2	
Delay (s)	20.3	11.6		10.7	11.6	5.8		37.1	32.8	65.4	33.4	
Level of Service	C	B		B	B	A		D	C	E	C	
Approach Delay (s)		13.2			9.8			36.8			46.2	
Approach LOS		B			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	21.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.9
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	245	1069	23	644	301	146	8	313	472
v/c Ratio	0.67	0.54	0.11	0.35	0.24	0.52	0.02	0.90	0.78
Control Delay	23.9	12.3	13.1	12.4	1.2	41.1	0.1	70.5	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	12.3	13.1	12.4	1.2	41.1	0.1	70.5	32.6
Queue Length 50th (ft)	98	144	6	98	0	78	0	92	208
Queue Length 95th (ft)	#237	221	22	157	24	127	0	#168	297
Internal Link Dist (ft)		217		793		1015			290
Turn Bay Length (ft)	130		115		110		20	130	
Base Capacity (vph)	364	1966	202	1848	1254	619	579	346	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.54	0.11	0.35	0.24	0.24	0.01	0.90	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	11

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	151	98	535	564	40
Future Vol, veh/h	66	151	98	535	564	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	164	107	582	613	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1431	328	656	0	-	0
Stage 1	635	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	136	668	929	-	-	-
Stage 1	491	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	113	668	929	-	-	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	443	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	69.2	1.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	929	-	268	-	-
HCM Lane V/C Ratio	0.115	-	0.88	-	-
HCM Control Delay (s)	9.4	0	69.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	7.6	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	145	44	184	149	75	38	360	193	48	335	42
Future Volume (veh/h)	16	145	44	184	149	75	38	360	193	48	335	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.97	1.00		0.99
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	1900	1961	1900	1900	1900	1884	1824	1870	1810	1696	1961	1900
Adj Flow Rate, veh/h	20	177	54	200	162	82	42	400	214	55	385	48
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.90	0.90	0.90	0.87	0.87	0.87
Percent Heavy Veh, %	0	1	0	0	0	6	0	2	1	9	1	0
Cap, veh/h	641	720	220	618	953	792	344	617	489	228	1099	136
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1146	1434	438	1155	1900	1578	926	1870	1481	730	3330	412
Grp Volume(v), veh/h	20	0	231	200	162	82	42	400	214	55	214	219
Grp Sat Flow(s),veh/h/ln	1146	0	1872	1155	1900	1578	926	1870	1481	730	1863	1880
Q Serve(g_s), s	0.6	0.0	4.2	7.1	2.8	1.6	2.2	10.9	6.8	4.2	5.2	5.3
Cycle Q Clear(g_c), s	3.4	0.0	4.2	11.4	2.8	1.6	7.5	10.9	6.8	15.1	5.2	5.3
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	641	0	939	618	953	792	344	617	489	228	615	620
V/C Ratio(X)	0.03	0.00	0.25	0.32	0.17	0.10	0.12	0.65	0.44	0.24	0.35	0.35
Avail Cap(c_a), veh/h	641	0	939	618	953	792	422	776	615	290	773	780
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	8.5	11.7	8.1	7.9	18.1	17.1	15.7	23.6	15.2	15.2
Incr Delay (d2), s/veh	0.1	0.0	0.6	1.4	0.4	0.3	0.5	3.4	1.8	1.0	0.6	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(95%),veh/ln	0.3	0.0	2.9	3.3	1.9	0.9	0.8	8.4	4.2	1.3	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.0	9.1	13.1	8.5	8.1	18.5	20.5	17.5	24.5	15.8	15.9
LnGrp LOS	A	A	A	B	A	A	B	C	B	C	B	B
Approach Vol, veh/h		251			444			656			488	
Approach Delay, s/veh		9.1			10.5			19.4			16.8	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.1	24.9	35.1	24.9
Change Period (Y+Rc), s	* 5	5.1	* 5	5.1
Max Green Setting (Gmax), s	* 25	24.9	* 25	24.9
Max Q Clear Time (g_c+I1), s	13.4	17.1	6.2	12.9
Green Ext Time (p_c), s	4.2	2.7	3.5	5.5

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

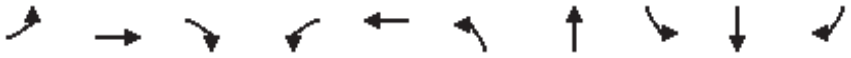
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	509	463	315	54	286	47	234	1211	44	64	1761	467
Future Volume (vph)	509	463	315	54	286	47	234	1211	44	64	1761	467
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	13	11	11	12	10	10	12	9	10	16
Total Lost time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	0.99		1.00	0.99		1.00	1.00	0.95
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		0.98	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3236	1773	1570	1649	3332		1668	4611		1590	4700	1696
Flt Permitted	0.95	1.00	1.00	0.39	1.00		0.09	1.00		0.18	1.00	1.00
Satd. Flow (perm)	3236	1773	1570	672	3332		161	4611		309	4700	1696
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.91	0.91	0.91	0.98	0.98	0.98
Adj. Flow (vph)	536	487	332	58	308	51	257	1331	48	65	1797	477
RTOR Reduction (vph)	0	0	89	0	11	0	0	3	0	0	0	97
Lane Group Flow (vph)	536	487	243	58	348	0	257	1376	0	65	1797	380
Confl. Peds. (#/hr)	44		32	32		44	42		48	48		42
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	1%	0%	2%	5%	1%	5%	1%	4%	0%	0%	3%	2%
Turn Type	Prot	NA	pm+ov	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2			6	7
Permitted Phases			4	8			2			6		6
Actuated Green, G (s)	13.0	37.3	52.5	32.1	30.0		58.8	58.8		37.9	37.9	50.9
Effective Green, g (s)	13.0	37.3	52.5	32.1	30.0		58.8	58.8		37.9	37.9	50.9
Actuated g/C Ratio	0.11	0.31	0.44	0.27	0.25		0.49	0.49		0.32	0.32	0.42
Clearance Time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Vehicle Extension (s)	2.0	3.8	3.0	3.0	3.0		3.0	4.7		5.5	5.5	2.0
Lane Grp Cap (vph)	350	551	686	238	833		269	2259		97	1484	719
v/s Ratio Prot	c0.17	c0.27	0.04	0.01	c0.10		c0.12	0.30			c0.38	0.06
v/s Ratio Perm			0.11	0.05			0.35			0.21		0.17
v/c Ratio	1.53	0.88	0.35	0.24	0.42		0.96	0.61		0.67	1.21	0.53
Uniform Delay, d1	53.5	39.3	22.5	38.7	37.7		35.9	22.2		35.6	41.0	25.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	253.1	15.8	0.3	0.5	0.3		42.4	1.2		31.2	101.4	0.3
Delay (s)	306.6	55.1	22.8	39.2	38.0		78.3	23.5		66.8	142.5	26.0
Level of Service	F	E	C	D	D		E	C		E	F	C
Approach Delay (s)		146.7			38.2			32.1			116.6	
Approach LOS		F			D			C			F	

Intersection Summary			
HCM 2000 Control Delay	94.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.9
Intersection Capacity Utilization	102.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	536	487	332	58	359	257	1379	65	1797	477
v/c Ratio	1.53	0.88	0.42	0.23	0.44	0.95	0.60	0.66	1.18	0.58
Control Delay	289.5	58.2	9.1	36.5	37.7	76.9	23.8	67.9	126.2	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	289.5	58.2	9.1	36.5	37.7	76.9	23.8	67.9	126.2	16.9
Queue Length 50th (ft)	~299	353	60	33	114	~188	289	43	~612	156
Queue Length 95th (ft)	#411	#538	112	67	159	#359	340	#119	#709	251
Internal Link Dist (ft)		793			490		259		826	
Turn Bay Length (ft)	150		170	55		145		200		200
Base Capacity (vph)	350	553	786	274	906	270	2295	99	1519	822
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.53	0.88	0.42	0.21	0.40	0.95	0.60	0.66	1.18	0.58

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 (2029) WITH PROJECT TRAFFIC CONDITIONS WITH TDM MEASURES



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	658	992	48	38	87
Future Volume (veh/h)	91	658	992	48	38	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1870	1841	1693	1841
Adj Flow Rate, veh/h	94	678	1023	49	48	109
Peak Hour Factor	0.97	0.97	0.97	0.97	0.80	0.80
Percent Heavy Veh, %	1	1	2	4	14	4
Cap, veh/h	496	2812	2710	130	150	145
Arrive On Green	0.79	0.79	1.00	1.00	0.09	0.09
Sat Flow, veh/h	530	3676	3545	165	1612	1560
Grp Volume(v), veh/h	94	678	527	545	48	109
Grp Sat Flow(s),veh/h/ln	530	1791	1777	1840	1612	1560
Q Serve(g_s), s	4.2	4.5	0.0	0.0	2.5	6.1
Cycle Q Clear(g_c), s	4.2	4.5	0.0	0.0	2.5	6.1
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	496	2812	1395	1444	150	145
V/C Ratio(X)	0.19	0.24	0.38	0.38	0.32	0.75
Avail Cap(c_a), veh/h	496	2812	1395	1444	412	399
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.5	2.6	0.0	0.0	38.2	39.8
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.8	1.2	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	1.5	0.5	0.5	1.9	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.6	2.6	0.8	0.8	39.4	47.5
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		772	1072		157	
Approach Delay, s/veh		2.6	0.8		45.0	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		76.7		13.3		76.7
Change Period (Y+Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		56.0		23.0		22.0
Max Q Clear Time (g_c+I1), s		2.0		8.1		6.5
Green Ext Time (p_c), s		13.1		0.4		3.4

Intersection Summary		
HCM 6th Ctrl Delay	4.9	
HCM 6th LOS	A	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	992	1152	0	0	0
Future Vol, veh/h	0	992	1152	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1078	1252	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	626
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	427
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	427
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	986	6	9	1122	30	22
Future Vol, veh/h	986	6	9	1122	30	22
Conflicting Peds, #/hr	0	3	3	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	45	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	91	91	72	72
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1016	6	10	1233	42	31

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1025	0	1659	515
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	637	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	685	-	90	510
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	494	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	683	-	88	508
Mov Cap-2 Maneuver	-	-	-	-	211	-
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	487	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	280	-	-	683	-
HCM Lane V/C Ratio	0.258	-	-	0.014	-
HCM Control Delay (s)	22.3	-	-	10.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	521	14	9	873	295	29	173	8	151	150	133
Future Volume (vph)	167	521	14	9	873	295	29	173	8	151	150	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	16	16	12	9	12	12
Total Lost time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Lane til. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1648	3518		1562	3303	1730		2125	1575	3090	1735	
Flt Permitted	0.24	1.00		0.41	1.00	1.00		0.90	1.00	0.95	1.00	
Satd. Flow (perm)	425	3518		676	3303	1730		1919	1575	3090	1735	
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	178	554	15	9	919	311	32	190	9	176	174	155
RTOR Reduction (vph)	0	1	0	0	0	97	0	0	7	0	34	0
Lane Group Flow (vph)	178	568	0	9	919	214	0	222	2	176	295	0
Confl. Peds. (#/hr)	7		9	9		7	4		1	1		4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	2%	2%	7%	11%	2%	4%	4%	0%	0%	2%	0%	2%
Turn Type	Perm	NA		Perm	NA	pm ov	Perm	NA	Perm	Prot	NA	
Protected Phases		6			2	3		4		3	8	
Permitted Phases	6			2		2	4	4	4		8	
Actuated Green, G (s)	47.6	47.6		47.6	47.6	57.6		15.5	15.5	10.0	31.6	
Effective Green, g (s)	47.6	47.6		47.6	47.6	57.6		15.5	15.5	10.0	31.6	
Actuated g/C Ratio	0.53	0.53		0.53	0.53	0.64		0.17	0.17	0.11	0.35	
Clearance Time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Vehicle Extension (s)	3.8	3.8		4.4	4.4	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	224	1860		357	1746	1107		330	271	343	609	
v/s Ratio Prot		0.16			0.28	0.02				0.06	c0.17	
v/s Ratio Perm	c0.42			0.01		0.10		c0.12	0.00			
v/c Ratio	0.79	0.31		0.03	0.53	0.19		0.67	0.01	0.51	0.48	
niform Delay, d1	17.2	11.9		10.1	13.8	6.7		34.9	30.9	37.7	22.8	
Progression Factor	1.10	1.08		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	24.5	0.4		0.1	1.1	0.1		5.3	0.0	1.3	0.6	
Delay (s)	43.5	13.3		10.3	15.0	6.7		40.2	30.9	39.0	23.4	
Level of Service	D	B		B	B	A		D	C	D	C	
Approach Delay (s)		20.5			12.9			39.8			28.9	
Approach LOS		C			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.9
Intersection Capacity tilization	78.5%	IC Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	178	569	9	919	311	222	9	176	329
v/c Ratio	0.79	0.31	0.03	0.53	0.26	0.67	0.03	0.51	0.51
Control Delay	49.6	14.1	12.4	16.0	1.8	44.5	0.1	43.5	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	14.1	12.4	16.0	1.8	44.5	0.1	43.5	21.5
Queue Length 50th (ft)	85	100	2	169	6	119	0	49	121
Queue Length 95th (ft)	#225	147	11	257	36	180	0	78	169
Internal Link Dist (ft)		217		793		1015			290
Turn Bay Length (ft)	130		115		110		20	130	
Base Capacity (vph)	224	1859	357	1745	1193	618	578	343	655
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.31	0.03	0.53	0.26	0.36	0.02	0.51	0.50

Intersection Summary

95th percentile volume exceeds capacity, ueue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	32	108	527	397	50
Future Vol, veh/h	13	32	108	527	397	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	35	117	573	432	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1266	243	486	0	-	0
Stage 1	459	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	173	758	1075	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	758	1075	-	-	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	438	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.8	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1075	-	355	-	-
HCM Lane V/C Ratio	0.109	-	0.138	-	-
HCM Control Delay (s)	8.8	-	16.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	159	52	89	88	33	32	359	132	41	315	30
Future Volume (veh/h)	36	159	52	89	88	33	32	359	132	41	315	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.99	0.99		0.97	1.00		0.99
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 one On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1930	1870	1885	1900	1591	1781	1856	1796	1639	1961	1856
Adj Flow Rate, veh/h	44	196	64	106	105	39	35	395	145	52	399	38
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.91	0.91	0.91	0.79	0.79	0.79
Percent Heavy Veh, %	6	3	2	1	0	25	3	3	2	13	1	3
Cap, veh/h	679	685	224	582	946	663	342	620	491	236	1147	109
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1193	1376	449	1116	1900	1331	901	1856	1470	755	3435	325
Grp Volume(v), veh/h	44	0	260	106	105	39	35	395	145	52	215	222
Grp Sat Flow(s),veh/h/ln	1193	0	1826	1116	1900	1331	901	1856	1470	755	1863	1897
Q Serve(g_s), s	1.2	0.0	5.0	3.7	1.8	0.9	1.8	10.8	4.4	3.8	5.2	5.3
Cycle Q Clear(g_c), s	3.0	0.0	5.0	8.7	1.8	0.9	7.1	10.8	4.4	14.6	5.2	5.3
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	679	0	909	582	946	663	342	620	491	236	622	634
V/C Ratio( )	0.06	0.00	0.29	0.18	0.11	0.06	0.10	0.64	0.30	0.22	0.35	0.35
Avail Cap(c_a), veh/h	679	0	909	582	946	663	460	863	684	335	866	882
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
pstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
niform Delay (d), s/veh	8.8	0.0	8.8	11.4	8.0	7.8	17.8	16.9	14.8	23.1	15.1	15.1
Incr Delay (d2), s/veh	0.2	0.0	0.8	0.7	0.2	0.2	0.4	3.2	1.0	0.8	0.6	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(95%),veh/ln	0.6	0.0	3.3	1.7	1.2	0.5	0.7	8.2	2.6	1.2	3.8	3.9
nsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.0	9.6	12.1	8.2	8.0	18.1	20.1	15.7	23.9	15.6	15.7
LnGrp LOS	A	A	A	B	A	A	B	C	B	C	B	B
Approach Vol, veh/h		304			250			575			489	
Approach Delay, s/veh		9.5			9.8			18.9			16.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G Y Rc), s	34.9	25.1	34.9	25.1
Change Period (Y Rc), s	5	5.1	5	5.1
Max Green Setting (Gmax), s	22	27.9	22	27.9
Max Q Clear Time (g c I1), s	10.7	16.6	7.0	12.8
Green Ext Time (p c), s	2.2	3.5	3.8	5.7

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

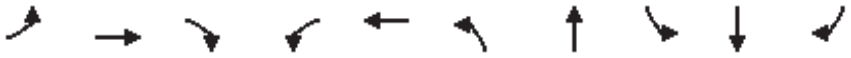
HCM 6th computational engine re uires e ual clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	249	147	40	375	32	283	1230	30	19	577	542
Future Volume (vph)	300	249	147	40	375	32	283	1230	30	19	577	542
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	13	11	11	12	10	10	12	9	10	16
Total Lost time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Lane til. Factor	0.97	1.00	1.00	1.00	0.95		1.00	0.91		1.00	0.91	0.88
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3236	1773	1605	1719	3411		1681	4767		1532	4746	3024
Flt Permitted	0.95	1.00	1.00	0.59	1.00		0.29	1.00		0.18	1.00	1.00
Satd. Flow (perm)	3236	1773	1605	1072	3411		514	4767		291	4746	3024
Peak-hour factor, PHF	0.92	0.92	0.92	0.87	0.87	0.87	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	326	271	160	46	431	37	314	1367	33	21	627	589
RTOR Reduction (vph)	0	0	96	0	6	0	0	2	0	0	0	0
Lane Group Flow (vph)	326	271	64	46	462	0	314	1398	0	21	627	589
Confl. Peds. (#/hr)	9		26	26		9	16		23	23		16
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	1%	0%	1%	0%	1%	0%	0%	1%	0%	5%	2%	2%
Turn Type	Prot	NA	pm ov	pm pt	NA		pm pt	NA		Perm	NA	pm ov
Protected Phases	7	4	5	3	8		5	2			6	7
Permitted Phases			4	8			2			6		6
Actuated Green, G (s)	15.7	27.9	47.9	24.8	22.7		63.4	63.4		37.7	37.7	53.4
Effective Green, g (s)	15.7	27.9	47.9	24.8	22.7		63.4	63.4		37.7	37.7	53.4
Actuated g/C Ratio	0.13	0.23	0.40	0.21	0.19		0.53	0.53		0.31	0.31	0.44
Clearance Time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Vehicle Extension (s)	2.0	3.8	3.0	3.0	3.0		3.0	4.7		5.5	5.5	2.0
Lane Grp Cap (vph)	423	412	640	286	645		466	2518		91	1491	1345
v/s Ratio Prot	0.10	c0.15	0.02	0.02	c0.14		c0.11	0.29			0.13	0.06
v/s Ratio Perm			0.02	0.02			c0.24			0.07		0.14
v/c Ratio	0.77	0.66	0.10	0.16	0.72		0.67	0.56		0.23	0.42	0.44
niform Delay, d1	50.4	41.7	22.6	39.5	45.6		17.5	18.9		30.4	32.5	23.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.7	4.1	0.1	0.3	3.8		3.8	0.9		5.8	0.9	0.1
Delay (s)	58.1	45.8	22.6	39.7	49.4		21.3	19.8		36.3	33.4	23.0
Level of Service	E	D	C	D	D		C	B		D	C	C
Approach Delay (s)		46.2			48.6			20.1			28.5	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.9
Intersection Capacity tilization	79.4%	IC Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	326	271	160	46	468	314	1400	21	627	589
v/c Ratio	0.77	0.66	0.21	0.16	0.75	0.67	0.55	0.23	0.41	0.43
Control Delay	62.8	50.4	2.1	40.0	53.3	25.1	20.2	45.1	35.3	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	50.4	2.1	40.0	53.3	25.1	20.2	45.1	35.3	21.9
Queue Length 50th (ft)	126	199	0	30	180	134	251	12	139	154
Queue Length 95th (ft)	175	272	19	58	216	230	340	43	208	244
Internal Link Dist (ft)		793			490		259		826	
Turn Bay Length (ft)	150		170	55		145		200		200
Base Capacity (vph)	485	580	769	291	857	485	2553	93	1524	1417
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.47	0.21	0.16	0.55	0.65	0.55	0.23	0.41	0.42

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	145	1087	604	47	61	181
Future Volume (veh/h)	145	1087	604	47	61	181
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work one On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1900	1870	1885
Adj Flow Rate, veh/h	159	1195	643	50	81	241
Peak Hour Factor	0.91	0.91	0.94	0.94	0.75	0.75
Percent Heavy Veh, %	0	1	1	0	2	1
Cap, veh/h	602	2514	2363	184	314	281
Arrive On Green	0.70	0.70	0.93	0.93	0.18	0.18
Sat Flow, veh/h	763	3676	3462	262	1781	1598
Grp Volume(v), veh/h	159	1195	342	351	81	241
Grp Sat Flow(s),veh/h/ln	763	1791	1791	1838	1781	1598
Q Serve(g_s), s	7.5	13.4	1.5	1.5	3.5	13.2
Cycle Q Clear(g_c), s	9.0	13.4	1.5	1.5	3.5	13.2
Prop In Lane	1.00			0.14	1.00	1.00
Lane Grp Cap(c), veh/h	602	2514	1257	1290	314	281
V/C Ratio( )	0.26	0.48	0.27	0.27	0.26	0.86
Avail Cap(c_a), veh/h	602	2514	1257	1290	455	408
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
pstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
niform Delay (d), s/veh	5.7	6.0	0.9	0.9	32.0	36.0
Incr Delay (d2), s/veh	0.1	0.1	0.5	0.5	0.4	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	6.7	0.9	0.9	2.8	10.0
nsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.7	6.1	1.5	1.5	32.4	47.6
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		1354	693		322	
Approach Delay, s/veh		6.0	1.5		43.8	
Approach LOS		A	A		D	

Timer - Assigned Phs	2	4	6
Phs Duration (G_Y_Rc), s	69.2	20.8	69.2
Change Period (Y_Rc), s	6.0	5.0	6.0
Max Green Setting (Gmax), s	56.0	23.0	22.0
Max Q Clear Time (g_c_I1), s	3.5	15.2	15.4
Green Ext Time (p_c), s	6.9	0.7	3.5

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1122	635	0	0	0
Future Vol, veh/h	0	1122	635	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1220	690	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	345
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	651
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	651
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1099	23	16	626	9	13
Future Vol, veh/h	1099	23	16	626	9	13
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	45	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	88	88	56	56
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1235	26	18	711	16	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1265	0	1644	635
Stage 1	-	-	-	-	1252	-
Stage 2	-	-	-	-	392	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	556	-	92	426
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	658	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	554	-	89	425
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	637	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	20
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	279	-	-	554	-
HCM Lane V/C Ratio	0.141	-	-	0.033	-
HCM Control Delay (s)	20	-	-	11.7	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	859	38	20	458	247	16	112	7	272	188	202
Future Volume (vph)	202	859	38	20	458	247	16	112	7	272	188	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	16	16	12	9	12	12
Total Lost time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Lane til. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99		1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1663	3543		1739	3336	1768		2139	1578	3120	1720	
Flt Permitted	0.46	1.00		0.24	1.00	1.00		0.90	1.00	0.95	1.00	
Satd. Flow (perm)	804	3543		441	3336	1768		1931	1578	3120	1720	
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	213	904	40	22	492	266	17	120	8	299	207	222
RTOR Reduction (vph)	0	3	0	0	0	86	0	0	7	0	42	0
Lane Group Flow (vph)	213	941	0	22	492	180	0	137	1	299	387	0
Confl. Peds. (#/hr)	5		9	9		5	3					3
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	1%	1%	3%	0%	1%	2%	0%	0%	0%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA	pm ov	Perm	NA	Perm	Prot	NA	
Protected Phases		6			2	3		4		3	8	
Permitted Phases	6			2		2	4	4	4		8	
Actuated Green, G (s)	49.2	49.2		49.2	49.2	60.9		12.2	12.2	11.7	30.0	
Effective Green, g (s)	49.2	49.2		49.2	49.2	60.9		12.2	12.2	11.7	30.0	
Actuated g/C Ratio	0.55	0.55		0.55	0.55	0.68		0.14	0.14	0.13	0.33	
Clearance Time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Vehicle Extension (s)	3.8	3.8		4.4	4.4	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	439	1936		241	1823	1196		261	213	405	573	
v/s Ratio Prot		c0.27			0.15	0.02				0.10	c0.23	
v/s Ratio Perm	0.26			0.05		0.08		0.07	0.00			
v/c Ratio	0.49	0.49		0.09	0.27	0.15		0.52	0.01	0.74	0.68	
niform Delay, d1	12.6	12.6		9.7	10.8	5.2		36.2	33.7	37.7	25.8	
Progression Factor	0.79	0.78		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.6	0.8		0.7	0.4	0.1		1.9	0.0	6.9	3.1	
Delay (s)	13.5	10.6		10.5	11.2	5.3		38.1	33.7	44.6	29.0	
Level of Service	B	B		B	B	A		D	C	D	C	
Approach Delay (s)		11.1			9.2			37.9			35.4	
Approach LOS		B			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.9
Intersection Capacity tilization	69.3%	IC Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	213	944	22	492	266	137	8	299	429
v/c Ratio	0.48	0.49	0.09	0.27	0.21	0.53	0.03	0.74	0.70
Control Delay	14.8	11.0	12.1	11.7	1.1	42.9	0.1	50.9	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	11.0	12.1	11.7	1.1	42.9	0.1	50.9	28.6
Queue Length 50th (ft)	79	183	6	77	0	74	0	82	172
Queue Length 95th (ft)	131	122	20	113	22	123	0	#158	270
Internal Link Dist (ft)		217		793		1015			290
Turn Bay Length (ft)	130		115		110		20	130	
Base Capacity (vph)	440	1944	241	1826	1273	622	579	404	628
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.49	0.09	0.27	0.21	0.22	0.01	0.74	0.68

Intersection Summary

95th percentile volume exceeds capacity, ueue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	112	77	485	523	31
Future Vol, veh/h	51	112	77	485	523	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	122	84	527	568	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1280	301	602	0	-	0
Stage 1	585	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	170	696	973	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	155	696	973	-	-	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	494	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.5	1.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	973	-	333	-	-
HCM Lane V/C Ratio	0.086	-	0.532	-	-
HCM Control Delay (s)	9	-	27.5	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	138	42	173	142	71	36	310	179	46	302	34
Future Volume (veh/h)	11	138	42	173	142	71	36	310	179	46	302	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.96	0.99		0.99
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 one On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1961	1900	1900	1900	1884	1824	1870	1810	1696	1961	1900
Adj Flow Rate, veh/h	13	168	51	188	154	77	40	344	199	53	347	39
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.90	0.90	0.90	0.87	0.87	0.87
Percent Heavy Veh, %	0	1	0	0	0	6	0	2	1	9	1	0
Cap, veh/h	678	751	228	657	994	826	341	577	456	239	1041	116
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1159	1436	436	1168	1900	1579	966	1870	1479	779	3373	376
Grp Volume(v), veh/h	13	0	219	188	154	77	40	344	199	53	190	196
Grp Sat Flow(s),veh/h/ln	1159	0	1873	1168	1900	1579	966	1870	1479	779	1863	1886
Q Serve(g_s), s	0.4	0.0	3.8	6.2	2.5	1.5	2.0	9.3	6.4	3.7	4.7	4.8
Cycle Q Clear(g_c), s	2.9	0.0	3.8	10.0	2.5	1.5	6.8	9.3	6.4	13.1	4.7	4.8
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	678	0	980	657	994	826	341	577	456	239	575	582
V/C Ratio( )	0.02	0.00	0.22	0.29	0.15	0.09	0.12	0.60	0.44	0.22	0.33	0.34
Avail Cap(c_a), veh/h	678	0	980	657	994	826	492	870	688	361	866	877
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
pstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
niform Delay (d), s/veh	8.2	0.0	7.7	10.4	7.4	7.2	18.6	17.6	16.6	23.1	16.0	16.0
Incr Delay (d2), s/veh	0.1	0.0	0.5	1.1	0.3	0.2	0.4	2.9	1.9	0.8	0.6	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(95%),veh/ln	0.2	0.0	2.5	2.8	1.7	0.8	0.8	7.4	4.0	1.2	3.5	3.6
nsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.2	0.0	8.3	11.5	7.8	7.4	19.1	20.4	18.5	23.9	16.6	16.6
LnGrp LOS	A	A	A	B	A	A	B	C	B	C	B	B
Approach Vol, veh/h		232			419			583			439	
Approach Delay, s/veh		8.3			9.4			19.7			17.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G_Y_Rc), s		36.4		23.6		36.4		23.6				
Change Period (Y_Rc), s		5		5.1		5		5.1				
Max Green Setting (Gmax), s		22		27.9		22		27.9				
Max Q Clear Time (g_c_I1), s		12.0		15.1		5.8		11.3				
Green Ext Time (p_c), s		3.5		3.3		3.0		5.9				

Intersection Summary												
HCM 6th Ctrl Delay			14.9									
HCM 6th LOS			B									

Notes

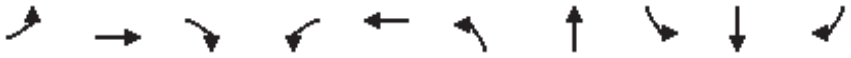
HCM 6th computational engine re uires e ual clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	423	435	286	41	268	21	204	789	30	37	1209	346
Future Volume (vph)	423	435	286	41	268	21	204	789	30	37	1209	346
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	13	11	11	12	10	10	12	9	10	16
Total Lost time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Lane til. Factor	0.97	1.00	1.00	1.00	0.95		1.00	0.91		1.00	0.91	0.88
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	0.99		1.00	1.00	0.92
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		0.96	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3236	1773	1570	1643	3391		1668	4608		1557	4700	2895
Flt Permitted	0.95	1.00	1.00	0.50	1.00		0.09	1.00		0.30	1.00	1.00
Satd. Flow (perm)	3236	1773	1570	863	3391		163	4608		499	4700	2895
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.91	0.91	0.91	0.98	0.98	0.98
Adj. Flow (vph)	445	458	301	44	288	23	224	867	33	38	1234	353
RTOR Reduction (vph)	0	0	138	0	6	0	0	3	0	0	0	0
Lane Group Flow (vph)	445	458	163	44	305	0	224	897	0	38	1234	353
Confl. Peds. (#/hr)	44		32	32		44	42		48	48		42
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	1%	0%	2%	5%	1%	5%	1%	4%	0%	0%	3%	2%
Turn Type	Prot	NA	pm ov	pm pt	NA		pm pt	NA		Perm	NA	pm ov
Protected Phases	7	4	5	3	8		5	2			6	7
Permitted Phases			4	8			2			6		6
Actuated Green, G (s)	17.8	37.8	53.1	27.8	25.7		58.3	58.3		37.3	37.3	55.1
Effective Green, g (s)	17.8	37.8	53.1	27.8	25.7		58.3	58.3		37.3	37.3	55.1
Actuated g/C Ratio	0.15	0.31	0.44	0.23	0.21		0.49	0.49		0.31	0.31	0.46
Clearance Time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		5.6	5.6	6.0
Vehicle Extension (s)	2.0	3.8	3.0	3.0	3.0		3.0	4.7		5.5	5.5	2.0
Lane Grp Cap (vph)	480	558	694	246	726		271	2238		155	1460	1329
v/s Ratio Prot	0.14	c0.26	0.03	0.01	c0.09		c0.11	0.19			0.26	0.04
v/s Ratio Perm			0.07	0.03			c0.30			0.08		0.08
v/c Ratio	0.93	0.82	0.24	0.18	0.42		0.83	0.40		0.25	0.85	0.27
niform Delay, d1	50.5	38.0	20.8	37.3	40.7		31.1	19.7		30.8	38.7	20.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	23.7	9.8	0.2	0.4	0.4		18.3	0.5		3.7	6.2	0.0
Delay (s)	74.2	47.7	21.0	37.7	41.1		49.3	20.2		34.6	44.8	20.0
Level of Service	E	D	C	D	D		D	C		C	D	C
Approach Delay (s)		50.8			40.7			26.0			39.2	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	39.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.9
Intersection Capacity tilization	87.8%	IC Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	445	458	301	44	311	224	900	38	1234	353
v/c Ratio	0.93	0.82	0.36	0.17	0.44	0.82	0.40	0.24	0.82	0.26
Control Delay	77.5	50.8	3.2	36.6	41.3	52.4	20.8	42.3	45.2	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.5	50.8	3.2	36.6	41.3	52.4	20.8	42.3	45.2	19.5
Queue Length 50th (ft)	177	330	16	27	106	123	160	22	331	85
Queue Length 95th (ft)	#273	430	38	55	141	218	217	64	#537	143
Internal Link Dist (ft)		793			490		259		826	
Turn Bay Length (ft)	150		170	55		145		200		200
Base Capacity (vph)	485	596	890	274	869	325	2277	158	1496	1346
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.77	0.34	0.16	0.36	0.69	0.40	0.24	0.82	0.26

Intersection Summary

95th percentile volume exceeds capacity, ueue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	97	790	1104	52	69	101
Future Volume (veh/h)	97	790	1104	52	69	101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work one On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1870	1841	1693	1841
Adj Flow Rate, veh/h	100	814	1138	54	86	126
Peak Hour Factor	0.97	0.97	0.97	0.97	0.80	0.80
Percent Heavy Veh, %	1	1	2	4	14	4
Cap, veh/h	445	2765	2666	126	170	165
Arrive On Green	0.77	0.77	1.00	1.00	0.11	0.11
Sat Flow, veh/h	473	3676	3547	164	1612	1560
Grp Volume(v), veh/h	100	814	585	607	86	126
Grp Sat Flow(s),veh/h/ln	473	1791	1777	1840	1612	1560
Q Serve(g_s), s	5.5	6.0	0.0	0.0	4.5	7.1
Cycle Q Clear(g_c), s	5.5	6.0	0.0	0.0	4.5	7.1
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	445	2765	1372	1421	170	165
V/C Ratio( )	0.22	0.29	0.43	0.43	0.50	0.76
Avail Cap(c_a), veh/h	445	2765	1372	1421	376	364
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
pstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
niform Delay (d), s/veh	3.0	3.0	0.0	0.0	38.0	39.1
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.9	2.3	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	2.3	0.7	0.7	3.4	5.4
nsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.1	3.0	1.0	0.9	40.3	46.3
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		914	1192		212	
Approach Delay, s/veh		3.1	1.0		43.9	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G_Y_Rc), s		75.5		14.5		75.5
Change Period (Y_Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		58.0		21.0		58.0
Max Q Clear Time (g_c_I1), s		2.0		9.1		8.0
Green Ext Time (p_c), s		15.8		0.5		5.2

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1170	1274	0	0	0
Future Vol, veh/h	0	1170	1274	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1272	1385	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	693
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	386
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	386
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1164	6	9	1243	32	23
Future Vol, veh/h	1164	6	9	1243	32	23
Conflicting Peds, #/hr	0	3	3	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	45	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	91	91	72	72
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1200	6	10	1366	44	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1209	0	1909	607
Stage 1	-	-	-	-	1206	-
Stage 2	-	-	-	-	703	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	584	-	61	444
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	583	-	60	443
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	449	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	28.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	230	-	-	583	-
HCM Lane V/C Ratio	0.332	-	-	0.017	-
HCM Control Delay (s)	28.2	-	-	11.3	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	628	15	9	965	333	30	182	8	165	158	154
Future Volume (vph)	223	628	15	9	965	333	30	182	8	165	158	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	16	16	12	9	12	12
Total Lost time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Lane til. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1649	3520		1564	3303	1730		2125	1575	3090	1728	
Flt Permitted	0.20	1.00		0.35	1.00	1.00		0.89	1.00	0.95	1.00	
Satd. Flow (perm)	353	3520		569	3303	1730		1914	1575	3090	1728	
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	237	668	16	9	1016	351	33	200	9	192	184	179
RTOR Reduction (vph)	0	1	0	0	0	103	0	0	7	0	36	0
Lane Group Flow (vph)	237	683	0	9	1016	248	0	233	2	192	327	0
Confl. Peds. (#/hr)	7		9	9		7	4		1	1		4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	2%	2%	7%	11%	2%	4%	4%	0%	0%	2%	0%	2%
Turn Type	Perm	NA		Perm	NA	pm ov	Perm	NA	Perm	Prot	NA	
Protected Phases		6			2	3		4		3	8	
Permitted Phases	6			2		2	4	4	4		8	
Actuated Green, G (s)	46.3	46.3		46.3	46.3	56.3		16.8	16.8	10.0	32.9	
Effective Green, g (s)	46.3	46.3		46.3	46.3	56.3		16.8	16.8	10.0	32.9	
Actuated g/C Ratio	0.51	0.51		0.51	0.51	0.63		0.19	0.19	0.11	0.37	
Clearance Time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Vehicle Extension (s)	3.8	3.8		4.4	4.4	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	181	1810		292	1699	1082		357	294	343	631	
v/s Ratio Prot		0.19			0.31	0.03				0.06	c0.19	
v/s Ratio Perm	c0.67			0.02		0.12		c0.12	0.00			
v/c Ratio	1.31	0.38		0.03	0.60	0.23		0.65	0.01	0.56	0.52	
niform Delay, d1	21.9	13.2		10.8	15.3	7.4		33.9	29.8	37.9	22.3	
Progression Factor	1.08	1.04		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	172.8	0.6		0.2	1.6	0.1		4.2	0.0	2.0	0.7	
Delay (s)	196.4	14.3		11.0	16.9	7.5		38.1	29.8	39.9	23.1	
Level of Service	F	B		B	B	A		D	C	D	C	
Approach Delay (s)		61.1			14.4			37.8			28.9	
Approach LOS		E			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.9
Intersection Capacity tilization	86.2%	IC Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	237	684	9	1016	351	233	9	192	363
v/c Ratio	1.31	0.38	0.03	0.60	0.30	0.65	0.02	0.56	0.54
Control Delay	200.2	15.2	13.4	18.0	2.4	42.1	0.1	44.8	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	200.2	15.2	13.4	18.0	2.4	42.1	0.1	44.8	21.4
Queue Length 50th (ft)	182	135	2	202	12	124	0	54	135
Queue Length 95th (ft)	#340	189	12	306	48	184	0	84	181
Internal Link Dist (ft)		217		793		1015			290
Turn Bay Length (ft)	130		115		110		20	130	
Base Capacity (vph)	181	1811	293	1700	1175	616	578	343	675
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.31	0.38	0.03	0.60	0.30	0.38	0.02	0.56	0.54

Intersection Summary

Volume exceeds capacity, ueue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, ueue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	32	108	629	439	50
Future Vol, veh/h	13	32	108	629	439	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	35	117	684	477	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1422	266	531	0	-	0
Stage 1	504	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	138	733	1034	-	-	-
Stage 1	573	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	733	1034	-	-	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	1.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1034	-	300	-	-
HCM Lane V/C Ratio	0.114	-	0.163	-	-
HCM Control Delay (s)	8.9	-	19.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.6	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	167	55	93	92	35	34	452	139	43	351	33
Future Volume (veh/h)	48	167	55	93	92	35	34	452	139	43	351	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.99	1.00		0.97	1.00		0.99
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 one On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1930	1870	1885	1900	1591	1781	1856	1796	1639	1961	1856
Adj Flow Rate, veh/h	59	206	68	111	110	42	37	497	153	54	444	42
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.91	0.91	0.91	0.79	0.79	0.79
Percent Heavy Veh, %	6	3	2	1	0	25	3	3	2	13	1	3
Cap, veh/h	612	616	203	508	854	597	370	710	563	227	1314	124
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1183	1371	453	1101	1900	1329	863	1856	1473	683	3437	324
Grp Volume(v), veh/h	59	0	274	111	110	42	37	497	153	54	240	246
Grp Sat Flow(s),veh/h/ln	1183	0	1824	1101	1900	1329	863	1856	1473	683	1863	1898
Q Serve(g_s), s	1.8	0.0	5.8	4.4	2.0	1.1	1.9	13.6	4.3	4.3	5.5	5.5
Cycle Q Clear(g_c), s	3.9	0.0	5.8	10.2	2.0	1.1	7.4	13.6	4.3	17.9	5.5	5.5
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	612	0	819	508	854	597	370	710	563	227	712	726
V/C Ratio( )	0.10	0.00	0.33	0.22	0.13	0.07	0.10	0.70	0.27	0.24	0.34	0.34
Avail Cap(c_a), veh/h	612	0	819	508	854	597	442	863	685	283	866	883
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
pstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
niform Delay (d), s/veh	10.8	0.0	10.7	14.0	9.7	9.4	15.8	15.6	12.8	23.2	13.1	13.2
Incr Delay (d2), s/veh	0.3	0.0	1.1	1.0	0.3	0.2	0.3	4.0	0.7	1.0	0.5	0.5
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(95%),veh/ln	0.9	0.0	4.1	2.0	1.5	0.6	0.7	9.8	2.5	1.3	3.8	3.9
nsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.1	0.0	11.8	15.0	10.0	9.6	16.1	19.6	13.5	24.1	13.6	13.6
LnGrp LOS	B	A	B	B	A	A	B	B	B	C	B	B
Approach Vol, veh/h		333			263			687			540	
Approach Delay, s/veh		11.7			12.0			18.0			14.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G Y Rc), s	32.0	28.0	32.0	28.0
Change Period (Y Rc), s	5	5.1	5	5.1
Max Green Setting (Gmax), s	22	27.9	22	27.9
Max Q Clear Time (g c I1), s	12.2	19.9	7.8	15.6
Green Ext Time (p c), s	2.2	3.0	4.0	6.1

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

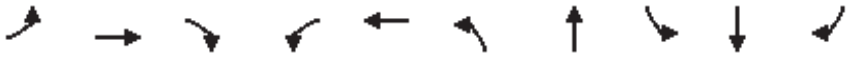
HCM 6th computational engine re uires e ual clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	380	267	166	45	394	52	329	1698	34	38	900	607
Future Volume (vph)	380	267	166	45	394	52	329	1698	34	38	900	607
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	13	11	11	12	10	10	12	9	10	16
Total Lost time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		4.5	5.6	6.0
Lane til. Factor	0.97	1.00	1.00	1.00	0.95		1.00	0.91		1.00	0.91	0.88
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3236	1773	1614	1720	3389		1685	4772		1547	4746	3031
Flt Permitted	0.95	1.00	1.00	0.58	1.00		0.95	1.00		0.07	1.00	1.00
Satd. Flow (perm)	3236	1773	1614	1055	3389		1685	4772		120	4746	3031
Peak-hour factor, PHF	0.92	0.92	0.92	0.87	0.87	0.87	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	413	290	180	52	453	60	366	1887	38	41	978	660
RTOR Reduction (vph)	0	0	87	0	9	0	0	2	0	0	0	0
Lane Group Flow (vph)	413	290	93	52	504	0	366	1923	0	41	978	660
Confl. Peds. (#/hr)	9		26	26		9	16		23	23		16
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	1%	0%	1%	0%	1%	0%	0%	1%	0%	5%	2%	2%
Turn Type	Prot	NA	pm ov	pm pt	NA		Prot	NA		D.P P	NA	pm ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4	8						2		6
Actuated Green, G (s)	13.0	29.3	62.3	26.3	24.2		33.0	54.2		60.1	25.9	38.9
Effective Green, g (s)	13.0	29.3	62.3	26.3	24.2		33.0	54.2		60.1	25.9	38.9
Actuated g/C Ratio	0.11	0.24	0.52	0.22	0.20		0.28	0.45		0.50	0.22	0.32
Clearance Time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		4.5	5.6	6.0
Vehicle Extension (s)	2.0	3.8	3.0	3.0	3.0		3.0	4.7		3.0	5.5	2.0
Lane Grp Cap (vph)	350	432	837	283	683		463	2155		130	1024	982
v/s Ratio Prot	c0.13	0.16	0.03	0.01	c0.15		c0.22	c0.40		0.02	0.21	0.07
v/s Ratio Perm			0.03	0.03						0.14		0.14
v/c Ratio	1.18	0.67	0.11	0.18	0.74		0.79	0.89		0.32	0.96	0.67
niform Delay, d1	53.5	41.0	14.7	38.5	44.9		40.3	30.2		21.7	46.5	35.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	106.6	4.4	0.1	0.3	4.2		8.9	6.2		1.4	19.2	1.4
Delay (s)	160.1	45.4	14.8	38.8	49.1		49.2	36.4		23.1	65.7	36.5
Level of Service	F	D	B	D	D		D	D		C	E	D
Approach Delay (s)		92.8			48.2			38.4			53.1	
Approach LOS		F			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	52.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.9
Intersection Capacity tilization	84.8%	IC Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	413	290	180	52	513	366	1925	41	978	660
v/c Ratio	1.18	0.67	0.19	0.18	0.77	0.79	0.87	0.28	0.92	0.66
Control Delay	152.8	49.9	1.7	39.3	52.6	55.1	35.2	18.7	60.3	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	152.8	49.9	1.7	39.3	52.6	55.1	35.2	18.7	60.3	34.0
Queue Length 50th (ft)	197	213	0	33	196	262	489	14	273	226
Queue Length 95th (ft)	#299	289	22	62	232	#473	#691	35	#356	290
Internal Link Dist (ft)		793			490		259		826	
Turn Bay Length (ft)	150		170	55		145		200		200
Base Capacity (vph)	350	513	934	288	855	462	2224	147	1059	995
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.18	0.57	0.19	0.18	0.60	0.79	0.87	0.28	0.92	0.66

Intersection Summary

Volume exceeds capacity, ueue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, ueue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	157	1218	741	67	75	194
Future Volume (veh/h)	157	1218	741	67	75	194
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work one On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1900	1870	1885
Adj Flow Rate, veh/h	173	1338	788	71	100	259
Peak Hour Factor	0.91	0.91	0.94	0.94	0.75	0.75
Percent Heavy Veh, %	0	1	1	0	2	1
Cap, veh/h	513	2475	2297	207	332	298
Arrive On Green	0.69	0.69	0.92	0.92	0.19	0.19
Sat Flow, veh/h	653	3676	3417	299	1781	1598
Grp Volume(v), veh/h	173	1338	425	434	100	259
Grp Sat Flow(s),veh/h/ln	653	1791	1791	1831	1781	1598
Q Serve(g_s), s	10.9	16.6	2.5	2.5	4.4	14.2
Cycle Q Clear(g_c), s	13.4	16.6	2.5	2.5	4.4	14.2
Prop In Lane	1.00			0.16	1.00	1.00
Lane Grp Cap(c), veh/h	513	2475	1238	1266	332	298
V/C Ratio( )	0.34	0.54	0.34	0.34	0.30	0.87
Avail Cap(c_a), veh/h	513	2475	1238	1266	435	391
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
pstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
niform Delay (d), s/veh	6.9	6.9	1.2	1.2	31.5	35.5
Incr Delay (d2), s/veh	0.1	0.1	0.8	0.7	0.5	15.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	8.3	1.4	1.4	3.5	11.0
nsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.1	7.0	2.0	2.0	32.0	50.5
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		1511	859		359	
Approach Delay, s/veh		7.0	2.0		45.4	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G_Y_Rc), s		68.2		21.8		68.2
Change Period (Y_Rc), s		6.0		5.0		6.0
Max Green Setting (Gmax), s		57.0		22.0		57.0
Max Q Clear Time (g_c_I1), s		4.5		16.2		18.6
Green Ext Time (p_c), s		9.3		0.6		9.5

Intersection Summary		
HCM 6th Ctrl Delay	10.5	
HCM 6th LOS	B	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1266	792	0	0	0
Future Vol, veh/h	0	1266	792	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1376	861	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	431
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	573
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	573
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1242	24	17	793	9	14
Future Vol, veh/h	1242	24	17	793	9	14
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	45	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	88	88	56	56
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	1396	27	19	901	16	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1427	0	1903	716
Stage 1	-	-	-	-	1414	-
Stage 2	-	-	-	-	489	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	483	-	62	377
Stage 1	-	-	-	-	194	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	481	-	59	376
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	564	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	23.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	238	-	-	481	-
HCM Lane V/C Ratio	0.173	-	-	0.04	-
HCM Control Delay (s)	23.3	-	-	12.8	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	977	40	21	597	266	17	118	7	265	197	219
Future Volume (vph)	226	977	40	21	597	266	17	118	7	265	197	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	16	16	12	9	12	12
Total Lost time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Lane til. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.97	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1664	3546		1741	3336	1767		2140	1579	3120	1717	
Flt Permitted	0.38	1.00		0.20	1.00	1.00		0.89	1.00	0.95	1.00	
Satd. Flow (perm)	662	3546		367	3336	1767		1924	1579	3120	1717	
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	238	1028	42	23	642	286	18	127	8	291	216	241
RTOR Reduction (vph)	0	2	0	0	0	95	0	0	7	0	45	0
Lane Group Flow (vph)	238	1068	0	23	642	191	0	145	1	291	412	0
Confl. Peds. (#/hr)	5		9	9		5	3					3
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	1%	1%	3%	0%	1%	2%	0%	0%	0%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA	pm ov	Perm	NA	Perm	Prot	NA	
Protected Phases		6			2	3		4		3	8	
Permitted Phases	6			2		2	4	4	4		8	
Actuated Green, G (s)	50.2	50.2		50.2	50.2	60.2		12.9	12.9	10.0	29.0	
Effective Green, g (s)	50.2	50.2		50.2	50.2	60.2		12.9	12.9	10.0	29.0	
Actuated g/C Ratio	0.56	0.56		0.56	0.56	0.67		0.14	0.14	0.11	0.32	
Clearance Time (s)	5.5	5.5		5.5	5.5	6.1		5.3	5.3	6.1	5.3	
Vehicle Extension (s)	3.8	3.8		4.4	4.4	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	369	1977		204	1860	1181		275	226	346	553	
v/s Ratio Prot		0.30			0.19	0.02				0.09	c0.24	
v/s Ratio Perm	c0.36			0.06		0.09		0.08	0.00			
v/c Ratio	0.64	0.54		0.11	0.35	0.16		0.53	0.01	0.84	0.75	
niform Delay, d1	13.7	12.6		9.4	10.9	5.5		35.7	33.0	39.2	27.2	
Progression Factor	0.77	0.80		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	7.7	1.0		1.1	0.5	0.1		1.8	0.0	16.6	5.4	
Delay (s)	18.3	11.0		10.5	11.4	5.6		37.5	33.1	55.8	32.6	
Level of Service	B	B		B	B	A		D	C	E	C	
Approach Delay (s)		12.3			9.6			37.3			41.7	
Approach LOS		B			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.9
Intersection Capacity tilization	74.2%	IC Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	238	1070	23	642	286	145	8	291	457
v/c Ratio	0.64	0.54	0.11	0.35	0.23	0.53	0.03	0.84	0.76
Control Delay	21.5	11.6	12.9	12.2	1.1	41.9	0.1	61.7	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.5	11.6	12.9	12.2	1.1	41.9	0.1	61.7	32.1
Queue Length 50th (ft)	93	142	6	97	0	78	0	85	200
Queue Length 95th (ft)	#224	205	22	155	23	127	0	#152	287
Internal Link Dist (ft)		217		793		1015			290
Turn Bay Length (ft)	130		115		110		20	130	
Base Capacity (vph)	369	1979	204	1860	1267	620	579	346	624
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.54	0.11	0.35	0.23	0.23	0.01	0.84	0.73

Intersection Summary

95th percentile volume exceeds capacity, ueue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	112	77	535	563	31
Future Vol, veh/h	51	112	77	535	563	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	122	84	582	612	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1379	323	646	0	-	0
Stage 1	629	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	147	673	937	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	134	673	937	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	466	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.3	1.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	937	-	298	-	-
HCM Lane V/C Ratio	0.089	-	0.595	-	-
HCM Control Delay (s)	9.2	-	33.3	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	3.6	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	145	44	181	149	75	38	349	187	48	329	42
Future Volume (veh/h)	16	145	44	181	149	75	38	349	187	48	329	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.97	1.00		0.99
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 one On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1961	1900	1900	1900	1884	1824	1870	1810	1696	1961	1900
Adj Flow Rate, veh/h	20	177	54	197	162	82	42	388	208	55	378	48
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.90	0.90	0.90	0.87	0.87	0.87
Percent Heavy Veh, %	0	1	0	0	0	6	0	2	1	9	1	0
Cap, veh/h	648	727	222	626	963	800	341	607	481	230	1078	136
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1146	1434	438	1155	1900	1578	931	1870	1480	742	3322	419
Grp Volume(v), veh/h	20	0	231	197	162	82	42	388	208	55	211	215
Grp Sat Flow(s),veh/h/ln	1146	0	1872	1155	1900	1578	931	1870	1480	742	1863	1878
Q Serve(g_s), s	0.6	0.0	4.2	6.9	2.8	1.6	2.2	10.6	6.6	4.1	5.2	5.2
Cycle Q Clear(g_c), s	3.3	0.0	4.2	11.1	2.8	1.6	7.4	10.6	6.6	14.7	5.2	5.2
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	648	0	949	626	963	800	341	607	481	230	605	610
V/C Ratio( )	0.03	0.00	0.24	0.31	0.17	0.10	0.12	0.64	0.43	0.24	0.35	0.35
Avail Cap(c_a), veh/h	648	0	949	626	963	800	425	776	614	297	773	779
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
pstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
niform Delay (d), s/veh	8.9	0.0	8.3	11.4	8.0	7.7	18.3	17.3	15.9	23.5	15.4	15.5
Incr Delay (d2), s/veh	0.1	0.0	0.6	1.3	0.4	0.3	0.5	3.2	1.8	1.0	0.6	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(95%),veh/ln	0.3	0.0	2.8	3.2	1.9	0.9	0.9	8.2	4.1	1.3	3.8	3.9
nsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.0	8.9	12.8	8.3	7.9	18.7	20.5	17.7	24.5	16.0	16.1
LnGrp LOS	A	A	A	B	A	A	B	C	B	C	B	B
Approach Vol, veh/h		251			441			638			481	
Approach Delay, s/veh		8.9			10.2			19.5			17.0	
Approach LOS		A			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G_Y_Rc), s		35.4		24.6		35.4		24.6				
Change Period (Y_Rc), s		5		5.1		5		5.1				
Max Green Setting (Gmax), s		25		24.9		25		24.9				
Max Q Clear Time (g_c_I1), s		13.1		16.7		6.2		12.6				
Green Ext Time (p_c), s		4.2		2.7		3.5		5.4				

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

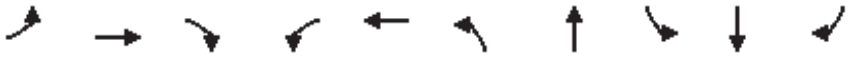
HCM 6th computational engine re uires e ual clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	497	459	309	54	284	47	230	1211	44	64	1761	457
Future Volume (vph)	497	459	309	54	284	47	230	1211	44	64	1761	457
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	13	11	11	12	10	10	12	9	10	16
Total Lost time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		4.5	5.6	6.0
Lane til. Factor	0.97	1.00	1.00	1.00	0.95		1.00	0.91		1.00	0.91	0.88
Frpb, ped/bikes	1.00	1.00	0.96	1.00	0.99		1.00	0.99		1.00	1.00	0.91
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3236	1773	1573	1649	3331		1668	4611		1624	4700	2875
Flt Permitted	0.95	1.00	1.00	0.39	1.00		0.95	1.00		0.10	1.00	1.00
Satd. Flow (perm)	3236	1773	1573	684	3331		1668	4611		175	4700	2875
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.91	0.91	0.91	0.98	0.98	0.98
Adj. Flow (vph)	523	483	325	58	305	51	253	1331	48	65	1797	466
RTOR Reduction (vph)	0	0	90	0	11	0	0	3	0	0	0	0
Lane Group Flow (vph)	523	483	235	58	345	0	253	1376	0	65	1797	466
Confl. Peds. (#/hr)	44		32	32		44	42		48	48		42
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	1%	0%	2%	5%	1%	5%	1%	4%	0%	0%	3%	2%
Turn Type	Prot	NA	pm ov	pm pt	NA		Prot	NA		D.P P	NA	pm ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4	8						2		6
Actuated Green, G (s)	13.0	37.2	55.5	32.0	29.9		18.3	49.4		54.4	34.9	47.9
Effective Green, g (s)	13.0	37.2	55.5	32.0	29.9		18.3	49.4		54.4	34.9	47.9
Actuated g/C Ratio	0.11	0.31	0.46	0.27	0.25		0.15	0.41		0.45	0.29	0.40
Clearance Time (s)	6.0	6.6	5.7	4.5	6.6		5.7	5.6		4.5	5.6	6.0
Vehicle Extension (s)	2.0	3.8	3.0	3.0	3.0		3.0	4.7		3.0	5.5	2.0
Lane Grp Cap (vph)	350	549	727	240	829		254	1898		139	1366	1147
v/s Ratio Prot	c0.16	c0.27	0.05	0.01	c0.10		c0.15	0.30		0.02	c0.38	0.04
v/s Ratio Perm			0.10	0.05						0.19		0.12
v/c Ratio	1.49	0.88	0.32	0.24	0.42		1.00	0.73		0.47	1.32	0.41
niform Delay, d1	53.5	39.3	20.4	38.5	37.7		50.8	29.6		21.2	42.5	25.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	237.0	15.3	0.3	0.5	0.3		55.0	2.5		2.5	147.3	0.1
Delay (s)	290.5	54.5	20.6	39.0	38.1		105.8	32.1		23.7	189.8	25.9
Level of Service	F	D	C	D	D		F	C		C	F	C
Approach Delay (s)		139.0			38.2			43.5			152.4	
Approach LOS		F			D			D			F	

Intersection Summary			
HCM 2000 Control Delay	109.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.9
Intersection Capacity tilization	102.4%	IC Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	523	483	325	58	356	253	1379	65	1797	466
v/c Ratio	1.49	0.88	0.39	0.22	0.44	1.00	0.70	0.41	1.28	0.40
Control Delay	274.2	57.6	7.5	36.4	37.7	108.4	32.4	25.2	168.3	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	274.2	57.6	7.5	36.4	37.7	108.4	32.4	25.2	168.3	23.0
Queue Length 50th (ft)	288	349	50	33	113	245	342	27	646	128
Queue Length 95th (ft)	#399	#532	96	67	157	#411	404	53	#743	172
Internal Link Dist (ft)		793			490		259		826	
Turn Bay Length (ft)	150		170	55		145		200		200
Base Capacity (vph)	350	553	828	275	906	254	1968	157	1402	1159
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.49	0.87	0.39	0.21	0.39	1.00	0.70	0.41	1.28	0.40

Intersection Summary

Volume exceeds capacity, ueue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, ueue may be longer.
Queue shown is maximum after two cycles.

FUTURE (2029) WITH PROJECT TRAFFIC CONDITIONS WITH TDM MEASURES + TCR IMPROVEMENT



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	521	14	9	873	295	29	173	8	151	150	133
Future Volume (vph)	167	521	14	9	873	295	29	173	8	151	150	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	10	14	13	10	10	13
Total Lost time (s)	5.7	5.5		5.5	5.5	6.1	5.3	5.3	5.3	6.1	5.3	5.3
Lane til. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1652	3518		1568	3303	1732	1620	2027	1627	3204	1773	1608
Flt Permitted	0.13	1.00		0.44	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	233	3518		723	3303	1732	1620	2027	1627	3204	1773	1608
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	178	554	15	9	919	311	32	190	9	176	174	155
RTOR Reduction (vph)	0	2	0	0	0	133	0	0	7	0	0	120
Lane Group Flow (vph)	178	567	0	9	919	178	32	190	2	176	174	35
Confl. Peds. (#/hr)	7		9	9		7	4		1	1		4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	2%	2%	7%	11%	2%	4%	4%	0%	0%	2%	0%	2%
Turn Type	pm pt	NA		pm pt	NA	pm ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6			2		2		4	4		8	8
Actuated Green, G (s)	39.4	39.4		32.5	32.5	42.6	5.5	15.2	15.2	10.1	20.6	20.6
Effective Green, g (s)	39.4	39.4		32.5	32.5	42.6	5.5	15.2	15.2	10.1	20.6	20.6
Actuated g/C Ratio	0.44	0.44		0.36	0.36	0.47	0.06	0.17	0.17	0.11	0.23	0.23
Clearance Time (s)	5.7	5.5		5.5	5.5	6.1	5.3	5.3	5.3	6.1	5.3	5.3
Vehicle Extension (s)	3.0	3.8		3.0	4.4	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	253	1540		288	1192	819	99	342	274	359	405	368
v/s Ratio Prot	c0.07	0.16		0.00	c0.28	0.02	0.02	c0.09		0.05	c0.10	
v/s Ratio Perm	0.23			0.01		0.08			0.00			0.02
v/c Ratio	0.70	0.37		0.03	0.77	0.22	0.32	0.56	0.01	0.49	0.43	0.10
niform Delay, d1	19.2	17.0		18.6	25.5	13.9	40.5	34.3	31.1	37.5	29.7	27.4
Progression Factor	1.02	1.02		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.5	0.7		0.0	4.9	0.1	1.9	2.0	0.0	1.1	0.7	0.1
Delay (s)	28.1	18.1		18.6	30.3	14.0	42.4	36.3	31.1	38.6	30.4	27.5
Level of Service	C	B		B	C	B	D	D	C	D	C	C
Approach Delay (s)		20.5			26.1			36.9			32.4	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	22.6
Intersection Capacity tilization	69.7%	IC Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	178	569	9	919	311	32	190	9	176	174	155
v/c Ratio	0.66	0.32	0.03	0.72	0.32	0.23	0.64	0.02	0.49	0.43	0.28
Control Delay	29.6	16.0	19.9	28.6	3.7	42.1	46.2	0.1	42.7	34.8	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	16.0	19.9	28.6	3.7	42.1	46.2	0.1	42.7	34.8	2.2
Queue Length 50th (ft)	56	97	3	237	15	17	103	0	49	94	0
Queue Length 95th (ft)	#177	195	14	323	56	46	167	0	77	140	7
Internal Link Dist (ft)		217		793			1015			290	
Turn Bay Length (ft)	130		115		110	20		20	130		134
Base Capacity (vph)	283	1862	349	1269	977	141	358	485	359	455	584
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.31	0.03	0.72	0.32	0.23	0.53	0.02	0.49	0.38	0.27

Intersection Summary

95th percentile volume exceeds capacity, ueue 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)	202	859	38	20	458	247	16	112	7	272	188	202
Future Volume (vph)	202	859	38	20	458	247	16	112	7	272	188	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	10	14	13	10	10	13
Total Lost time (s)	5.7	5.5		5.5	5.5	6.1	5.3	5.3	5.3	6.1	5.3	5.3
Lane til. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1667	3543		1743	3336	1772	1685	2027	1631	3236	1756	1624
Flt Permitted	0.29	1.00		0.30	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	504	3543		556	3336	1772	1685	2027	1631	3236	1756	1624
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	213	904	40	22	492	266	17	120	8	299	207	222
RTOR Reduction (vph)	0	3	0	0	0	143	0	0	7	0	0	162
Lane Group Flow (vph)	213	941	0	22	492	123	17	120	1	299	207	60
Confl. Peds. (#/hr)	5		9	9		5	3					3
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	1%	1%	3%	0%	1%	2%	0%	0%	0%	1%	1%	1%
Turn Type	pm pt	NA		pm pt	NA	pm ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6			2		2		4	4		8	8
Actuated Green, G (s)	39.1	39.1		28.7	28.7	41.6	2.8	13.5	13.5	12.9	24.4	24.4
Effective Green, g (s)	39.1	39.1		28.7	28.7	41.6	2.8	13.5	13.5	12.9	24.4	24.4
Actuated g/C Ratio	0.43	0.43		0.32	0.32	0.46	0.03	0.15	0.15	0.14	0.27	0.27
Clearance Time (s)	5.7	5.5		5.5	5.5	6.1	5.3	5.3	5.3	6.1	5.3	5.3
Vehicle Extension (s)	3.0	3.8		3.0	4.4	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	377	1539		204	1063	819	52	304	244	463	476	440
v/s Ratio Prot	0.08	c0.27		0.00	c0.15	0.02	0.01	c0.06		c0.09	c0.12	
v/s Ratio Perm	0.17			0.03		0.05			0.00			0.04
v/c Ratio	0.56	0.61		0.11	0.46	0.15	0.33	0.39	0.00	0.65	0.43	0.14
niform Delay, d1	17.3	19.6		21.7	24.5	14.0	42.7	34.6	32.5	36.4	27.1	24.8
Progression Factor	1.04	0.82		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	1.7		0.2	1.5	0.1	3.7	0.8	0.0	3.1	0.6	0.1
Delay (s)	19.9	17.7		22.0	25.9	14.1	46.3	35.4	32.5	39.5	27.7	25.0
Level of Service	B	B		C	C	B	D	D	C	D	C	C
Approach Delay (s)		18.1			21.8			36.5			31.7	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	23.6	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)	22.6
Intersection Capacity tilization	57.5%	IC Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	213	944	22	492	266	17	120	8	299	207	222
v/c Ratio	0.52	0.53	0.08	0.42	0.27	0.15	0.52	0.02	0.65	0.43	0.37
Control Delay	20.3	14.8	25.4	25.2	2.4	42.2	45.2	0.1	43.1	31.3	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	14.8	25.4	25.2	2.4	42.2	45.2	0.1	43.1	31.3	5.6
Queue Length 50th (ft)	49	119	8	110	0	9	65	0	82	88	0
Queue Length 95th (ft)	134	201	28	177	38	31	118	0	124	170	51
Internal Link Dist (ft)		217		793			1015			290	
Turn Bay Length (ft)	130		115		110	20		20	130		134
Base Capacity (vph)	477	1807	267	1178	1025	117	270	425	510	487	616
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.52	0.08	0.42	0.26	0.15	0.44	0.02	0.59	0.43	0.36

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	628	15	9	965	333	30	182	8	165	158	154
Future Volume (vph)	223	628	15	9	965	333	30	182	8	165	158	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	10	14	13	10	10	13
Total Lost time (s)	5.7	5.5		5.5	5.5	6.1	5.3	5.3	5.3	6.1	5.3	5.3
Lane til. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1652	3520		1569	3303	1733	1620	2027	1627	3204	1773	1608
Flt Permitted	0.14	1.00		0.39	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	241	3520		647	3303	1733	1620	2027	1627	3204	1773	1608
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	237	668	16	9	1016	351	33	200	9	192	184	179
RTOR Reduction (vph)	0	2	0	0	0	91	0	0	8	0	0	137
Lane Group Flow (vph)	237	682	0	9	1016	260	33	200	2	192	184	42
Confl. Peds. (#/hr)	7		9	9		7	4		1	1		4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	2%	2%	7%	11%	2%	4%	4%	0%	0%	2%	0%	2%
Turn Type	pm pt	NA		pm pt	NA	pm ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6			2		2		4	4		8	8
Actuated Green, G (s)	39.9	39.9		30.8	30.8	41.3	5.1	15.0	15.0	10.5	21.2	21.2
Effective Green, g (s)	39.9	39.9		30.8	30.8	41.3	5.1	15.0	15.0	10.5	21.2	21.2
Actuated g/C Ratio	0.44	0.44		0.34	0.34	0.46	0.06	0.17	0.17	0.12	0.24	0.24
Clearance Time (s)	5.7	5.5		5.5	5.5	6.1	5.3	5.3	5.3	6.1	5.3	5.3
Vehicle Extension (s)	3.0	3.8		3.0	4.4	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	280	1560		243	1130	795	91	337	271	373	417	378
v/s Ratio Prot	c0.10	0.19		0.00	c0.31	0.04	0.02	c0.10		0.06	c0.10	
v/s Ratio Perm	0.27			0.01		0.11			0.00			0.03
v/c Ratio	0.85	0.44		0.04	0.90	0.33	0.36	0.59	0.01	0.51	0.44	0.11
niform Delay, d1	20.2	17.3		19.7	28.1	15.5	40.9	34.7	31.3	37.4	29.3	27.0
Progression Factor	0.99	0.99		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	20.2	0.9		0.1	11.4	0.2	2.5	2.8	0.0	1.2	0.7	0.1
Delay (s)	40.2	18.0		19.8	39.5	15.7	43.3	37.5	31.3	38.6	30.1	27.1
Level of Service	D	B		B	D	B	D	D	C	D	C	C
Approach Delay (s)		23.7			33.3			38.0			32.1	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	22.6
Intersection Capacity tilization	75.8%	IC Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

4: Angeles Vista Boulevard/Santa Rosalia Drive & Stocker Street

10/08/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	237	684	9	1016	351	33	200	9	192	184	179
v/c Ratio	0.80	0.38	0.03	0.84	0.39	0.25	0.69	0.02	0.51	0.44	0.32
Control Delay	39.6	15.3	18.7	33.9	7.0	43.5	49.1	0.1	42.6	34.4	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.6	15.3	18.7	33.9	7.0	43.5	49.1	0.1	42.6	34.4	3.3
Queue Length 50th (ft)	80	128	3	271	49	17	108	0	53	99	0
Queue Length 95th (ft)	#267	224	13	354	97	48	177	0	82	146	19
Internal Link Dist (ft)		217		793			1015			290	
Turn Bay Length (ft)	130		115		110	20		20	130		134
Base Capacity (vph)	298	1860	303	1229	918	133	331	466	388	458	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.37	0.03	0.83	0.38	0.25	0.60	0.02	0.49	0.40	0.31

Intersection Summary

95th percentile volume exceeds capacity, ueue 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)	226	977	40	21	597	266	17	118	7	265	197	219
Future Volume (vph)	226	977	40	21	597	266	17	118	7	265	197	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	11	10	16	10	14	13	10	10	13
Total Lost time (s)	5.7	5.5		5.5	5.5	6.1	5.3	5.3	5.3	6.1	5.3	5.3
Lane til. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1667	3546		1744	3336	1771	1685	2027	1631	3236	1756	1624
Flt Permitted	0.21	1.00		0.26	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	368	3546		479	3336	1771	1685	2027	1631	3236	1756	1624
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93	0.91	0.91	0.91
Adj. Flow (vph)	238	1028	42	23	642	286	18	127	8	291	216	241
RTOR Reduction (vph)	0	3	0	0	0	127	0	0	7	0	0	176
Lane Group Flow (vph)	238	1067	0	23	642	159	18	127	1	291	216	65
Confl. Peds. (#/hr)	5		9	9		5	3					3
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	1%	1%	3%	0%	1%	2%	0%	0%	0%	1%	1%	1%
Turn Type	pm pt	NA		pm pt	NA	pm ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6			2		2		4	4		8	8
Actuated Green, G (s)	39.7	39.7		30.5	30.5	42.8	2.3	13.6	13.6	12.3	24.4	24.4
Effective Green, g (s)	39.7	39.7		30.5	30.5	42.8	2.3	13.6	13.6	12.3	24.4	24.4
Actuated g/C Ratio	0.44	0.44		0.34	0.34	0.48	0.03	0.15	0.15	0.14	0.27	0.27
Clearance Time (s)	5.7	5.5		5.5	5.5	6.1	5.3	5.3	5.3	6.1	5.3	5.3
Vehicle Extension (s)	3.0	3.8		3.0	4.4	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	321	1564		190	1130	842	43	306	246	442	476	440
v/s Ratio Prot	0.09	c0.30		0.00	c0.19	0.03	0.01	c0.06		c0.09	c0.12	
v/s Ratio Perm	c0.24			0.04		0.06			0.00			0.04
v/c Ratio	0.74	0.68		0.12	0.57	0.19	0.42	0.42	0.00	0.66	0.45	0.15
niform Delay, d1	18.0	20.1		21.1	24.4	13.6	43.2	34.6	32.5	36.9	27.3	24.9
Progression Factor	1.25	0.97		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.1	2.2		0.3	2.1	0.1	6.5	0.9	0.0	3.5	0.7	0.2
Delay (s)	30.7	21.7		21.4	26.4	13.7	49.7	35.5	32.5	40.4	28.0	25.1
Level of Service	C	C		C	C	B	D	D	C	D	C	C
Approach Delay (s)		23.4			22.5			37.0			31.9	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	22.6
Intersection Capacity tilization	60.6%	IC Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	238	1070	23	642	286	18	127	8	291	216	241
v/c Ratio	0.69	0.59	0.09	0.52	0.28	0.17	0.54	0.02	0.66	0.45	0.39
Control Delay	30.4	17.9	21.5	24.3	2.9	43.6	46.1	0.1	44.2	31.7	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.4	17.9	21.5	24.3	2.9	43.6	46.1	0.1	44.2	31.7	6.1
Queue Length 50th (ft)	55	132	9	157	11	10	69	0	80	92	0
Queue Length 95th (ft)	#186	324	25	205	45	32	123	0	122	179	58
Internal Link Dist (ft)		217		793			1015			290	
Turn Bay Length (ft)	130		115		110	20		20	130		134
Base Capacity (vph)	349	1819	254	1263	1029	109	270	425	478	483	621
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.59	0.09	0.51	0.28	0.17	0.47	0.02	0.61	0.45	0.39

Intersection Summary

95th percentile volume exceeds capacity, ueue may be longer.
Queue shown is maximum after two cycles.

APPENDIX H

LADOT TCR REPORT AND CONCEPTUAL SIGNING & STRIPING PLAN

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
Departmental Correspondence

TRAFFIC
CONTROL
REPORT

February 12, 2020
8 – Southern – SR 93670,
107590, 118896, 136077
Angeles Vista Bl, Santa Rosalia
Dr & Stocker St

Left Turn Phasing

DETERMINATION

1. That protected-only left-turn phasing with the appropriate signal indications be authorized for installation for northbound Angeles Vista Boulevard at the intersection of Stocker Street (LAMC Section 80.07).
2. That protected-permissive left-turn phasing with the appropriate signal indications be authorized for installation for eastbound and westbound Stocker Street at the intersection of Angeles Vista Boulevard and Santa Rosalia Drive (LAMC Section 80.07).
3. That the traffic signal modification be added to the Department's list of approved, but unfunded projects, until such time that funding for the cost of construction can be identified.

DISCUSSION

The Department of Transportation received several requests regarding signal timing, congestion, and striping at the intersection of Angeles Vista Boulevard, Santa Rosalia Drive and Stocker Street. Southbound Santa Rosalia Drive has a shared through-right lane at Stocker Street, and many requesters asked for an exclusive right-turn only lane.

A comprehensive traffic engineering study for this intersection has been completed. The study included an investigation of the physical conditions and existing traffic controls, a review of traffic volumes, an analysis of collisions reported to the Police Department for the previous five years, a review of the complaints at or near the intersection, and observations of traffic movements through the intersection.

Stocker Street is designated Boulevard II in the City of Los Angeles, and is striped with two lane of traffic in each direction, left turn channelization, and a right turn pocket for westbound Stocker Street at Santa Rosalia Drive. The County of Los Angeles has established a 40 mph speed limit on Stocker Street west of Santa Rosalia Drive. Santa Rosalia Drive is a designated Collector Street in the City of Los Angeles and changes name to Angeles Vista Boulevard at Stocker Street. Santa Rosalia Drive is striped with one northbound travel lane, two southbound left-turn lanes, and a shared through and right-turn lane. Angeles Vista Boulevard is striped with one lane in each direction. The boundary with the County of Los Angeles is at the south and west legs of the intersection. The County of Los Angeles was contacted regarding the results of the study, and concur with the recommendations.

Results of the engineering study indicate that this location satisfies the "Case A.1(c): Geometry" for protected-only left-turn phasing for northbound Angeles Vista Boulevard. Eastbound Stocker Street satisfies the "Case C.2: Traffic Volume", for protected-permissive left-turn phasing. Westbound Stocker Street satisfies the "Case C.8: Opposing Direction" for protected-permissive left-turn phasing. The installation of protected-only and protected-permissive left-turn phasing, as described in the Determination, and striping changes recommended by the District Office and Design Division are therefore recommended to improve safety and operations at the intersection.

Recommended by:

CRYSTAL KILLIAN, P.E.
Transportation Engineer
Southern District

Approved by:

ROY W. KIM, P.E.
Senior Transportation Engineer
East Area District Operations

c: Emeline Nguyen, Dina Andrews, Fernando Montes-Rodriguez, Tara Sullivan, CD 8
Tim Conger, Scott Brown, Steve Gaur, LADOT
Marty Amundson, MAMUND@dpw.lacounty.gov
Lee Miller, LMILLER@dpw.lacounty.gov
James Chon, JCHON@dpw.lacounty.gov D
Daniel Quintana, DQUINTAN@dpw.lacounty.gov
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Ruben Cruz, RCRUZ@dpw.lacounty.gov,
Henry Hernandez, HHERNAND@dpw.lacounty.gov
Phil Phan, PPHAN@dpw.lacounty.gov, LA County

DT 302 (R.9/79)

City of Los Angeles
DEPARTMENT OF
TRANSPORTATION

Sheet No. 86776

ENGINEERING WORK ORDER

INITIATED By:	SCHEDULING RELEASE:	WORK PERFORMED BY:
Name Kien Nguyen	BY	Crew Chief
Office Southern	To	Completion Date
Date 2/11/2020	Date	Division Head Certification

LOCATION Santa Rosalia Dr / Angeles Vista Bl & Stocker St.

C.D. No.	State Route No.	Other Jurisdiction Affected
8		

Summary of Work

Prepare traffic signal plan for protected-only left-turn phasing in NB Angeles Vista Bl & PPLT phasing in EB/WB Stocker St.

Comm. App. _____

DIVISION USE ONLY

Assigned To	Date	Estimated Design Completion date

WORK TO BE DONE

Count		
Acc Search		
Col Diagram		
Heli Photos		
Vert Photos		
Base Dwg		
Prelim Dwg		
Final Dwg		

Estimated Cost

Actual Cost

Drawing File No.

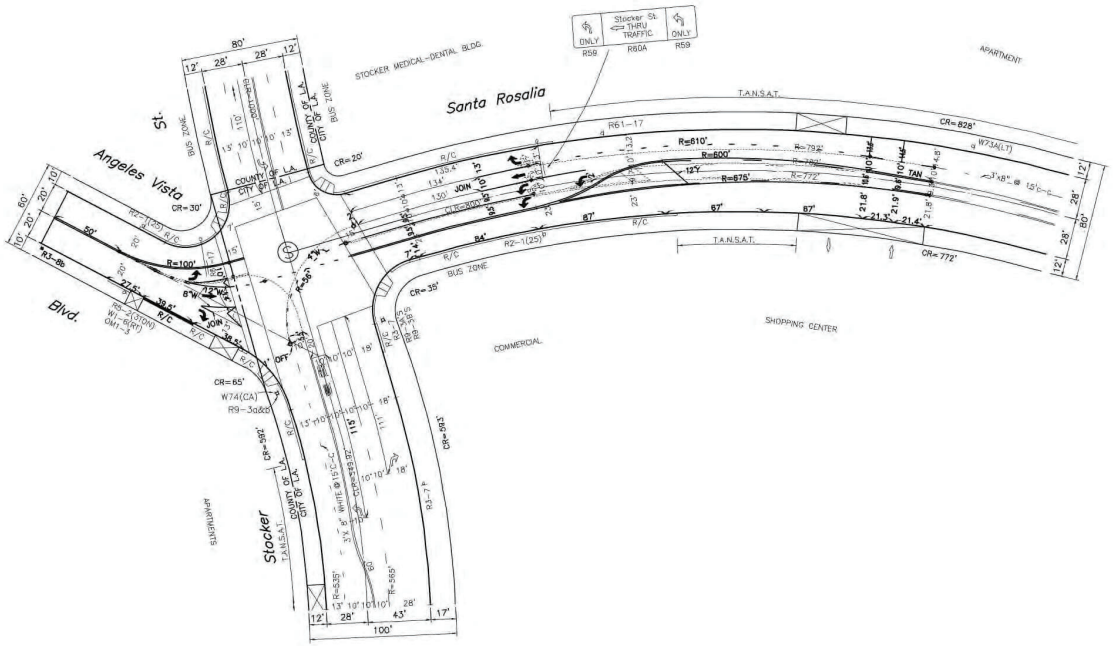
Req. Rec.

PW Plan Rec.

Installed

PROJECT NO.

FIELD CHECK COMMENTS

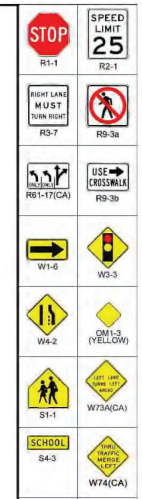


LEGEND

1. EXISTING STRIPING & MARKINGS TO REMAIN
   EXISTING STRIPING & MARKINGS TO BE REMOVED
   PROPOSED STRIPING & MARKINGS
2. EXISTING SIGNS • PROPOSED SIGNS
3. SIGNALIZED INTERSECTION
4. R/C EXISTING RED CURB
   R/C PROPOSED RED CURB

NOTES

1. LENGTH OF DESIGN : 650' ±
2. PAINT REMOVAL REQUIRED.



DISTRICT INITIATED

SUBMITTED DEC 04 20 13
TIM CONGER
Transportation Engineer

APPROVED DEC 05 20 13
MANOOCHEHR ADHAMI
Senior Transportation Engineer

REGISTERED PROFESSIONAL ENGINEER MANOOCHEHR ADHAMI No. 69854 CIVIL STATE OF CALIFORNIA

INSTALLATION DATES

MARKOUT BEGAN:
MARKOUT COMPLETED:
STRIPING COMPLETED:
References:
A-2962 A-4915
A-1314 FB114-185

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
JON KIRK MUKRI, INTERIM GENERAL MANAGER

SANTA ROSALIA DRIVE
AT STOCKER STREET

SCALE: 1"=40'

Thomas Guide	District	PROJECT NO.	DRAWING NO.
673-D2,E3	S	GFUND000	A-6260 1/1

NO.	REVISION DESCRIPTION	BY	DATE	BY	DATE

	BY	DATE
DESIGN	DF	11/21/2013
CHECK		
BASE		

	BY	DATE
DISTRICT DRAWING	CK	12/03/2013
SUPERVISOR		
T.E./SR. T.E.		
PRINCIPAL T.E.		

1"=20' ORIGINAL MAP SCALE 20 10 0 20 40 60 80 100 FEET
1"=40' 40 20 0 40 80 120 160 200 FEET

SCALES HORIZ. 1"= VERT. 1"=

SHEET

INDEX NUMBER

APPENDIX I

LADOT TRAFFIC SIGNAL WARRANT WORKSHEETS

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/15/23 PREPARER KOA REVIEWER _____

MAJOR ST: Santa Rosalia Drive

MINOR ST: Project Driveway

Critical Approach Speed ____ MPH or Speed Limit 25 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☐

SATISFIED YES ☐

NO ☒

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.

b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.

c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.

d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.

e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.

f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one -lane approach with only the traffic volume in the through/left-turn lane considered.

g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Eight-Hour Vehicular Volume WARRANT 1 (continued)

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

Attachment A: Streetlight Data Counts

Condition A

Minimum Vehicle Volume

SATISFIED	YES	NO
100%	☐	☒
80%	☐	☒

Attachment B: Future with Project Volumes

RIGHT TURN REDUCTION APPLICATION *MINOR STREET* (If Yes, fill in percentage) ☒ ☐ ____%

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOW IN BRACKETS) 1 ✓ U	1 ✓ R	2 or More U	2 or More R	Hours 15:00	16:00	17:00	07:00	18:00	08:00	09:00	06:00
Both Approach Major Street	500 ✓ (400)✓	350 (280)	600 (480)	420 (336)	964	880	856	907	691	738	608	384
Highest Approach Minor Street	150 ✓ (120)✓	105 (84)	200 (160)	140 (112)	163	163	163	45	163	45	45	45
80% Both Approach Major Street					771	704	684	725	552	590	486	307
80% Highest Approach Minor Street					130	130	130	36	130	36	36	36

Condition B

Interruption of Continuous Traffic

SATISFIED	YES	NO
100%	☐	☒
80%	☐	☒

RIGHT TURN REDUCTION APPLICATION *MINOR STREET* (If Yes, fill in percentage) ☐ ☐ ____%

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOW IN BRACKETS) 1 ✓ U	1 ✓ R	2 or More U	2 or More R	Hours 15:00	16:00	17:00	07:00	18:00	08:00	09:00	06:00
Both Approach Major Street	750 ✓ (600)✓	525 (420)	900 (720)	630 (504)	964	880	856	907	691	738	608	384
Highest Approach Minor Street	75 ✓ (60) ✓	53 (42)	100 (80)	70 (56)	163	163	163	45	163	45	45	45
80% Both Approach Major Street					771	704	684	725	552	590	486	307
80% Highest Approach Minor Street					130	130	130	36	130	36	36	36

COMBINATION OF A & B

SATISFIED	YES	NO
	☐	☒

REQUIREMENT	CONDITION	✓	FULFILLED YES	FULFILLED NO
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		☐	☒
	AND			
	B. INTERRUPTION OF CONTINUOUS TRAFFIC			
AND AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCOVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			☐	☒

Eight-Hour Vehicular Volume WARRANT 1 (continued)

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

Projected Volumes

	N/A	
SATISFIED	YES	NO
	☐	☐

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)
Based on Estimated Average Daily Traffic - see *Note

URBAN ☐	RURAL ☐	Minimum Requirements Estimated Average Daily Traffic			
CONDITION A - Minimum Vehicular Volume Satisfied ☐ Not Satisfied ☐		Vehicles Per Day On Major Street (Total of Both Approaches)		Vehicles Per Day On Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach		Urban	Rural	Urban	Rural
Major Street / Minor Street					
1 / 1		8,000	5,600	2,400	1,680
2 or More / 1		9,600	6,720	2,400	1,680
2 or More / 2 or More		9,600	6,720	3,200	2,240
1 / 2 or More		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic Satisfied ☐ Not Satisfied ☐		Vehicles Per Day On Major Street (Total of Both Approaches)		Vehicles Per Day On Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach		Urban	Rural	Urban	Rural
Minor Street / Minor Street					
1 / 1		12,000	8,400	1,200	850
2 or More / 1		14,400	10,080	1,200	850
2 or More / 2 or More		14,400	10,080	1,600	1,120
1 / 2 or More		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B Satisfied ☐ Not Satisfied ☐		2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% or more…… A _____ B _____					

** **Note:** To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes*

Four-Hour Vehicular Volume

WARRANT 2

N/A ☐
SATISFIED YES ☐
NO ☒

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Record hourly vehicle volumes for the highest four hours of an average day.

b. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.

c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.

d. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.

e. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left -turn traffic.

APPROACH LANES	One	2 or More	Hours 15:00	16:00	17:00	07:00
Both Approaches - Major Street	✓		964	881	856	907
Higher Approach - Minor Street	✓		163	163	163	45

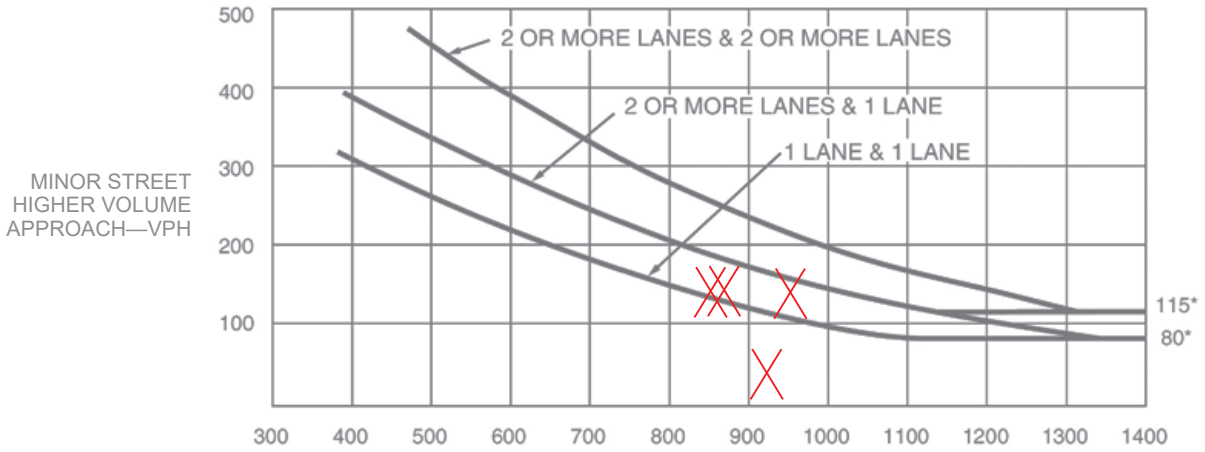
	YES	NO
RIGHT TURN REDUCTION APPLICATION *MINOR STREET*	☐	☒
(If Yes, fill in percentage) _____ %		

* All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	☐	☒
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)		

Four-Hour Vehicular Volume WARRANT 2 (continued)

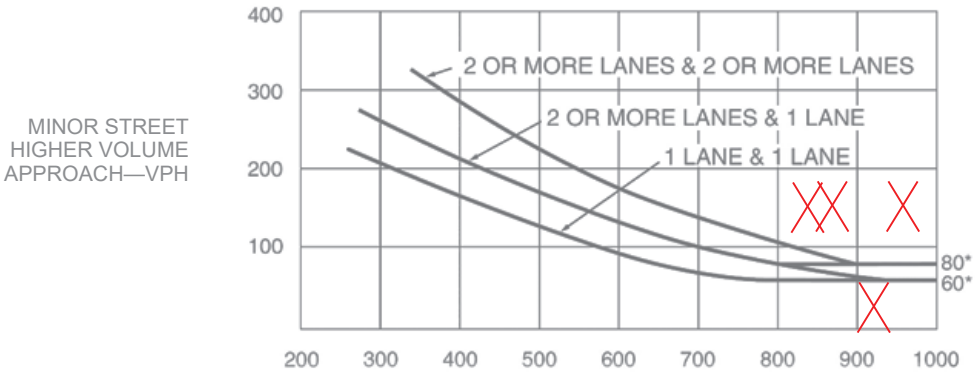
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal

URBAN
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

RURAL
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)



Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak Hour WARRANT 3

N/A ☒
SATISFIED YES ☐
NO ☐

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.
c. In applying each condition, the major street and minor street volumes shall be for the same hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Unusual facility per Note b.	YES ☐	NO ☐

Name _____

PART A

PART A	SATISFIED	YES	NO
All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)		☐	☐

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☐	☐	☐

PART B

PART B	SATISFIED	YES	NO
		☐	☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street			
Higher Approach - Minor Street			

RIGHT TURN REDUCTION APPLICATION *MINOR STREET*	YES	NO
	☐	☐
(If Yes, fill in percentage) _____%		

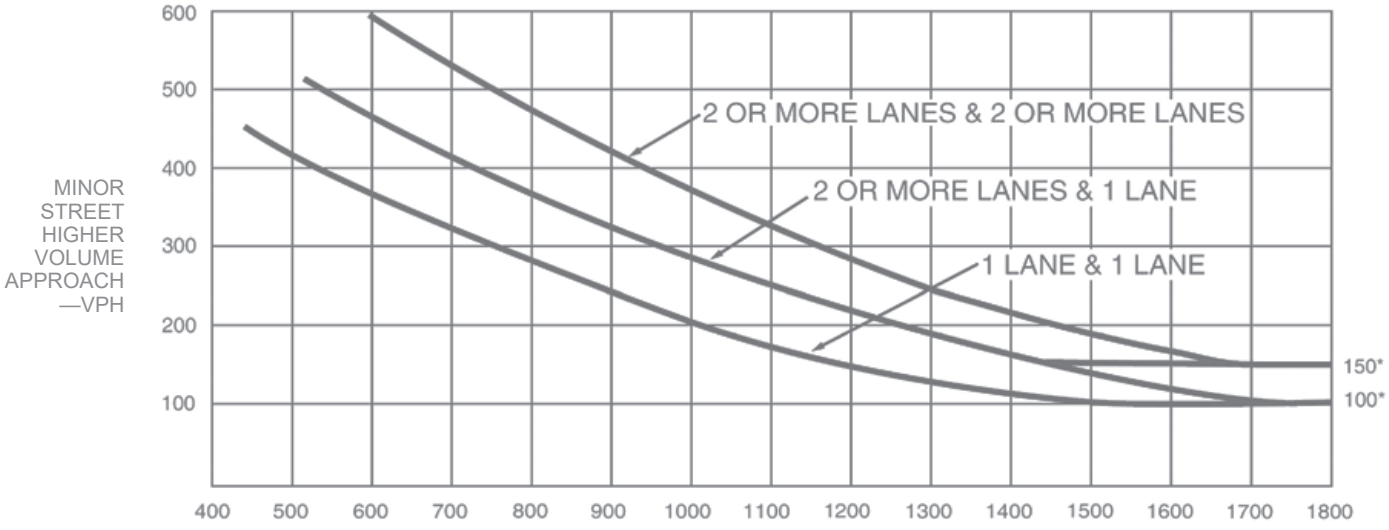
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

@

Peak Hour WARRANT 3 (continued)

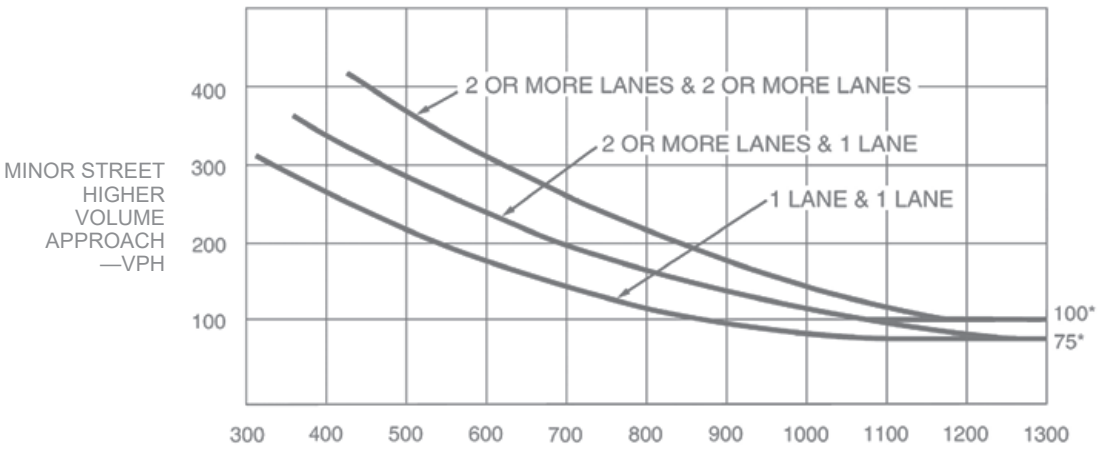
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(C. MMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Pedestrian Counts Not Available

Pedestrian Volume

WARRANT 4

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Parts 1 and 2 shall be satisfied.
b. The pedestrian volume criterion may be reduced by as much as 50% if the 15th percentile speed of the pedestrians is less than 3.5 feet/second.
c. Estimated pedestrian volumes may be used where nearby, near-term land use development has been approved for construction.
d. In applying each condition, the total vehicles per hour on the major street (on both approaches) and the total pedestrians per hour crossing the major street shall be for the same hours.
e. The Pedestrian Volume signal warrants shall not be applied at locations where the distance to the nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.
f. Traffic control signal may not be needed at the study location if adjacent coordinated traffic control signals consistently provide gaps of adequate length for pedestrians to cross the street.
g. If it is considered at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance, and the installation should include suitable standard signs and pavement markings.
h. Bicycles may be counted as pedestrians.
i. Pedestrian Hybrid Beacons may be considered instead of a traffic signal if a device is recommended based upon pedestrian needs

PART 1 (A or B must be satisfied)

SATISFIED YES ☐ NO ☐

A. FOUR-HOUR PEDESTRIAN VOLUMES

(FIGURE 4C-5 OR 4C-6 SATISFIED)

	Hours			
Vehicles per hour on major street for 4 hours				
Pedestrians crossing major street per hour for highest 4 hours				

SATISFIED	YES	NO
100%	☐	☐
80%	☐	☐
50%	☐	☐
15% WALKING RATE	_____ fps	

B. ONE HOUR PEDESTRIAN VOLUMES

(FIGURE 4C-7 or 4C-8 SATISFIED)

	Hour
Vehicles per hour on major street for 1 hour	
Pedestrians crossing major street per hour for highest 1 hour	*0*

SATISFIED	YES	NO
100%	☐	☐
80%	☐	☐
50%	☐	☐
15% WALKING RATE	_____ fps	

PART 2

SATISFIED YES ☐ NO ☐

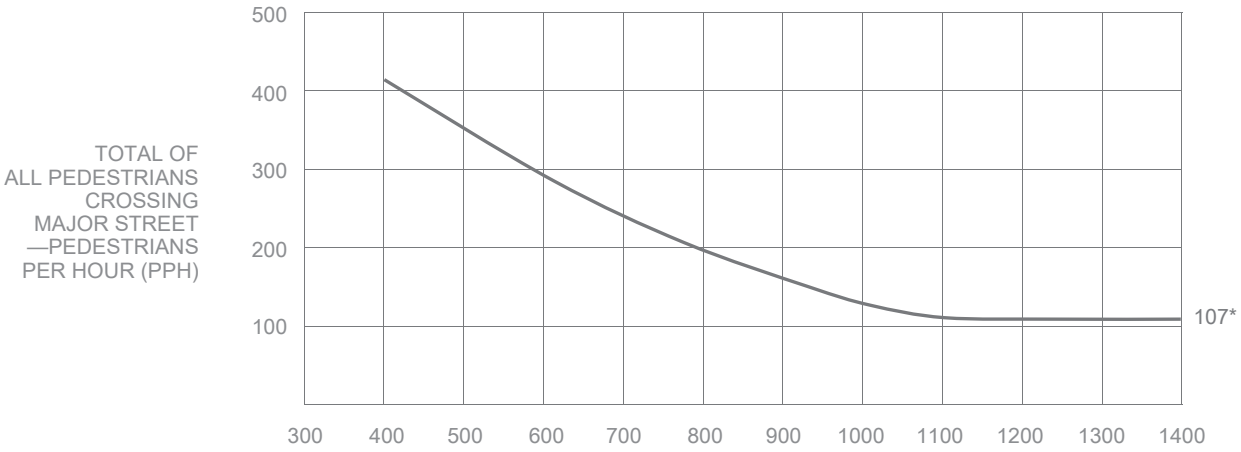
	YES	NO
AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	☐	☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street	☐	☐

Pedestrian Volume WARRANT 4 (continued)

✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

SPEED ≤ 35 MPH

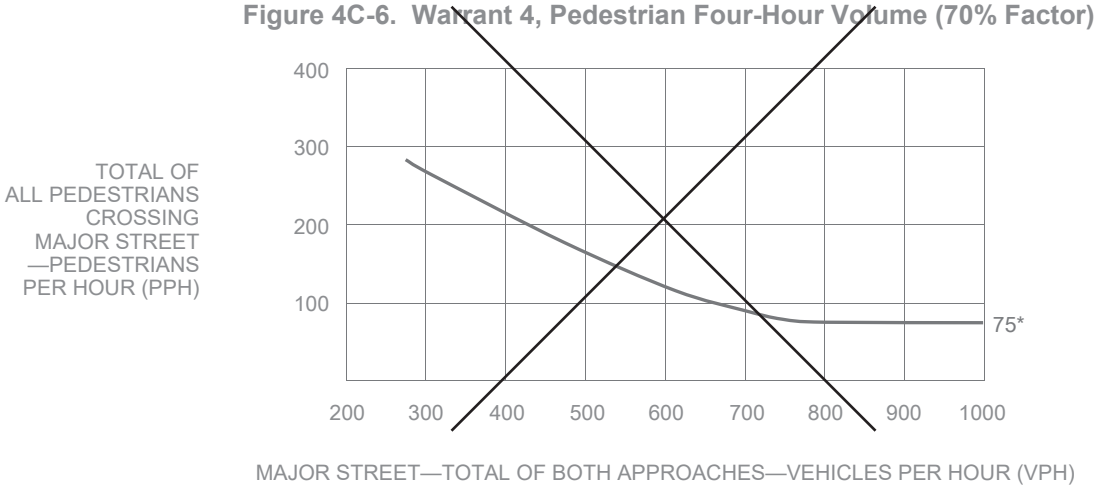
Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



** Note: 107 pph applies as the lower threshold volume*

SPEED > 35 MPH

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



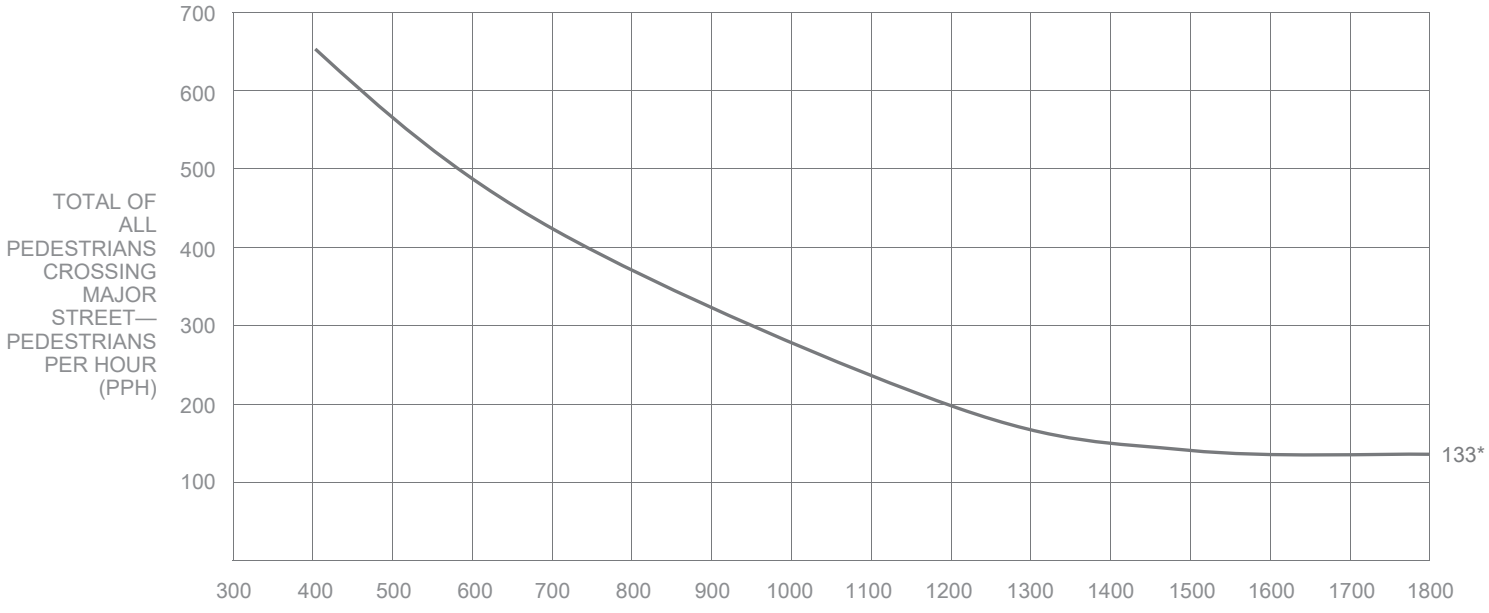
** Note: 75 pph applies as the lower threshold volume*

Pedestrian Volume WARRANT 4 (continued)

✯ *The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal* ✯

SPEED ≤ 35 MPH

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



** Note: 133 pph applies as the lower threshold volume*

SPEED > 35 MPH

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



** Note: 93 pph applies as the lower threshold volume*

School Crossing WARRANT 5

N/A ☒

SATISFIED YES ☐ NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Part A and Part B shall be satisfied.
b. For purposes of this warrant, schoolchildren include elementary through high school students.
c. Estimated schoolchildren volumes may be used where a new school or expanded school has been approved for construction.
d. The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of schoolchildren at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the schoolchildren are using the crossing is less than the number of minutes in the same period and there are a minimum of 20 schoolchildren during the highest crossing hour.
e. The School Crossing signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.
f. Non-intersectional schoolchildren crosswalk locations may be signalized when justified.
g. Pedestrian Hybrid Beacons may be considered instead of a traffic signal if a device is recommended based upon pedestrian needs

PART A — SATISFIED YES ☐ NO ☐

Gap / Minutes and # of Children		Hour		YES	NO
Gaps vs Minutes	Minutes Children Using Crossing		Gaps < Minutes	☐	☐
	Number of Adequate Gaps		**AND** Children ≥ 20/hr	☐	☐
School Age Pedestrians Crossing Street / hr					
AND, Consideration has been given to less restrictive remedial measures				☐	☐

PART B — SATISFIED YES ☐ NO ☐

	YES	NO
The distance to the nearest traffic signal along the major street is greater than 300 ft	☐	☐
OR, The proposed traffic signal will not restrict progressive movement of traffic	☐	☐

Coordinated Signal System WARRANT 6

N/A ☒

SATISFIED YES ☐ NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. The Coordinated Signal System signal warrant should not be applied where the resultant spacing of traffic control signals would be less than 1,000 feet.
b. All Parts must be satisfied.

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	YES	NO
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	☐	☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		☐	☐
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.			

Crash Experience Warrant — WARRANT 7

N/A ☐
SATISFIED YES ☐
NO ☒

☆ *The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal* ☆

a. All Parts must be satisfied.
b. For locations that involve other agencies, crash data from other involved jurisdictions should be obtained.

Attachment C: 2023 SWITRS Collision Data for Santa Rosalia Drive

			YES	NO
Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency			☐	☐
REQUIREMENTS	Number of crashes reported within a 12-month period susceptible to correction by a traffic signal: *0*		☐	☐
5 OR MORE	*Indicate Date(s):*			
REQUIREMENTS	**CONDITIONS**	✓		
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		☐	☐
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic			
	OR, Warrant 4, Pedestrian Volume Condition - Ped Vol ≥ 80% for ped volumes per Figures 4C-5 to 4C-8			

Roadway Network — WARRANT 8

N/A ☐
SATISFIED YES ☐
NO ☒

☆ *The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal* ☆

a. Existing traffic volumes with an ambient growth rate of 1% (or other LADOT approved ambient growth rate) may be used if projected volumes are not available.
b. All Parts must be satisfied.

MINIMUM VOLUME REQUIREMENTS	**ENTERING VOLUMES - ALL APPROACHES**	✓	**FULLFILLED** YES	NO
1000 Veh / Hr	During Typical Weekday Peak Hour *1,154* Veh/Hr **AND** has 5-year projected traffic volumes that meet one or more of Warrants 1,2, and 3 during an average weekday.	✓	☐	☒
	OR During Each of Any 5 Hrs. of a Saturday or Sunday _____ Veh / Hr			

CHARACTERISTICS OF MAJOR ROUTES	**MAJOR ROUTE A**	**MAJOR ROUTE B**	YES	NO
Highway System Serving as Principal Network for Through Traffic				
Rural or Suburban Highway Outside Of, Entering, or Traversing a City				
Appears as Major Route on an Official Plan				
Any Major Route Characteristics Met, Both Streets			☐	☒

Intersection Near a Grade Crossing

WARRANT 9

N/A ☒
SATISFIED YES ☐
NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Both Parts A and B shall be satisfied.

b. This Warrant shall only be applied after review and approval by the LADOT Railroad Crossing and Safety Section (RCOSS), subject to CPUC General Order approval.

c. This Warrant does not apply for Pre-Signals and/or Queue-Cutter signals, as an alternative application of Pre-Signals (See 2012 CA MUTCD, Sec 8C.09). Pre-Signals shall only be applied after review and approval by RCOSS, subject to CPUC General Order approval.

	FULFILLED	
	YES	NO
PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	☐	☐
PART B **There is one minor street approach lane at the track crossing** - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH **OR, There are two or more minor street approach lanes at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	☐	☐

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C-10.

1. Number of Rail Traffic per Day _____ Adjustment factor from Table 4C-2 _____
2. Percentage of High-Occupancy Buses on Minor Street Approach _____ Adjustment factor from Table 4C-3 _____
3. Percentage of Tractor-Trailer Trucks on Minor Street Approach _____ Adjustment factor from Table 4C-4 _____

NOTE: If no data is available or known, then use AF = 1 (no adjustment)

Table 4C-2. Warrant 9, Adjustment Factor for Daily Frequency of Rail Traffic

Rail Traffic per Day	Adjustment Factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

Table 4C-3. Warrant 9, Adjustment Factor for Percentage of High-Occupancy Buses

% of High-Occupancy Buses * on Minor-Street Approach	Adjustment Factor
0 %	1.00
2 %	1.09
4 %	1.19
6 % or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people

Intersection Near a Grade Crossing WARRANT 9 (continued)

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

**Table 4C-4. Warrant 9,
Adjustment Factor for Percentage of Tractor-Trailer Trucks**

% of Tractor-Trailer Trucks on Minor-Street Approach	Adjustment Factor	
	D less than 70 feet	D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09

**Figure 4C-9. Warrant 9, Intersection Near a Grade Crossing
(One Approach Lane at the Track Crossing)**

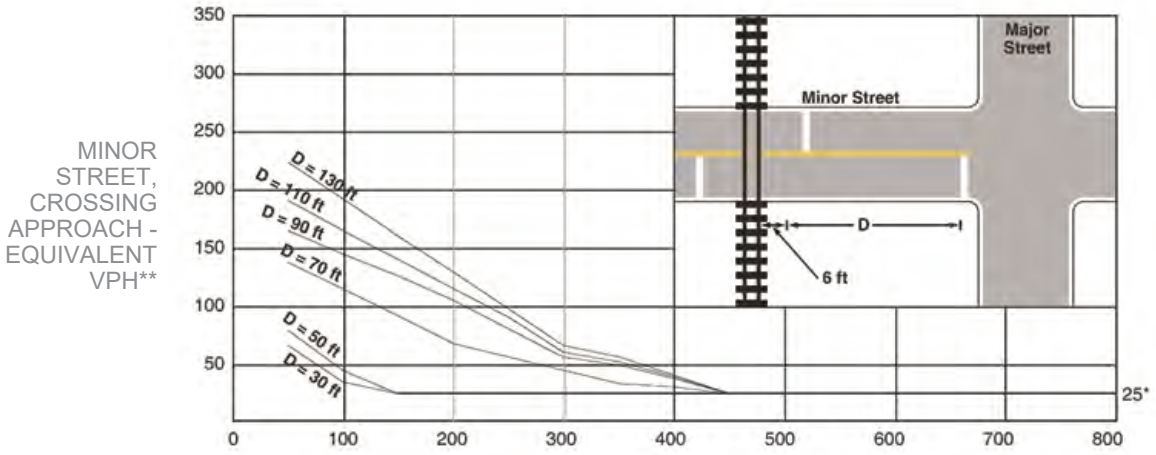
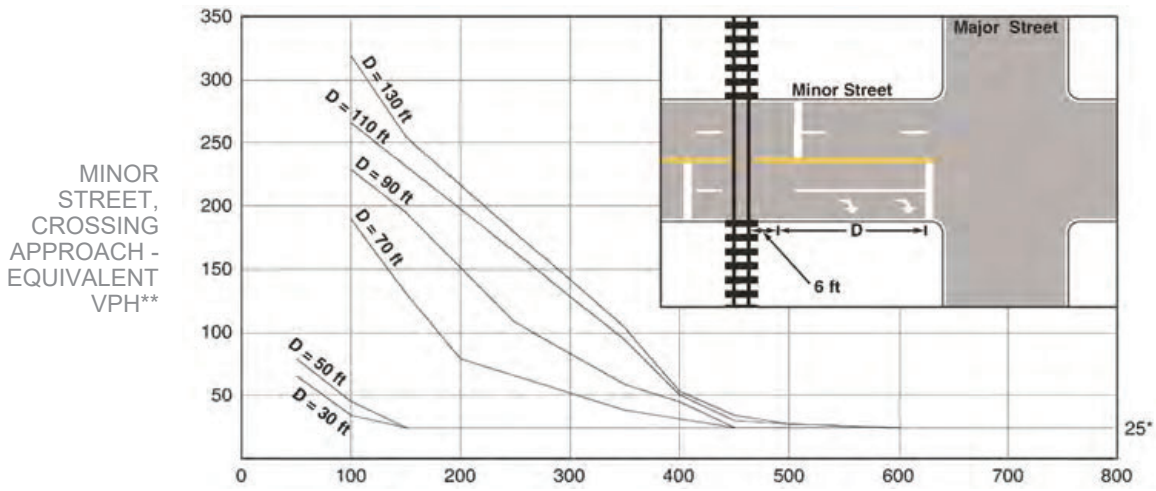


**Figure 4C-10. Warrant 9, Intersection Near a Grade Crossing
(Two or More Approach Lanes at the Track Crossing)**



** 25 vph applies as the lower threshold volume*
*** VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate*

The next two warrants are not included in the MUTCD (CA) standard warrants, but are added as optional warrants that an engineer may use with discretion to justify a traffic signal for special conditions where other traffic control devices could be considered, but where a traffic signal might be more appropriate

Bicyclist Counts Not Available

Bicycles WARRANT 10

N/A	☒
SATISFIED YES	☐
NO	☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Part A and Part B shall be satisfied
b. Per MUTCD (CA) Section 4C.01.15: "For signal warrant analysis, bicyclists may be counted as either vehicles or pedestrians."
c. When performing a signal warrant analysis, bicyclists riding in the street with other vehicular traffic are usually counted as vehicles, and bicyclists who are clearly using pedestrian facilities are usually counted as pedestrians; however for this bicycle specific warrant, bicyclists are counted as bicyclists, regardless of where they are riding.
d. Bicycle signal faces should be considered for use when this warrant is satisfied, with the final determination made during the signal design process. Refer to MUTCD (CA) Section 4D.104 (CA).
e. Estimated peak hour bicycle volumes may be used for new intersections, significantly reconstructed intersections, or where new bicycle facilities or near-term land development are proposed which will result in increased bicycle volumes.

PART A and B must be satisfied	SATISFIED YES	NO
	☐	☐

PART A (*1 or 2 below must be satisfied*)	SATISFIED YES	NO
1. Location meets the Department's guidelines for a marked crosswalk with Pedestrian Hybrid Beacons, where pedestrian units are replaced with bicyclists; **AND** the minor street is designated as part of the Neighborhood Enhanced Network in the Mobility Plan 2035 Element of the City's General Plan.	☐	☐
2. The intersection features a two-way bicycle or pedestrian path or trail within the median or alongside one of the roadways.	☐	☐

PART B (*1, 2, or 3 below must be satisfied*)	SATISFIED YES	NO
1. Signal would be part of a corridor or area project to improve bicycle connectivity.*	☐	☐
2. Signal is associated with a development project.*	☐	☐
3. There have been at least 3 correctable collisions involving bicyclists in the last 1 year, 2 per year for the last 2 years, or 5 in the last 3 years of available data.	☐	☐

Specify dates of correctable bicycle collisions:

	Period Dates	Dates of Correctable Bicycle Collisions
1 year		
2 year		
3 year		

**The authority for a traffic signal justified using Part B.1 or B.2 shall be automatically rescinded three years after the date of approval if funding for construction of the traffic signal is not secured or project plans are not actively being reviewed for approval.*

Pedestrian Activated Yellow Flashing Beacons

WARRANT 11

N/A ☒

SATISFIED YES ☐

NO ☐

✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

a. All Parts shall be satisfied.
b. This warrant should be applied when Pedestrian Activated Yellow Flashing Beacons are recommended within 600 feet BOTH upstream and downstream of existing traffic signals.

PART A	YES	NO
Location meets the guidelines for the installation of Pedestrian Activated Yellow Flashing Beacons as described in the LADOT Marked Crosswalk Guidelines.	☐	☐

PART B

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNALS	YES	NO
≤ 600 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	☐	☐

AATTACHMENT A

Weekday

	North			East			South			West													
	Sta Rosalia N (Southbound)			Other Dwy (Westbound)			Sta Rosalia S (Northbound)			Proj Dwy (Eastbound)											BY HOUR		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %	MAJOR	MINOR 1	MINOR 2	SUM	MAX MINOR	MAJOR	MINOR		
6:00am	0	20	1	0	0	0	0	5	0	0	0	0	26	0.0054	-	-		-					
6:15am	0	17	1	0	0	0	0	13	0	0	0	0	31	0.0065	-	-		-					
6:30am	1	25	1	1	0	0	0	39	0	1	0	0	68	0.0142	-	-		-					
6:45am	0	37	1	1	0	0	0	49	0	1	0	0	89	0.0185	210	2	2	214	2	210	4	214	8
7:00am	0	47	3	0	0	1	0	70	0	1	0	0	122	0.0254	304	3	3	310					
7:15am	1	47	3	0	0	1	1	102	0	2	0	0	157	0.0327	427	4	5	436					
7:30am	3	84	3	0	0	0	2	103	1	3	0	1	200	0.0416	557	3	8	568					
7:45am	4	106	4	1	0	0	2	101	1	2	0	0	221	0.046	688	3	9	700	9	688	12	700	4
8:00am	3	108	4	1	0	1	5	72	1	2	0	0	197	0.041	761	4	10	775					
8:15am	3	56	4	0	0	2	6	51	1	2	0	0	125	0.026	728	5	10	743					
8:30am	3	52	4	0	0	3	6	46	1	1	0	0	116	0.0241	644	8	7	659					
8:45am	2	41	3	0	0	2	4	56	1	1	0	0	110	0.0229	533	9	6	548	9	533	15	548	6
9:00am	3	56	2	0	0	1	2	45	0	1	0	0	110	0.0229	448	8	5	461					
9:15am	4	49	3	1	0	2	2	38	0	2	0	1	102	0.0212	423	9	6	438					
9:30am	4	61	3	1	0	3	2	42	1	3	0	0	120	0.025	424	10	8	442					
9:45am	2	43	3	0	0	3	3	48	1	3	0	1	107	0.0223	417	11	11	439	11	417	22	439	7
3:00pm	4	108	5	3	0	5	1	86	5	5	0	2	224	0.0466	518	18	17	553					
3:15pm	4	87	4	3	0	4	1	101	5	5	0	2	216	0.045	624	22	21	667					
3:30pm	2	68	3	4	0	3	2	102	4	4	0	2	194	0.0404	692	25	24	741					
3:45pm	2	100	6	3	0	2	1	81	4	4	0	1	204	0.0425	786	27	25	838	27	786	52	838	1
4:00pm	3	120	10	2	0	3	1	87	4	3	0	3	236	0.0491	802	24	24	850					
4:15pm	3	79	7	2	0	4	1	72	4	3	0	3	178	0.037	766	23	23	812					
4:30pm	4	81	5	3	0	4	1	63	5	3	0	2	171	0.0356	744	23	22	789					
4:45pm	4	76	4	4	0	3	1	70	5	4	0	2	173	0.036	710	25	23	758	25	710	48	758	2
5:00pm	3	89	5	4	0	3	1	76	3	4	0	2	190	0.0395	662	27	23	712					
5:15pm	3	80	4	3	1	2	1	79	4	4	0	1	182	0.0379	667	27	22	716					
5:30pm	4	100	3	4	1	1	1	62	5	4	0	1	186	0.0387	683	26	22	731					
5:45pm	4	81	4	3	1	1	1	68	7	3	0	1	174	0.0362	688	24	20	732	24	688	44	732	3
6:00pm	3	76	4	3	1	2	1	65	6	3	0	1	165	0.0343	666	23	18	707					
6:15pm	3	60	4	3	0	2	1	57	4	3	0	1	138	0.0287	624	22	17	663					
6:30pm	2	66	4	3	0	2	1	57	3	4	0	1	143	0.0298	582	21	17	620					
6:45pm	2	54	3	3	0	2	1	57	3	3	0	2	130	0.0271	537	21	18	576	21	537	39	576	5
Grand Tota	83	2174	118	56	4	62	52	2063	79	84	0	30	4805	1									

ATTACHMENT B

Weekday

	North			East			South			West								
	Sta Rosalia N (Southbound)			Other Dwy (Westbound)			Sta Rosalia S (Northbound)			Proj Dwy (Eastbound)					BY HOUR			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total		MAX MINOR	MAJOR	MINOR	
6:00am	104	22	1	0	0	0	0	6	48	12	0	33	226					
6:15am	0	19	1	0	0	0	0	15	0									
6:30am	1	27	1	1	0	0	0	43	0									
6:45am	0	41	1	1	0	0	0	54	0						45	384	47	431	8
7:00am	104	51	3	0	0	1	0	79	48	12	0	33	331					
7:15am	1	51	3	0	0	1	1	112	0				169					
7:30am	3	92	3	0	0	0	2	114	1				215					
7:45am	4	117	4	1	0	0	2	111	1				240		45	907	52	959	4
8:00am	107	120	4	1	0	1	5	81	49	12	0	33	413					
8:15am	3	62	4	0	0	2	6	57	1				135					
8:30am	3	58	4	0	0	3	6	50	1				125					
8:45am	2	45	3	0	0	2	4	62	1				119		45	738	54	792	6
9:00am	107	62	2	0	0	1	2	50	48	12	0	33	317					
9:15am	4	54	3	1	0	2	2	42	0				108					
9:30am	4	67	3	1	0	3	2	46	1				127					
9:45am	2	47	3	0	0	3	3	53	1				112		45	608	56	664	7
3:00pm	77	120	5	3	0	5	1	96	34	49	0	114	504					
3:15pm	4	96	4	3	0	4	1	111	5				228					
3:30pm	2	75	3	4	0	3	2	112	4				205					
3:45pm	2	110	6	3	0	2	1	89	4				217		163	964	190	1154	1
4:00pm	76	132	10	2	0	3	1	97	33	49	0	114	517					
4:15pm	3	87	7	2	0	4	1	80	4				188					
4:30pm	4	89	5	3	0	4	1	69	5				180					
4:45pm	4	84	4	4	0	3	1	78	5				183		163	880	188	1068	2
5:00pm	76	99	5	4	0	3	1	85	32	49	0	114	468					
5:15pm	3	88	4	3	1	2	1	87	4				193					
5:30pm	4	110	3	4	1	1	1	68	5				197					
5:45pm	4	89	4	3	1	1	1	75	7				185		163	856	187	1043	3
6:00pm	76	84	4	3	1	2	1	72	35	49	0	114	441					
6:15pm	3	66	4	3	0	2	1	63	4				146					
6:30pm	2	73	4	3	0	2	1	63	3				151					
6:45pm	2	60	3	3	0	2	1	63	3				137		163	691	184	875	5

Project Peak Hour Volumes

AM	104	0	0	0	0	0	0	1	48	12	0	33	
PM	73	0	0	0	0	0	0	1	29	49	0	114	

ATTACHMENT C



APPENDIX J

PARKING STRUCTURE QUEUING ANALYSIS

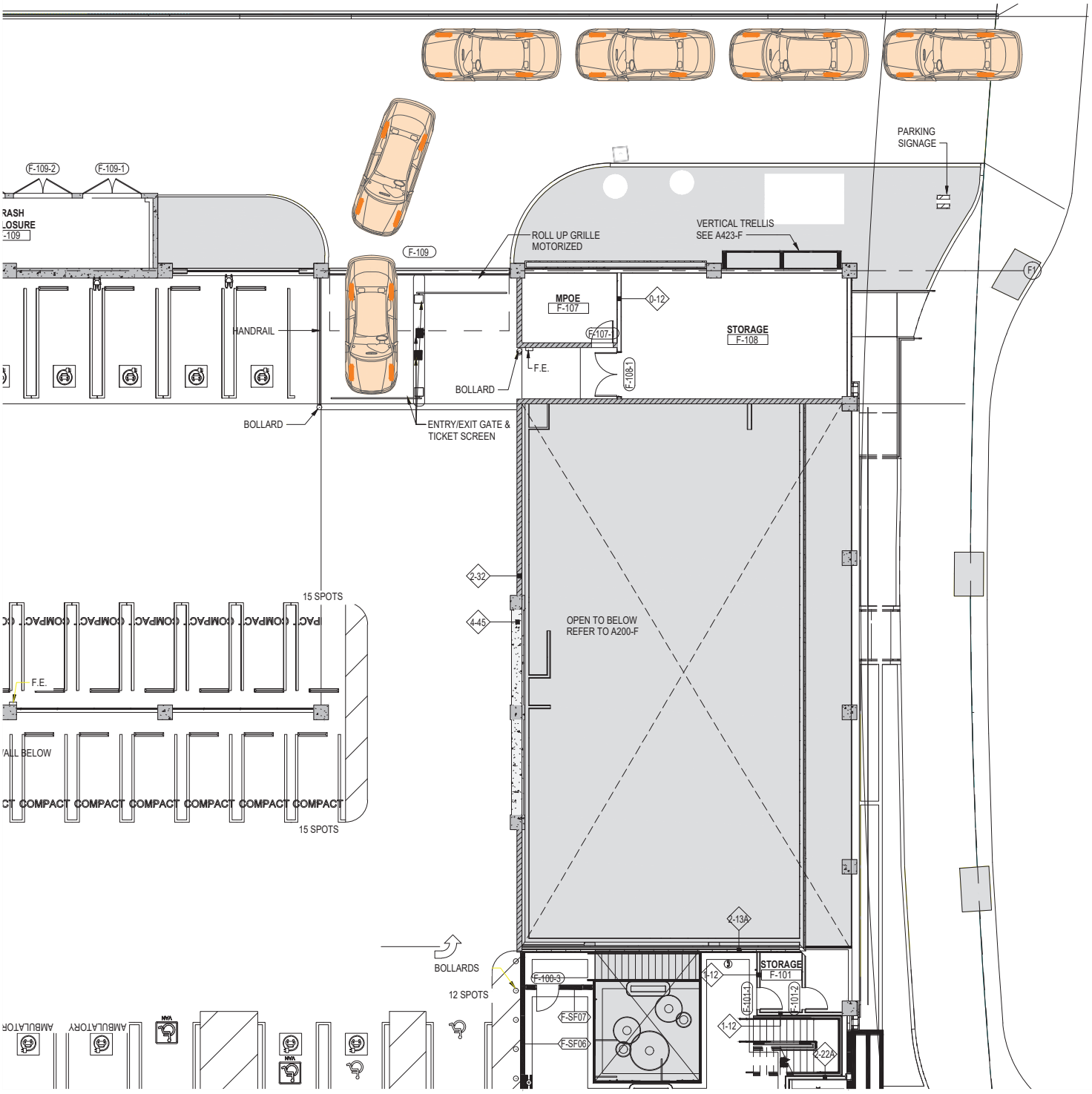
STOCKER STUDIO CREATIVE PROJECT PARKING STRUCTURE VEHICLE QUEUE CALCULATIONS

Maximum Vehicle Arrival Rate (λ) =	152	veh/hr
Parking System with Control Gate (μ) =	417	veh/hr
ρ = (λ/μ) =	0.3645	

Vehicle Queue	Parking System with Control Gate Probability		Cumulative Probability	
0	$p\{0\} = 1 - \rho =$	0.6355	0.6355	
1	$p\{1\} = p\{0\} \times \rho^1 =$	0.2316	0.8671	
2	$p\{2\} = p\{0\} \times \rho^2 =$	0.0844	0.9516	<----- 95th percentile vehicle queue
3	$p\{3\} = p\{0\} \times \rho^3 =$	0.03078	0.9823	
4	$p\{4\} = p\{0\} \times \rho^4 =$	0.01122	0.9936	<----- 99th percentile vehicle queue
5	$p\{5\} = p\{0\} \times \rho^5 =$	0.00409	0.9977	
6	$p\{6\} = p\{0\} \times \rho^6 =$	0.00149	0.9991	
7	$p\{7\} = p\{0\} \times \rho^7 =$	0.00054	0.9997	
8	$p\{8\} = p\{0\} \times \rho^8 =$	0.0002	0.9999	
9	$p\{9\} = p\{0\} \times \rho^9 =$	7.2E-05	1.0000	
10	$p\{10\} = p\{0\} \times \rho^{10} =$	2.6E-05	1.0000	

Note:

Parking system assumptions are based Table 4-4 (pg. 140) in Parking Structure , Third Edition (2001). Conservatively, the service rate was blended based on the insertion card entry (435 veh/hr) and push button ticket entry (400 veh/hr) to account for frequent parkers versus per use parkers.



P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

++FIGURE XX

++TITLE 1
++TITLE 2
++TITLE 3

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Jul 24, 2024 \\Koamp\fs1.KOACORP.LOCAL\shares\Projects\2022\JC21049 LA 3701 Stocker Studio EIR\Docs\Figs\QUEUING.dwg

State of California – Transportation Agency GAVIN NEWSOM, Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
6300 Bristol Parkway
Culver City, CA 90230
(424) 577-8700
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

December 4, 2025

File No.: 565.16927.18267

Kyle Winston
City of Los Angeles
200 North Spring Street, Room 721
Los Angeles, CA 90012

Subject: Stocker Street Creative Environmental Impact; SCH# 2025110100

Dear Kyle Winston,

After thorough review of the draft Environmental Impact Report for the Stocker Street Creative, I would like to share the following concerns on behalf of the California Highway Patrol (CHP) West Los Angeles Area. For background purposes, my responsibilities include oversight of all State and County roadways within Los Angeles County, as it relates to traffic safety, congestion relief and enforcement of the California Penal Code and Vehicle Code. Our mission as an agency is to prevent and minimize the loss of life, injuries and property damage. As such, I have identified significant potential impact to public safety based on proposed projects:

Proximity and size of the "Stocker Street Creative" to Interstate 405, State Route 90, and the unincorporated area of Baldwin Hills within the jurisdiction of the CHP – West Los Angeles Area.

With the proposal listed above, the location of this project is in the immediate vicinity to Interstate 405 freeway and State Route 90, with multiple major thorough ways being directly affected. The Stocker Street Creative boundaries are Stocker Street on the south border, Don Felipe Drive along the west border, and Santa Rosalia Drive along the east border, with major throughways for Crenshaw Boulevard and Slauson Avenue, as well as Interstate 405, and State Route 90 freeways. Such project would be expected to last several years, from start to finish, and will without a doubt pose a tremendous visual hazard, reduce traffic lanes/traffic flow capabilities and impose numerous changes to the known traffic pattern in the area. Once the 5-acre lot is developed, which will include six buildings, 114,405 feet of parking, and multiple stories for each building, heavy traffic conditions would continue, especially during commute hours, on all roadways leading to Interstate 405 and State Route 90 freeways, as well as the freeways themselves. These heavy traffic conditions would directly impact an already congested traffic flow on the local unincorporated surface streets and these freeways. Interstate 405 freeway already experiences some of the heaviest traffic flow, which is contributed to by Los

Angeles International (LAX) Airport, and the high volume of tourist destination spots within the West Los Angeles Area, as well as other congestion related traffic incidents in L.A. County. Such a significant project would intensify commute times, contribute to higher collision counts and more importantly, impact the motoring public's safety.

Additionally, the proposal would cause roadways to potentially be reduced while construction is ongoing, which would directly affect emergency services, including the California Highway Patrol while traveling on surface streets. The West Los Angeles Area is responsible for traffic related incidents in the Unincorporated Area of Los Angeles County of Baldwin Hills. The Stocker Street Creative Project is situated in the Unincorporated County "beat" which would potentially cause slower response times, contribute to higher traffic crash counts, higher crime and impact the motoring public's safety. This project would also potentially impact other law enforcement agency responses to their respective calls for service as Stocker Street is a major throughway for law enforcement and civilians alike.

Please note this feedback is only a simple overview of the CHP's concerns, based solely on the condensed project summaries. My staff and I can provide more detailed established data if you require additional information.

Thank you for allowing us the opportunity to share public safety concerns. Feel free to contact my Administrative Sergeant, Steve Esquivel, for any further information.

Sincerely,

J. A. DOMINIGUEZ, Captain
Commander

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Of Counsel
DANIEL L. CARDOZO
MARC D. JOSEPH

December 8, 2025

VIA EMAIL AND OVERNIGHT MAIL
Kyle Winston, City Planner
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 721
Los Angeles, CA 90012
Email: kyle.winston@lacity.org

Re: Preliminary Comments on the Initial Study/Mitigated Negative Declaration for the Stocker Street Creative Project (SCH No. 2025110100; Case Nos. ENV-2024-326-MND and CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI):

Dear Mr. Winston:

We are writing on behalf of Coalition for Responsible Equitable Economic Development Los Angeles ("CREED LA") to provide preliminary comments on the Initial Study/Mitigated Negative Declaration ("IS/MND") prepared by the City of Los Angeles ("City") for the Stocker Street Creative Project (SCH No. 2025110100; Case Nos. ENV-2024-326-MND and CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI) ("Project"), proposed by 3731-41 Stocker Opportunity LLC & 3751-3761 Stocker Traditional LLC ("Applicant").

The Project consists of the demolition of five office buildings totaling approximately 123,354 square feet ("SF") and the construction of a campus for studio and sound stage production, totaling approximately 256,758 SF, plus a parking garage (122,358-square-foot open parking garage with 344 parking stalls,).[1] The campus would consist of six new buildings, which will include sound stages, production support facilities, offices, retail use, an approximately 16,500 SF indoor/outdoor restaurant, 31,000 SF open space event area, security office and mill shop.[2] The Project site is located at 3701-3761 Stocker Street (Assessor Parcel Numbers 5032-022-018, 5032-022-017, 5032-022-005, 5032-022-004, and 5032-022-

[1] MND, p. 1.
[2] MND, p. 1.

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003) in the West Adams-Baldwin Hills-Leimert Community Plan Area of the City of Los Angeles, California.[3]

CREED LA reviewed the IS/MND with the assistance of air quality expert James Clark, Ph.D.[4] The IS/MND is incomplete and fails to meet CEQA's basic requirements. For example, the IS/MND fails to describe existing conditions related to hazardous materials at the Project site, including existing soil and building conditions. The IS/MND does not include a Phase I or II Environmental Site Assessment, industry-standard reports for detecting hazardous materials on the Project site. Omitting this analysis results in an unsupported conclusion that the Project site contains no hazardous conditions and would have no significant hazardous materials impacts from construction and operation. If undisclosed contamination exists, it may place construction workers, neighbors, and future tenants at risk. The IS/MND also fails to include an analysis of health risks to nearby sensitive receptors from exposure to toxic air contaminants ("TACs") during construction activities. The IS/MND fails to quantify the Project's energy consumption, disclose energy-consuming activities that would result from the proposed studio production uses, or analyze concrete energy-reducing measures.

Based upon our review of the IS/MND and supporting documentation, it is also clear that substantial evidence supports a fair argument that the Project would have potentially significant air quality, public health, energy, noise, and public utilities impacts that are not adequately mitigated by the mitigation proposed in the IS/MND. Dr. Clark prepared a health risk analysis, using data and assumptions from the IS/MND's air study, which shows that Project construction emissions would result in an incremental cancer risk of 13.4 in one million, in excess of the South Coast Air Quality Management District's ("SCAQMD") cancer risk threshold of 10/million.[5] Further, the air quality analysis drastically underestimates the Project's operational consumption of energy: the IS/MND analyzes the Project as an office project, whereas studio and sound stage production is much more energy-intensive. The Project's energy consumption and emissions of criteria air pollutants and greenhouse gases ("GHGs") are potentially significant. The City cannot approve the Project until the errors in the IS/MND are remedied by preparing an environmental impact report ("EIR") which fully discloses and mitigates the Project's potentially significant impacts.

[3] MND, p. 7.
[4] Dr. Clark's comments and curricula vitae and are attached hereto as **Exhibit A** ("Clark Comments").
[5] Clark Comments, pg. 6.

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We reserve the right to supplement these comments at later proceedings and hearings related to the Project.[6]

I. STATEMENT OF INTEREST

CREED LA is a non-profit organization formed to ensure that the construction of major urban projects in the Los Angeles region proceeds in a manner that minimizes public and worker health and safety risks, avoids or mitigates environmental and public service impacts, and fosters long-term sustainable construction and development opportunities. The organization's members include Los Angeles residents, the Sheet Metal Workers Local 105, International Brotherhood of Electrical Workers Local 11, Southern California Pipe Trades District Council 16, and District Council of Iron Workers of the State of California, and their members, their families, and other individuals who live and work in and around the City of Los Angeles and the Los Angeles region.

Individual members of CREED LA live, work, recreate, and raise their families in the City of Los Angeles and surrounding communities. Accordingly, they would be directly affected by the Project's environmental and health and safety impacts. Individual members may also work on the Project itself. They will be first in line to be exposed to any health and safety hazards that exist onsite. CREED LA has an interest in enforcing environmental laws that encourage sustainable development and ensure a safe working environment for its members. Environmentally detrimental projects can jeopardize future jobs by making it more difficult and more expensive for business and industry to expand in the region, and by making the area less desirable for new businesses and new residents. Indeed, continued environmental degradation can, and has, caused construction moratoriums and other restrictions on growth that, in turn, reduce future employment opportunities.

CREED LA supports the development of residential, commercial, and mixed-use projects where properly analyzed and carefully planned to minimize impacts on public health, climate change, and the environment. These projects should avoid adverse impacts to air quality, public health, climate change, noise, and traffic, and must incorporate all feasible mitigation to ensure that any remaining adverse impacts are reduced to the maximum extent feasible. Only by maintaining the highest standards can commercial development truly be sustainable.

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[6] Gov. Code § 65009(b); PRC § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield ("Bakersfield")* (2004) 124 Cal. App. 4th 1184, 1199-1203; *see Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

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II. THE CITY MUST PREPARE AN ENVIRONMENTAL IMPACT REPORT TO COMPLY WITH CEQA

CEQA requires that lead agencies analyze any project with potentially significant environmental impacts in an EIR.[7] "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."[8] 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."[9]

CEQA's purpose and goals must be met through the preparation of an EIR, except in certain limited circumstances.[10] CEQA contains a strong presumption in favor of requiring a lead agency to prepare an EIR. This presumption is reflected in the "fair argument" standard. Under that standard, a lead agency "shall" prepare an EIR whenever substantial evidence in the whole record before the agency supports a fair argument that a project may have a significant effect on the environment.[11]

In contrast, a mitigated negative declaration may be prepared only when, after preparing an initial study, a lead agency determines that a project may have a significant effect 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 agency that the project, as revised, *may* have a significant effect on the environment.[12]

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[7] *See* Pub. Resources Code, § 21000; CEQA Guidelines, § 15002.
[8] *Citizens of Goleta Valley v. Bd. of Supervisors* ("*Goleta Valley*") (1990) 52 Cal.3d 553, 564, internal citations omitted.
[9] *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.
[10] *See* Pub. Resources Code, § 21100
[11] Pub. Resources Code, §§ 21080, subd. (d), 21082.2, subd. (d); CEQA Guidelines, §§ 15002, subd. (k)(3), 15064, subds. (f)(1), (h)(1); *Laurel Heights Improvement Assn. v. Regents of the Univ. of Cal.* ("*Laurel Heights II*") (1993) 6 Cal.4th 1112, 1123; *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 75, 82; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 150-151; *Quail Botanical Gardens Found., Inc. v. City of Encinitas* ("*Quail Botanical*") (1994) 29 Cal.App.4th 1597, 1601- 1602.
[12] Pub. Resources Code, § 21064.5 (emphasis added).

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Courts have held that if "no EIR has been prepared for a nonexempt project, but substantial evidence in the record supports a fair argument that the project may result in significant adverse impacts, the proper remedy is to order preparation of an EIR."[13] The fair argument standard creates a "low threshold" favoring environmental review through an EIR, rather than through issuance of a negative declaration.[14] An agency's decision not to require an EIR can be upheld only when there is no credible evidence to the contrary.[15]

"Substantial evidence" required to support a fair argument is defined as "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."[16] According to the CEQA Guidelines, when determining whether an EIR is required, the lead agency is required to apply the principles set forth in Section 15064, subdivision (f):

> [I]n marginal cases where it is not clear whether there is substantial evidence that a project may have a significant effect on the environment, the lead agency shall be guided by the following principle: If there is disagreement among expert opinion supported by facts over the significance of an effect on the environment, the Lead Agency shall treat the effect as significant and shall prepare an EIR.[17]

Furthermore, CEQA documents, including EIRs and MNDs, must mitigate significant impacts through measures that are "fully enforceable through permit conditions, agreements, or other legally binding instruments."[18] Deferring formulation of mitigation measures to post-approval studies is generally impermissible.[19] Mitigation measures adopted after Project approval deny the

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[13] *See, e.g., Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 319-320.
[14] *Citizens Action to Serve All Students v. Thornley* (1990) 222 Cal.App.3d 748, 754
[15] *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th, 1307, 1318; *see also Friends of B Street v. City of Hayward* (1980) 106 Cal.App.3d 988, 1002 ("*Friends of B Street*") ("If there was substantial evidence that the proposed project might have a significant environmental impact, evidence to the contrary is not sufficient to support a decision to dispense with preparation of an EIR and adopt a negative declaration, because it could be 'fairly argued' that the project might have a significant environmental impact").
[16] CEQA Guidelines, § 15384, subd. (a).
[17] Pub. Resources Code, § 21064.5.
[18] CEQA Guidelines, § 15126.4, subd. (a)(2).
[19] *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 308-309; Pub. Resources Code, § 21061.

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public the opportunity to comment on the Project as modified to mitigate impacts.[20] If identification of specific mitigation measures is impractical until a later stage in the Project, specific performance criteria must be articulated and further approvals must be made contingent upon meeting these performance criteria.[21] Courts have held that simply requiring a project applicant to obtain a future report and then comply with the report's recommendations is insufficient to meet the standard for properly deferred mitigation.[22]

With respect to this Project, the IS/MND fails to satisfy the basic purposes of CEQA. The IS/MND fails to adequately disclose, investigate, and analyze the Project's potentially significant impacts, and fails to provide substantial evidence to conclude that impacts will be mitigated to a less than significant level. Because the IS/MND lacks basic information regarding the Project's potentially significant impacts, the IS/MND's conclusion that the Project will have a less than significant impact on the environment is unsupported.[23] Moreover, substantial evidence shows that the Project may result in potentially significant impacts that are not reduced to less than significant levels with the mitigation measures included in the IS/MND. Therefore, a fair argument can be made that the Project may cause significant impacts requiring the preparation of an EIR.

A. The IS/MND Fails to Disclose and Mitigate Significant Health Risk Impacts

1. The IS/MND Fails to Analyze Health Risks from the Project's Construction and Operational Emissions

Project construction and operation would generate DPM, a type of TAC.[24] DPM would be emitted during construction by heavy equipment and diesel trucks, and likely during operations by a diesel backup generator or other diesel-fueled stationary equipment.[25] DPM has been linked to a range of serious health problems including an increase in respiratory disease, lung damage, cancer, and premature death. The Project's emissions of DPM would impact sensitive receptors near the

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[20] *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1393; *Quail Botanical*, *supra*, 29 Cal.App.4th at pg. 1604, fn. 5.
[21] *Id.*
[22] *Id.*
[23] Pub. Resources Code, § 21064.5.
[24] SCAQMD, Classification of Diesel PM as a Carcinogen, https://www.aqmd.gov/home/rules-compliance/compliance/toxic-hot-spots-ab-2588/iws-facilities/dice/dice-b2; OEHHA, Health Effects of Diesel Exhaust (May 21, 2001), https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf.
[25] *Id.*;

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Project site, which include residences, a convalescent center, and a school in close proximity to the Project site.[26] The IS/MND fails to quantify the Project's health risk impacts and compare the impacts to the City's significance threshold, which provides that a project's incremental cancer risk would be significant if it exceeds 10 in one million.[27] The City's approach does not comply with CEQA.

CEQA requires analysis of human health impacts. CEQA Guidelines Section 15065(a)(4) provides that the City is required to find a project will have a significant impact on the environment and prepare an EIR if the environmental effects of a project will cause a substantial adverse effect on human beings.[28] The Supreme Court has also explained that CEQA requires the lead agency to disclose the health consequences that result from exposure to a project's air emissions.[29] Courts have held that an environmental review document must disclose a project's potential health risks to a degree of specificity that would allow the public to make the correlation between the project's impacts and adverse effects to human health.[30]

In *Bakersfield Citizens for Local Control v. City of Bakersfield*, the court found that the EIR's description of health risks were insufficient and that after reading them, "the public would have no idea of the health consequences that result when more pollutants are added to a nonattainment basin."[31] Likewise, in *Sierra Club*, the California Supreme Court held that the EIR's discussion of health impacts associated with exposure to the named pollutants was too general and the failure of the EIR to indicate the concentrations at which each pollutant would trigger the identified symptoms rendered the report inadequate.[32] Some connection between air quality impacts and their direct, adverse effects on human health must be made. As the Court explained, "a sufficient discussion of significant impacts requires not merely a determination of whether an impact is significant, but some effort to explain the nature and magnitude of the impact."[33] CEQA mandates discussion, supported by substantial evidence, of the nature and magnitude of impacts of air pollution on public health.[34]

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[26] IS/MND, pg. 11.
[27] IS/MND, Appendix A, pg. 44.
[28] PRC § 21083(b)(3), (d).
[29] *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 516, 523.
[30] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184.
[31] *Id.* at 1220.
[32] *Sierra Club*, at 521.
[33] *Id.* at 519, citing *Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497, 514–515.
[34] *Sierra Club*, 6 Cal.5th at 518–522.

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For development projects like this one, the Office of Environmental Health Hazard Assessment's ("OEHHA") risk assessment guidelines recommend a formal health risk analysis ("HRA") for short-term construction exposures to TACs lasting longer than 2 months and exposures from projects lasting more than 6 months should be evaluated for the duration of the project.[35] In an HRA, lead agencies must first quantify the concentration released into the environment at each of the sensitive receptor locations through air dispersion modeling, calculate the dose of each TAC at that location, and quantify the cancer risk and hazard index for each of the chemicals of concern.[36] Following that analysis, then the City can make a determination of the relative significance of the emissions. The IS/MND provides that exposure to TACs would be significant if it would result in a cancer risk greater than or equal to 10 in a million and/or a HI [non-cancerous] greater than or equal to 1.[37]

Here, the IS/MND fails to quantify sensitive receptors' exposure to TACs and compare the impact to the City's quantitative threshold. As such, no connection between the Project's emissions and their direct, adverse effects on human health has been made.[38] Further, the City lacks substantial evidence to conclude that the significance threshold would not be exceeded.

The IS/MND argues that no significant health risk impact would occur from exposure to construction emissions because they would be short-term (35 months).[39] The IS/MND reasons that SCAQMD guidance describes health effects from TACs "in terms of individual cancer risk, which is the likelihood that a person exposed to TACs over a 70-year lifetime will contract cancer," and that exposure to TACs for a shorter period would not result in a "a long-term (i.e., lifetime or 30-year) exposure."[40] The IS/MND does not support this reasoning with scientific evidence. The IS/MND's reasoning is also incorrect: individual cancer risk is not just affected by the duration of exposure to TACs, but also the concentration of the individual's unique exposure scenario and the toxicity of the chemical. Accordingly, OEHHA

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[35] Office of Environmental Health Hazard Assessment (OEHHA), Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments, February 2015 (OEHHA 2015), Section 8.2.10: Cancer Risk Evaluation of Short Term Projects, pp. 8-17/18; https://oehha.ca.gov/air/crnr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0.
[36] IS/MND, Appendix A, pg. 44.
[37] AVAQMD, California Environmental Quality Act (CEQA) and Federal Conformity Guidelines (August 2016), available at https://www.avaqmd.ca.gov/files/e5b34d385/AV%20CEQA%20Guides%202016.pdf.
[38] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184.
[39] IS/MND, pg. 45.
[40] IS/MND, pg. 45.

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guidance sets a recommended threshold for preparing an HRA of a construction period of two months or more.[41] Because the IS/MND contains no quantitative analysis of TAC emissions, the City lacks substantial evidence to support the IS/MND's untenable conclusion that exposing sensitive receptors to TACs over the Project's two-year (25 month) construction period would not result in health impacts or increase the cancer risk to those receptors. As construction of the instant Project will last at least two years, an HRA must be prepared.

The IS/MND also argues that "none of the Project's emissions exceed any local or regional thresholds."[42] This statement is misleading, because the IS/MND fails to compare the Project's health risk impacts to the applicable 10 in one million significance threshold. Instead, the IS/MND purports to compare the Project's emissions to Localized Significance Thresholds ("LSTs"), which do not address health risk from exposure to TACs such as DPM.

The City's reliance on LSTs is misplaced, as the purpose of LSTs is not to represent health risk significance thresholds for TACs such as DPM. Rather, LSTs represent the maximum criteria pollutant emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area.[43] DPM is not a criteria pollutant for which there is an applicable federal or state ambient air quality standard. The seven criteria air pollutants are: ozone ("03"); carbon monoxide ("CO"); nitrogen dioxide ("NO2"); sulfur dioxide ("SO2"); particulate matter less than 10 microns ("PM_{10}"), PM less than 2.5 microns ("$PM_{2.5}$");and lead ("Pb"). Conversely, DPM is made of dozens of constituent particles that cause cancer. For example, the California Air Resources Board explains that DPM is composed of carbon particles and numerous organic compounds, including over 40 known cancer-causing organic substances.[44] Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene. Diesel exhaust also contains gaseous pollutants, including volatile organic compounds and oxides of nitrogen (NOx). Accordingly, CARB has identified DPM as a "toxic air contaminant" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these

[41] See "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/hotspots2015.html ("OEHHA Guidance"), p. 8-18.
[42] IS/MND, Appendix A, pg. 55.
[43] http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2.
[44] https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

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pollutants. In sum, LSTs were not designed to reflect the unique health risks of toxic air contaminants like DPM.

The IS/MND also states that construction emissions would be less than significant because the "average diesel PM emissions from on-site heavy-duty equipment would be approximately 1.13 pounds per working day, spread across the five-acre site."[45] The IS/MND lacks substantial evidence to conclude that this level of emissions would be less than significant, as it did not model sensitive receptors' exposure to these emissions. As will be explained below, Dr. Clark prepared an HRA showing that this level of TAC emissions would result in significant health risks.

The IS/MND thus fails to meet CEQA's informational and analytical requirements, and the Project's health risk impacts remain potentially significant and unmitigated. These potentially significant impacts must be analyzed and mitigated in an EIR.

2. Substantial Evidence Supports a Fair Argument that the Project's TAC Emissions would Result in a Significant Health Risk Impact

Dr. Clark performed a quantitative health risk analysis using values from the IS/MND's air study. Assumptions regarding types of construction equipment, hours of operation, and construction schedule were based on information in the air study. Dr. Clark's analysis demonstrates that emissions from the Project's construction could result in an excess cancer risk of 13.4 in one million for a sensitive receptor (infant) at existing residences.[46] This cancer risk would exceed the SCAQMD significance threshold of 10 in one million. This significant impact must be disclosed and mitigated in an EIR.

B. The IS/MND Fails to Disclose and Analyze Cumulative Health Risk Impacts

The IS/MND reasons that projects that do not exceed significance thresholds for *project-level* air quality and health risk impacts would not be *cumulatively* considerable.[47] These thresholds are sourced from SCAQMD's 2003

[45] IS/MND, Appendix A, pg. 55.
[46] Clark Comments, pg. 6.
[47] IS/MND, Appendix A, pg. 58.

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White Paper.[48] This approach violates CEQA because it improperly focuses upon the individual project's relative effects and omits facts relevant to an analysis of the collective effect this and other sources will have upon air quality.[49] These facts include that the Project site is located in an SB 535 Disadvantaged Community[50] and that other construction projects are proposed nearby.[51] The City's analysis is not supported by substantial evidence, as SCAQMD itself acknowledges that the 2003 guidance is outdated and reliance on its thresholds underestimates impacts.[52]

The IS/MND's approach has been rejected by the courts for failing to comply with CEQA's requirement that a project mitigate impacts that are "cumulatively considerable."[53] The leading case on this issue is *Kings County Farm Bureau v. City of Hanford*.[54] In *Kings County*, the city prepared an EIR for a 26.4-megawatt coal-fired cogeneration plant. Notwithstanding the fact that the EIR found that the project region was out of attainment for PM_{10} and ozone, the city failed to incorporate mitigation for the project's cumulative air quality impacts from project emissions because it concluded that the Project would contribute "less than one percent of area emissions for all criteria pollutants."[55] The city reasoned that, because the project's air emissions were small in ratio to existing air quality problems, that this necessarily rendered the project's "incremental contribution" minimal under CEQA. The court rejected this approach, finding it "contrary to the intent of CEQA." The court stated:

> We find the analysis used in the EIR and urged by GWF avoids analyzing the severity of the problem and allows the approval of projects which, when taken in isolation, appear insignificant, but

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[48] South Coast Air Quality Management District, 2003, "White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution".
[49] *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692 ("*Kings County*"); *see also*, *Friends of Oroville v. City of Oroville* (2013) 219 Cal. App. 4th 832, 841-42.
[50] IS/MND, Appendix A, pg. 177.
[51] IS/MND, pg. 152 ("Related Projects within 500 feet of the Project site include: Apartment with 127 dwelling units at 3831 West Stocker Street located across the street from the Project site, and a mixed-use development at 3650 West Martin Luter King Jr. Boulevard located 310 feet from the Project site.").
[52] SCAQMD, CEQA Policy Development: Analyzing Cumulative Impacts from Air Toxics in CEQA Documents, November 6, 2024 Working Group, https://www.aqmd.gov/docs/default-source/ceqa/documents/wgm-6-20241106.pdf?sfvrsn=405a8561_13, pg. 5.
[53] PRC § 21083(b)(2); 14 CCR § 15130; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692, 719-21.
[54] *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692 ("Kings County"); *see also, Friends of Oroville v. City of Oroville* (2013) 219 Cal. App. 4th 832, 841-42.
[55] *Kings County, supra,* at 719.

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> when viewed together, appear startling. Under GWF's "ratio" theory, the greater the over-all problem, the less significance a project has in a cumulative impacts analysis. We conclude the standard for a cumulative impacts analysis is defined by the use of the term "collectively significant" in Guidelines section 15355 and the analysis must assess the collective or combined effect of energy development. The EIR improperly focused upon the individual project's relative effects and omitted facts relevant to an analysis of the collective effect this and other sources will have upon air quality.[56]

In *People of the State of California v. City of Fontana,* the Attorney General's petition for writ of mandate challenged an MND that erroneously applied SCAQMD guidance in the same way as the instant IS/MND.[57] The petition explained:

> [T]he MND's cumulative air quality impact analysis does not account for—or even acknowledge—the multitude of other warehouses near the Project. Rather than consider the environmental setting within which the Project will be situated, the MND simply states that the Project will not result in a cumulatively considerable increase in emissions because the Project's individual air quality impacts will be less than significant. The MND even applies this reasoning to its analysis of health impacts from localized emissions, despite making no attempt to determine or disclose the severity of the existing health impacts from localized emissions in the community.[58]

The Attorney General further explained that merely citing to the 2003 SCAQMD guidance does not justify a failure to analyze a Project's cumulative impacts:

> The MND cites Appendix D of an August 2003 white paper published by the South Coast Air Quality Management District ("SCAQMD") entitled "White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution" ("2003 SCAQMD White Paper"). **To the extent that the 2003 SCAQMD White Paper asserts that any project with less than significant individual air quality impacts also necessarily has less**

[56] *Id.* at 721.
[57] *People of the State of California v. City of Fontana,* Case No. CIVSB2121829, Petition for Writ of Mandate, available at https://climatecasechart.com/wp-content/uploads/case-documents/2021/20210723_docket-CIVSB2121829_petition-for-writ-of-mandate.pdf.
[58] *People of the State of California v. City of Fontana,* Case No. CIVSB2121829, Petition for Writ of Mandate, pg. 9, paragraph 32, available at https://climatecasechart.com/wp-content/uploads/case-documents/2021/20210723_docket-CIVSB2121829_petition-for-writ-of-mandate.pdf.

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> **than significant cumulative air quality impacts, it is inconsistent with CEQA** for at least the reasons stated above. Moreover, the 2003 SCAQMD White Paper lacks substantial evidence to support such a contention, and thus the MND's reliance on it violates CEQA. (Cal. Code Regs., tit. 14, § 15064.7, subd. (c).) The MND further violated CEQA by failing to provide substantial evidence to support its reliance on the 2003 SCAQMD White Paper, Appendix D as "guidance." (Ibid.) Finally, even if the MND's reliance on the 2003 SCAQMD White Paper were proper and supported by substantial evidence, the MND did not consider other evidence—such as public comments and the existence of many other sources of pollution near the Project site—showing that the Project could have a significant cumulative air quality impact. (See Cal. Code Regs., tit. 14, § 15064, subd. (b).) [emphasis added][59]

The Attorney General's litigation resulted in a settlement which requires compliance with an ordinance adopted on April 12, 2022, that establishes sustainability standards for warehouses in Fontana.[60] The City of Fontana's decision to suspend its erroneous reliance on SCAQMD's drop-in-the-bucket approach and to address cumulative impacts in a settlement with the Attorney General's office reflects an approach consistent with CEQA.

In response to the State's litigation, SCAQMD commenced a process to replace the outdated guidelines relied upon by the City.[61] Draft Guidance from SCAQMD's November 6, 2024 Working Group states: "[o]ur current policy recommends using the same significance thresholds for project-level and cumulative-level impacts, **which may underestimate a project's cumulative impact**… a project's incremental effect on the environment, though individually limited, may be cumulatively considerable."[62] The draft guidance recommends that agencies use a more stringent health risk significance threshold for SB 535 Disadvantaged Communities.[63] Although the protocols have not been formally

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[59] *People of the State of California v. City of Fontana,* Case No. CIVSB2121829, Petition for Writ of Mandate, pg. 13, paragraph 49.
[60] *Id.*, Stipulation For Entry Of Final Judgment On Consent, available at https://climatecasechart.com/wp-content/uploads/case-documents/2022/20220414_docket-CIVSB2121605-CIVSB2121829_stipulation.pdf.
[61] SCAQMD, CEQA Policy Development: Analyzing Cumulative Impacts from Air Toxics in CEQA Documents, November 6, 2024 Working Group, https://www.aqmd.gov/docs/default-source/ceqa/documents/wgm-6-20241106.pdf?sfvrsn=405a8561_13 (Fontana case referenced on pg. 4).
[62] *Id.* at 5.
[63] SCAQMD, CEQA Policy Development: Analyzing Cumulative Impacts from Air Toxics in CEQA Documents, https://www.aqmd.gov/home/rules-compliance/ceqa/ceqa-policy-development-(new); https://www.aqmd.gov/home/rules-compliance/ceqa/ceqa-policy-development-(new);

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adopted, SCAQMD has commented on recent projects, recommending that the draft protocols be applied.[64] Thus, the City's significance thresholds for cumulative impacts are no longer supported by substantial evidence.

This Project's cumulative impacts are potentially significant. The Project's construction emissions could combine with construction of concurrent projects to result in heightened health risk impacts–impacts not reflected in the City's analysis. The IS/MND identified several projects proposed within 500 feet of the Project site. Sensitive receptors could be exposed to emissions of TACs far greater than disclosed in the IS/MND. Further, the Project census tract ranks in the 84th percentile for exposure to PM 2.5[65]–the Project's emissions would add to similar, existing sources of pollution. The IS/MND admits that the Project region is out of attainment for the federal and State one-hour and eight-hour ozone standards, State PM10 standards, federal 24-hour PM2.5 standard, and federal and State annual PM2.5 standard.[66] This constitutes substantial evidence supporting a fair argument that cumulative health risk impacts would be significant. Nevertheless, the City inexplicably asserts that cumulative impacts would be less than significant based on a project-specific threshold.[67] The City must prepare an EIR that properly evaluates and mitigates cumulative impacts.

C. Use of Back-Up Generators is a Reasonably Foreseeable Component of the Project

The IS/MND's analysis of the Project's air quality impacts fails to include emissions associated with the reasonably foreseeable use of back-up generators.[68] Use of back-up generators is reasonably foreseeable for the Project because (1) the IS/MND acknowledges that back-up generators may be required,[69] (2) the film production uses anticipated by the Project regularly use diesel generators,[70] and (3) diesel generators would run during routine testing and emergencies.

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https://www.aqmd.gov/docs/default-source/ceqa/documents/wgm-6-20241106.pdf?sfvrsn=405a8561_13.

[64] SCAQMD, Comments on Draft Environmental Impact Report (DEIR) for the Proposed DJT4 Parcel Delivery Facility Project (Proposed Project) (SCH No. 2023070241) (December 20, 2024).

[65] https://www.arcgis.com/apps/View/index.html?appid=c3e4e4e1d115468390cf61d9db83efc4 (CalEnviroScreen data for 3761 Stocker St, View Park, CA, 90008, USA).

[66] IS/MND, Appendix A, pg. 13.

[67] FEIR, pg. II-47.

[68] IS/MND, Appendix A, pg. 169.

[69] IS/MND, Appendix A, pg. 11, 38.

[70] Trellis, How Disney and Netflix are getting rid of diesel on production sets, October 21, 2024, https://trellis.net/article/how-disney-and-netflix-are-getting-rid-of-diesel-on-production-sets/; BBC, How to make movies without a huge carbon footprint, 16 August 2022, https://www.bbc.com/news/business-62051070..

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In *East Oakland Stadium Alliance v. City of Oakland*,[71] the Court of Appeal upheld an EIR's analysis of emissions from backup generators. The EIR's analysis assumed that generators would operate for 50 hours of testing and maintenance annually, while allocating no time for actual emergency use. In discussing the lead agency's duty to analyze backup generator emissions, the Court stated that "if the annual need for emergency generator use is reasonably foreseeable, the EIR was not entitled to disregard such use merely because it would occur at unpredictable times."[72] The Court explained that use of a generator was reasonably foreseeable because, "[a]s noted in the EIR, some parts of the Bay Area are subject to predictable, sustained power outages undertaken to reduce the risk of fire."[73] Thus, "[t]he EIR was required to make neither a generally applicable nor a worst-case assumption; rather it was required to make a reasonable estimate of likely annual use of the generators at the project site."[74]

Here, as in *East Oakland Stadium Alliance*, backup generator emissions are a reasonably foreseeable consequence of the Project. First, the IS/MND acknowledges that "[d]uring long-term operations, sources of DPM may include heavy duty diesel-fueled delivery trucks and stationary emergency generators,"[75] and "[s]tationary source emissions are generated from proposed emergency generators during routine maintenance/testing."[76] An estimate of these emissions must be included in the air study.

Not disclosed in the IS/MND is that diesel generators are commonly used in the film and television industry. Diesel generators account for an estimated 700,000 tons of emissions annually across the film and television industry.[77] Diesel generators are commonly used to power the heavy vehicles and generators needed for filming.[78] Other CEQA documents prepared for sound stage and production support projects in the City account for use of backup generators during operations.[79] Because the Project proposes a campus for studio and sound stage

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[71] (2023) 889 Cal. App. 5th 1226.
[72] *Id.* at 1252.
[73] *Id.* at 1253.
[74] *Id.*
[75] IS/MND, Appendix A, pg. 11.
[76] IS/MND, Appendix A, pg. 38.
[77] Trellis, How Disney and Netflix are getting rid of diesel on production sets, October 21, 2024, https://trellis.net/article/how-disney-and-netflix-are-getting-rid-of-diesel-on-production-sets/.
[78] BBC, How to make movies without a huge carbon footprint, 16 August 2022, https://www.bbc.com/news/business-62051070.
[79] City of Los Angeles, EIR for Radford Studio Center Project (SCH No. 2023060056), Appendix D, pg. 14, 1103, available at https://planning.lacity.gov/eir/Radford%20Studio%20Center/deir/files/App_G.pdf, https://planning.lacity.gov/development-services/eir/radford-studio-center-1; *see* Air Quality &

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production, the IS/MND must include a reasonable estimate of diesel generator emissions during operations.

Diesel generator emissions are also reasonably foreseeable due to routine testing of generators. SCAQMD Rule 1470 permits testing of generators for up to 50 hours annually.[80] Emergency use is also reasonably foreseeable due to increasingly common Public Safety Power Shutoff ("PSPS") events and extreme heat events ("EHE"). EHEs are defined as periods where the temperatures throughout California exceed 100 degrees Fahrenheit.[81] From January 2019 through December 2019, Southern California Edison reported 158 of their circuits underwent a PSP event.[82] In Los Angeles County, two circuits had 4 PSPS events during that period, lasting an average of 35 to 38 hours. The total duration of the PSPS events lasted between 141 hours to 154 hours in 2019. According to the California Public Utilities Commission ("CPUC") de-energization report[83] in October 2019, there were almost 806 PSPS events that impacted almost 973,000 customers (~7.5% of households in California). The California Air Resources Board estimates that with 973,000 customers impacted by PSPS events in October 2019, approximately 125,000 back-up generators were used by customers to provide electricity during power outages.[84] The widespread use of back-up generators to adapt to PSPS and EHE events suggests that back-up generators are a reasonably foreseeable consequence of the Project.

Generators commonly rely on fuels such as natural gas or diesel,[85] and therefore emit criteria air pollutants, greenhouse gases, and toxic air contaminants. Generator emissions can significantly impact public health through DPM

Greenhouse Gas Technical Study For The 5426 San Fernando Studios Project, pg. 47, available at https://www.glendaleca.gov/home/showpublisheddocument/70372/638742829816300000.

[80] Available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf.

[81] Governor of California. 2021. Proclamation of a state of emergency. June 17, 2021.

[82] SCAQMD. 2020. Proposed Amendment To Rules (PARS) 1110.2, 1470, and 1472. Dated December 10, 2020. http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1110.2/1110-2_1470_1472/par1110-2_1470_wgm_121020.pdf?sfvrsn=6.

[83] https://www.cpuc.ca.gov/deenergization/ as cited in CARB, 2020. Potential Emission Impact of Public Safety Power Shutoff (PSPS), Emission Impact: Additional Generator Usage associated With Power Outage.

[84] California Air Resources Board, Emission Impact: Additional Generator Usage Associated with Power Outage (January 30, 2020), available at https://ww2.arb.ca.gov/resources/documents/emissions-impact-generator-usage-during-psps.

[85] SCAQMD, Fact Sheet on Emergency Backup Generators, http://www.aqmd.gov/home/permits/emergency-generators ("Most of the existing emergency backup generators use diesel as fuel").

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emissions.[86] Generators can also emit significant amounts of NOx, SO2, PM10, carbon dioxide ("CO2"), carbon monoxide CO, volatile organic compounds ("VOC"), and $PM_{2.5}$.[87] Failure to measure onsite generator emissions results in an underestimation of the Project's air quality, greenhouse gas, and health risk impacts. Dr. Clark explains that these emissions may be potentially significant.[88] The City must quantify operational emissions from backup generators and compare them to applicable significance thresholds. Without this information, the IS/MND's conclusion that operational emissions are less than significant is unsupported.

D. Air Quality and Energy Impacts Would be Greater than Analyzed in the IS/MND

The IS/MND fails to quantify this specific project's energy consumption. Instead, the IS/MND references energy consumption for a generic land use category from the air study's CalEEMod analysis which does not describe the Project's intended uses.[89] The IS/MND bases its energy "analysis" on the land uses that are

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[86] California Air Resources Board, Emission Impact: Additional Generator Usage Associated with Power Outage (January 30, 2020), available at https://ww2.arb.ca.gov/resources/documents/emissions-impact-generator-usage-during-psps (showing that generators commonly rely on gasoline or diesel, and that use of generators during power outages results in excess emissions); California Air Resources Board, Use of Back-up Engines for Electricity Generation During Public Safety Power Shutoff Events (October 25, 2019), available at https://ww2.arb.ca.gov/resources/documents/use-back-engines-electricity-generation-during-public-safety-power-shutoff ("When electric utilities de-energize their electric lines, the demand for back-up power increases. This demand for reliable back-up power has health impacts of its own. Of particular concern are health effects related to emissions from diesel back-up engines. Diesel particulate matter (DPM) has been identified as a toxic air contaminant, composed of carbon particles and numerous organic compounds, including over forty known cancer-causing organic substances. The majority of DPM is small enough to be inhaled deep into the lungs and make them more susceptible to injury. Much of the back-up power produced during PSPS events is expected to come from engines regulated by CARB and California's 35 air pollution control and air quality management districts (air districts)").

[87] University of California, Riverside Bourns College of Engineering—Center for Environmental Research and Technology, Air Quality Implications Of Backup Generators In California, (March 2005), pg. 8, available at https://citeseerx.ist.psu.edu/document?repid=rep1&type=pdf&doi=84c8463118e4813a117db3d768151a8622c4bf6b; South Coast AQMD, Fact Sheet on Emergency Backup Generators ("Emissions of Nitrogen Oxides (NOx) from diesel-fired emergency engines are 200 to 600 times greater, per unit of electricity produced, than new or controlled existing central power plants fired on natural gas. Diesel-fired engines also produce significantly greater amounts of fine particulates and toxics emissions compared to natural gas fired equipment."), available at http://www.aqmd.gov/home/permits/emergency-generators#Fact2.

[88] Clark Comments, pg. 12.

[89] IS/MND, Appendix A, pg. 160.

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not consistent with the Project description, including office park and strip mall.[90] These generic land use categories do not reflect the specific uses anticipated by the Project, which include studio and sound stage production, restaurant and outdoor event space, and a mill shop for set production. These uses have higher energy consumption than a typical office reflected in the generic CalEEMod land use category. Accordingly, CEQA documents typically analyze sound stage and production support projects as "general heavy industrial."[91]

Studio and sound stage production requires much greater energy than a typical office due to specific demands of production, which include intensive lighting, specialized A/V equipment, cooling for heat-generating gear, and significant transportation/fuel use. The Project also includes a mill shop for set production.[92] Specialized sources of energy consumption in a studio project include:

- Lighting: Parabolic Aluminized Reflector ("PAR") cans and Hydrargyrum Medium-arc Iodide ("HMI") lights consume much more energy than LED lights and generate intense heat, necessitating heavy cooling.
- Cameras & Support: Digital cameras, monitors, and associated grip/electric gear add to the load.
- Climate Control: Cooling large, hot sound stages is a major energy expense, especially with older lighting systems.[93]

High-energy equipment like lights, cameras, and special effects that can consume over 2 MW per soundstage.[94] This level of energy consumption–and the resultant emissions–is not reflected in the City's CalEEMod analysis. As a result, the City's analysis underestimates energy consumption, criteria for air pollutant emissions, and GHG emissions. Further, substantial evidence supports a fair argument that

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[90] *Id.*
[91] City of Los Angeles, EIR for Radford Studio Center Project (SCH No. 2023060056), Appendix D, pg. 14, 1103, available at https://planning.lacity.gov/eir/Radford%20Studio%20Center/deir/files/App_G.pdf, https://planning.lacity.gov/development-services/eir/radford-studio-center-1; *see* Air Quality & Greenhouse Gas Technical Study For The 5426 San Fernando Studios Project, pg. 47, available at https://www.glendaleca.gov/home/showpublisheddocument/70372/638742829816300000.
[92] Milling is the process of machining using rotary cutters to remove material by advancing a cutter into a workpiece.
[93] https://www.paclights.com/explore/the-impact-of-recording-studio-lighting-on-energy-savings-and-sustainability/#:~:text=LED%20Lights:%20A%20Sustainable%20Choice%20These%20lights,systems%20in%20studios%2C%20further%20decreasing%20energy%20consumption; https://www.colborlight.com/blogs/articles/guide-to-film-lighting-equipment.
[94] https://www.emtec-engineers.com/news/mep-design-film-studios/#:~:text=Electrical%20systems%20form%20the%20core,many%20markets%2C%20reducing%20operational%20costs..

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these impacts would be potentially significant. These impacts must be analyzed in an EIR.

E. The Air Quality Analysis Erroneously Assumes that the Project is Residential

The qualitative analysis in Appendix A repeatedly references residential units proposed by the Project. These references appear to be in error, as the body of the IS/MND states that the Project only proposes commercial uses.[95] These references include:

- Under "Emissions Calculations," Appendix A states: "The Project does not include fireplaces in the design of the residential units, and the Los Angeles Green Building Code prevents the installation of woodstoves."[96]
- Under "Area Source Emissions," Appendix A states: "Area source emissions were calculated using CalEEMod default assumptions for the multi-family residential (mid-rise apartments) land uses."[97]
- Under "Building Energy Use," Appendix A states: "Future fuel consumption rates are estimated based on the specific square footage of the multi-family residences and the ancillary facilities and amenities included in the Project…Energy use (i.e., off-site electricity generation and on-site natural gas combustion) requirements for the Project is calculated within CalEEMod using the CEC's 2018–2030 Uncalibrated Commercial Sector Forecast (Commercial Forecast) and the 2019 Residential Appliance Saturation Survey (RASS) data sets."[98]
- In its analysis of the Project's consistency with AQMP land use policies, Appendix A states: "The Project represents an infill development near transit within an existing urbanized area that would concentrate new residential, retail, and office uses within a TPA and NMA, thus reducing VMT."[99]
- In its analysis of General Plan consistency, Appendix A states: "The Project would locate residential uses near major employment centers (i.e., Downtown Los Angeles), which would reduce trips and encourage employees to utilize alternative modes of transportation."[100]

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[95] IS/MND, pg. 42 ("The Project would not construct any new housing units").
[96] IS/MND, Appendix A, pg. 40-41.
[97] *Id.* at 41.
[98] *Id.* at 42-43.
[99] *Id.* at 48.
[100] *Id.* at 49.

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Due to these errors, the IS/MND's discussion of air quality impacts and consistency with applicable plans is not supported by substantial evidence.

F. The IS/MND's Energy Analysis is Incomplete and Unsupported by Substantial Evidence

The IS/MND states that a significant impact would occur if the Project would "[r]esult in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation."[101] The IS/MND concludes that impacts would be less than significant.[102] But the IS/MND's analysis of this impact is unsupported by substantial evidence because, in summary, it is two pages in length, fails to quantify the Project's energy consumption, and assumes that compliance with building codes would ensure energy impacts would be less than significant.[103] **And critically, the IS/MND's analysis ignores discussion of energy impacts related to the studio production uses proposed by the Project.** This fails to meet CEQA's requirements.

1. The IS/MND's Energy Analysis Lacks Analysis Called For in the CEQA Guidelines

Section 15126.2(b) of the CEQA Guidelines provides that an energy analysis "should include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation... In addition to building code compliance, other relevant considerations may include, among others, the project's size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project." Appendix F, of the CEQA Guidelines calls, in part, for discussion of:

> II.A. Project Description may include the following items:
>
> 1. Energy consuming equipment and processes which will be used during construction, operation and/or removal of the project. If appropriate, this discussion should consider the energy intensiveness of materials and equipment required for the project.
> 2. Total energy requirements of the project by fuel type and end use.
> 3. Energy conservation equipment and design features.
> 4. Identification of energy supplies that would serve the project.

[101] IS/MND, pg. 56.
[102] *Id.*
[103] *Id.* at 56-57.

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5. Total estimated daily vehicle trips to be generated by the project and the additional energy consumed per trip by mode.

C. Environmental Impacts may include:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives

Courts have rejected EIRs that have failed to analyze relevant considerations listed above. In *California Clean Energy Commission v. City of Woodland* ("*CCEC*"),[104] the Third District Court of Appeal reviewed an EIR for a shopping center on undeveloped agricultural land. The Court found that the EIR was deficient insofar as it does not assess or consider mitigation for transportation energy impacts of the project, which would generate up to 40,051 new vehicle trips a day.[105] The Court explained that "Appendix F states that environmental impacts subject to the EIR process include '[t]he project's projected transportation energy use requirements and its overall use of efficient transportation alternatives,'"[106] concluding that the omission of this analysis violated CEQA. The Court rejected an argument that impacts would be less than significant because the project would include mitigation measures designed to reduce vehicle trips, reasoning "the City cannot say how much less transportation energy is needed for the project as approved because the issue has never been assessed in an EIR… CEQA EIR requirements are not satisfied by saying an environmental impact is something less than some previously unknown amount."[107]

[104] (2014) 225 CA4th 173.
[105] *Id.* at 210.
[106] Citing Guidelines, Appendix F, Section II(C)(6).
[107] *CCEC, supra,* 225 CA4th 173 at 210.

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As in *CCEC*, the IS/MND fails to discuss relevant considerations listed in Appendix F. The IS/MND fails to analyze the energy intensiveness of materials and equipment required for the project.[108] This Project proposes a campus for studio and sound stage production, yet the qualitative discussion of the Project's energy consumption fails to discuss the energy consumption of the equipment required for these uses. The IS/MND states that energy would be used by "heavy equipment used for film production, including cameras, lighting, and sound equipment…"[109] This statement is inadequate because (1) it merely lists broad categories of equipment without actually disclosing the specialized, high-intensity equipment often used in film production, and (2) fails to disclose the energy intensiveness of this equipment. The discussion also makes no reference to energy impacts associated with the 12,957-square-foot mill shop. As such, the IS/MND violates CEQA for failing to disclose "[e]nergy consuming equipment and processes which will be used during construction, operation and/or removal of the project."

The IS/MND also fails to analyze the total energy requirements of the Project by fuel type and end use, either for construction activities or operation.[110] The only quantification of the Project's energy consumption is a generic output from the air study's CalEEMod analysis.[111] This analysis based on the land uses anticipated for the Project (office park, strip mall, parking, etc.).[112] These generic land use categories do not reflect the specific uses anticipated by the Project, which include studio and sound stage production. And as is shown in these comments, these uses have higher energy consumption than a typical office reflected in the generic CalEEMod land use category.

The IS/MND fails to estimate the energy consumed by vehicle trips generated by the Project.[113] This is a major omission because the Project's operations are estimated in the air quality study to generate a total of 3,397 vehicle trips per day.[114]

The IS/MND fails to fully analyze "the degree to which the project complies with existing energy standards."[115] The IS/MND states that the Project would comply with Title 24 standards and is "anticipated to achieve LEED Gold Standard

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[108] CEQA Guidelines, Appendix F, Section II(A)(1), (C)(1).
[109] IS/MND, pg. 56.
[110] CEQA Guidelines, Appendix F, Section II(A)(2).
[111] IS/MND, Appendix A, pg. 160.
[112] *Id.*
[113] CEQA Guidelines, Appendix F, Section II(A)(5), (C)(6).
[114] IS/MND, Appendix H, PDF pg. 9.
[115] CEQA Guidelines, Appendix F, Section II (C)(4).

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certification,"[116] but fails to evaluate the feasibility of meeting voluntary standards described in Appendix A5, Nonresidential Voluntary Measures, of the California Green Building Standards Code. These standards are voluntary measures and are not uniformly required for all development projects, but nonetheless constitute "existing energy standards" applicable to the Project.

In sum, the IS/MND's project description and energy impact analysis are incomplete and fail to adequately inform decisionmakers and the public. The omitted analysis must be provided in an EIR. In addition to this informational defect, the lack of analysis renders the IS/MND's conclusions unsupported by substantial evidence.

2. The IS/MND's Conclusions Regarding Energy Impacts Are Unsupported by Substantial Evidence

The IS/MND's brief discussion of the Project's energy impacts states that energy impacts would be less than significant because the Project would comply with State and local building codes.[117] Courts have held that simply stating that a Project would comply with building standards does not constitute substantial evidence that energy impacts would be less than significant.

In the *CCEC* case,[118] the EIR concluded that, due to the proposed project's compliance with Title 24 guidelines and regulations, the Project would be expected to have a less-than-significant impact regarding the wasteful, inefficient, or unnecessary consumption of energy.[119] The Court of Appeal explained that compliance with local and state building codes do not address many aspects of a project's energy consumption: "[l]ike the Building Code, CALGreen does not address construction and operational energy impacts for a project intended to transform agricultural land into a regional commercial shopping center… Moreover, CALGreen does not address transportation energy impacts for a project such as Gateway II."[120]

The Court distinguished the Court of Appeal's decision in *Tracy First v. City of Tracy* ("*Tracy First*"),[121] which rejected a challenge to an EIR arguing that "it is improper to rely on state building standards in determining whether

[116] IS/MND, pg. 57.
[117] *Id.* at 56.
[118] *CCEC, supra,* 225 CA4th 173.
[119] *Id.* at 212.
[120] *Id.* at 211.
[121] (2009) 177 Cal.App.4th 912, 932.

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an energy impact is significant."[122] The *CCEC* court explained that (1) *Tracy First* involved an EIR including 17 pages discussing energy issues and eight pages discussing energy impacts, (2) the plaintiffs in *Tracy First* made "no argument concerning what more the EIR should have done," and (3) the *CCEC* EIR failed to fully study the construction and operational energy impacts of the project.[123] "The failure to study the energy impacts resulting from a large part of the planned construction" thwarted "the statutory goals of the EIR process."[124]

Here, the IS/MND has the same flaws as the EIR rejected in *CCEC*: the IS/MND claims, in a conclusory two-page discussion, that consistency with building codes would result in less than significant impacts, while failing to study energy consumption impacts from the studio production uses proposed by the Project. And unlike the plaintiffs in *Tracy First*, this letter identifies omitted analysis that must be included in an EIR. The IS/MND's energy analysis is thus unsupported by substantial evidence.

3. The IS/MND Fails to Include Sufficient Investigation into Energy Conservation Measures

The IS/MND fails to include sufficient investigation into energy conservation measures that might be available or appropriate for the Project. The IS/MND concludes that operational energy impacts of the Project would be less than significant because the buildings would be designed and constructed in accordance with the State's Title 24 guidelines and regulations.[125] The IS/MND also alludes to required energy conservation measures, but these measures are vague and nonbinding:

> The Project would include energy conservation, water conservation, waste reduction, and transportation demand management features, and the campus would be constructed to a minimum of Leadership in Energy and Environmental Design (LEED) Gold Standard. The Project would comply with the 2020 Los Angeles Green Building Code (LAGBC), and the 2019 California Green Building Standards Code (CalGreen). In addition, all building systems would meet or exceed current Title 24 Energy Standards to reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. In addition, the infill location of the campus would

[122] *CCEC, supra,* 177 Cal.App.4th at 212.
[123] *Id.*
[124] *Id.*
[125] IS/MND, pg. 56.

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> promote the concentration of development in an urban area with extensive infrastructure and access to public transit facilities. The proximity to public transportation would reduce vehicle miles traveled for employees and visitors.[126]

The IS/MND does not clearly define the measures listed above. Further, the IS/MND is unclear whether LEED Gold certification is aspirational or will be required as a condition of approval, as elsewhere the IS/MND states that "[t]he Project is *anticipated* to achieve LEED Gold Standard certification."[127]

The IS/MND does not sufficiently consider concrete energy conservation measures like solar facilities, use of alternate fuel sources, or passive energy efficiency measures to ensure the Project's energy consumption would not be wasteful, inefficient, or unnecessary. This lack of analysis violates CEQA.

CEQA requires an environmental document to discuss mitigation measures for significant environmental impacts, including "measures to reduce the wasteful, inefficient, and unnecessary consumption of energy."[128] The CEQA Guidelines require discussion of energy conservation measures when relevant, and provide examples in Appendix F:[129]

1) Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed.
2) The potential of siting, orientation, and design to minimize energy consumption, including transportation energy, increase water conservation and reduce solid waste.
3) The potential for reducing peak energy demand.
4) Alternate fuels (particularly renewable ones) or energy systems.
5) Energy conservation which could result from recycling efforts.

Courts have rejected EIRs that fail to include adequate analysis investigation into energy conservation measures that might be available or appropriate for a

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[126] IS/MND, pg. 23.
[127] *Id.* at 57.
[128] Pub. Resources Code, § 21100(b)(3); *Tracy First v. City of Tracy* (2009) 177 Cal.App.4th 912, 930.
[129] CEQA Guidelines, Appendix F, Section II(D); *see* Section 15126.4(a)(1)(C) (stating "'Energy conservation measures, as well as other appropriate mitigation measures, shall be discussed when relevant.").

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project.[130] In *CCEC*,[131] the Court of Appeal rejected an EIR that failed to include discussion regarding the different renewable energy options that might be available or appropriate for the project. The Court held "the City's EIRs failed to comply with the requirements of Appendix F to the Guidelines by not discussing or analyzing renewable energy options."[132] The lead agency argued that compliance with the Building Code sufficed to address energy impact concerns for the project.[133] But the Court explained:

> Although the Building Code addresses energy savings for components of a new commercial construction, it does not address many of the considerations required under Appendix F of the CEQA Guidelines… These considerations include whether a building should be constructed at all, how large it should be, where it should be located, whether it should incorporate renewable energy resources, or anything else external to the building's envelope. Here, a requirement that Gateway II comply with the Building Code does not, by itself, constitute an adequate assessment of mitigation measures that can be taken to address the energy impacts during construction and operation of the project.[134]

The Supreme Court of California agreed with the *CCEC* court's decision in *League to Save Lake Tahoe Mtn. Area Preservation Found. v County of Placer*, holding that even projects that find a less-than-significant energy impact must "discuss whether any renewable energy features could be incorporated into the project."*[135]* In *Save Lake Tahoe*, the Court considered an EIR for a land use specific plan and rezoning to permit residential and commercial development and preserve forest land near Truckee and Lake Tahoe. The EIR did not consider whether it was feasible to power the project on 100 percent renewable electrical energy or some lesser percentage, nor evaluate strategies for reducing reliance on fossil fuels, increasing reliance on renewable resources, reducing peak loads, and reducing the impacts of relying on remote generation facilities. The lead agency reasoned that this analysis was not required because energy impacts would be less than significant. Citing CEQA Guidelines Section 15126.2, subdivision (b) and the decision in *CCEC*, the Court held that when an EIR analyzes the project's energy use to determine if it creates significant effects, it should discuss whether any renewable energy features could be incorporated into the project. The Court found

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[130] *Ukiah Citizens for Safety First v. City of Ukiah* (2016) 248 CA4th 256; *Spring Valley Lake Ass'n v. City of Victorville* (2016) 248 CA4th 91.
[131] *CCEC, supra,* 225 CA4th 173.
[132] *Id.* at 213.
[133] *Id.* at 210, 211.
[134] *CECC* (2014) 225 CA4th 173, 213.
[135] (2022) 75 CA5th 63, 167–68.

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that the EIR violated CEQA for not discussing whether the project could increase its reliance on renewable energy sources to meet its energy demand.

Here, the IS/MND's energy analysis lacks basic analysis of energy consumption measures in violation of CEQA Guidelines Appendix F.

To begin with, the IS/MND's vague discussion of sustainability measures fails to study the specific considerations identified in Appendix F, listed above. Next, the IS/MND fails to discuss any energy consumption measures applicable to the specific studio production uses proposed by the Project. Further, the IS/MND fails to analyze the feasibility of voluntary CALGreen standards. The nonresidential voluntary standards in Appendix A5 include consumption measures applicable to this project. CALGreen Section A5.106.5.1.2 calls for 50% spaces to be reserved for clean air vehicles. CALGreen Section A5.106.5.3 calls for an increased number of EV capable spaces, depending on the total number of spaces.[136] Tier 2 standards require large projects with 201 or more parking spaces to provide 45% EV capable spaces.[137] CALGreen Section A5.203.1.2 sets energy budgets that are less than permitted by the mandatory Title 24 energy standards.[138] CALGreen Section A5.303.2.3 calls for reductions in water consumption by requiring plumbing fixtures and fixture fittings that would reduce the use of potable water by 20% in the case of Tier 2 standards.[139]

The IS/MND fails to fully analyze the feasibility of onsite solar facilities, such as rooftop, parking lot, or ground-level solar photovoltaics to offset energy consumption. The IS/MND states that the Project would comply with applicable building codes and achieve LEED Gold certification, but this does not address what solar facilities would be required by these measures, nor analyze if additional solar facilities would be feasible or effective at reducing emissions.[140] The IS/MND's analysis must be revised to address the energy requirements of the Project and study the degree to which onsite solar facilities could offset consumption.[141] It is common for new studios and production facilities to consider and implement energy-saving measures. For example, Disney and Netflix are investigating energy storage, hydrogen generators and other clean energy technologies that can be used off-grid,[142] and Garden Studios is integrating an advanced energy management

[136] CALGreen, Table A5.106.5.3.1 Tier 1
[137] Table A5.106.5.3.1, A5.106.5.3.2.
[138] CALGreen Sections A5.203.1.2.1, A5.203.1.2.2.
[139] CALGreen Sections A5.303.2.3.1, A5.303.2.3.2
[140] IS/MND, pg. 76.
[141] CEQA Guidelines, Appendix F, Section II(D).
[142] Trellis, How Disney and Netflix are getting rid of diesel on production sets, October 21, 2024, https://trellis.net/article/how-disney-and-netflix-are-getting-rid-of-diesel-on-production-sets/.

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platform to aid in monitoring and reducing energy waste.[143] The IS/MND fails to discuss or consider any such energy saving measures.

In sum, the IS/MND's energy analysis fails to analyze measures to reduce the wasteful, inefficient, and unnecessary consumption of energy, and fails to meaningfully address Appendix F's considerations of whether the structures proposed by the Project should be constructed at all, how large they should be, where they should be located, whether they should incorporate renewable energy resources, or anything else external to the buildings' envelope.[144] This analysis must be provided in an EIR.

G. The IS/MND Fails to Disclose Existing Conditions or Impacts Related to Hazardous Materials

The IS/MND claims that the 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 into the environment."[145] But the IS/MND fails to analyze the site for soil contamination (either in a Phase I or II Environmental Site Assessment). Courts have held that disturbance of toxic soil contamination at a project site is a potentially significant impact requiring CEQA review and mitigation.[146] Here, the Project's construction may result in disturbance of soil contaminants, particularly during the shoring/earthwork phase.[147] The IS/MND violates CEQA by failing to adequately establish baseline environmental conditions and analyze the potential for disturbance of hazardous materials.

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[143] EGSDive, Film studios prioritize energy efficiency: A look at Garden Studios' innovative approach, June 10, 2024, available at https://www.esgdive.com/spons/film-studios-prioritize-energy-efficiency-a-look-at-garden-studios-innova/718021/.
[144] *Ukiah Citizens for Safety First v. City of Ukiah* (2016) 248 CA4th 256, 264.
[145] IS/MND, pg. 79.
[146] *Cal. Build. Indust. Ass'n v. BAAQMD* (2015) 62 Cal.4th 369, 388-90 ("CBIA v. BAAQMD") ("the statutory language emphasizes how the analysis of a project's potential to exacerbate existing conditions is not an exception to, but instead a consequence of, CEQA's core requirement that an agency evaluate a project's impact on the environment"); *see Association for a Cleaner Environment v. Yosemite Community College Dist.* (2004) 116 Cal.App.4th 629, 635, 638–640 (project to remove a shooting range that would not increase the lead contamination already present due to bullets might nevertheless "spread[ ] [that] contamination, which is a direct physical change in the environment," through increased vehicle and foot traffic and donations of portion of range to another site.");
[147] IS/MND, pg. 68.

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1. The IS/MND Fails to Establish Baseline Conditions

The IS/MND's failure to analyze the site for hazardous materials violates CEQA's requirement to establish baseline conditions at the Project site and evaluate the severity of impacts associated with altering baseline conditions.

CEQA requires that a lead agency include a description of the physical environmental conditions in the vicinity of the Project as they exist at the time environmental review commences.[148] As numerous courts have held, the impacts of a project must be measured against the "real conditions on the ground."[149] The description of the environmental setting constitutes the baseline physical conditions by which a lead agency may assess the significance of a project's impacts.[150] Use of the proper baseline is critical to a meaningful assessment of a project's environmental impacts.[151] The City must then assess the severity of the Project's impacts in the CEQA document.[152]

Here, the only analysis of hazardous materials that may be present on the Project site is a review of the EnviroStor database or the Geotracker database.[153] The databases do not constitute a complete analysis of onsite conditions. EnviroStor tracks the Department of Toxic Substances Control's cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities. Geotracker tracks authorized or unauthorized discharges of waste to land, or unauthorized releases of hazardous substances from underground storage tanks. But if a site has not been previously analyzed, it would not show up in these databases. Thus, a site's absence from these databases does not demonstrate that a site is free of soil contamination or other hazardous materials.

There is no evidence in the record demonstrating that additional analysis of baseline conditions is infeasible. Phase I ESAs prepared for the City often include:

- Site inspection to verify current Project site conditions and check for visible evidence of previously disposed and/or currently present hazardous waste, surface contamination, underground and above ground storage tanks

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[148] CEQA Guidelines, § 15125, subd. (a).
[149] *Save Our Peninsula Com. v. Monterey Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 121-22; *City of Carmel-by-the Sea v. Bd. of Supervisors* (1986) 183 Cal.App.3d 229, 246.
[150] CEQA Guidelines, § 15125, subd. (a).
[151] *Communities for a Better Environment v. South Coast Air Quality Management District* (2010) 48 Ca.4th 310, 320.
[152] *San Francisco Baykeeper, Inc. v. State Lands Com.* (2015) 242 Cal.App.4th 202, 217.
[153] IS/MND, pg. 81.

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(USTs/ASTs), suspect polychlorinated biphenyls (PCBs), and other potential environmental hazards.
- Survey of adjacent properties and the immediate vicinity to determine if any nearby sites posed a significant environmental threat to the Site.
- Review of currently and readily available documents, including maps, aerial photographs, other consultant reports (if any), fire insurance maps, and other accessible records.
- Analysis of vapor intrusion risks.
- Review results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.
- Review of databases such as FINDS, ECHO, HWTS, EDR's Historical Gas Station database, Historical Dry Cleaners database, HAZNET, etc.
- Consult with appropriate governmental agencies having jurisdiction relative to past history of the property, complaints or incidents in the immediate area, and permits that may have been issued.[154]

An EIR must be prepared that includes an evidence-based analysis of baseline conditions.

2. Impacts from Disturbance of Hazardous Materials May Be Potentially Significant

There are a variety of potential hazardous materials that have a high probability of being present on the Project site due to the age of the existing structures, the Project site's historic use as a medical campus, and its location. These potentially present hazardous materials are discussed below. In summary, the age of the buildings, constructed in the 1950's, makes the presence of asbestos and lead-based paints likely. Due to the long history of development in the area, there is also potential for soil contamination. Because this IS/MND fails to require any analysis for the presence of hazardous materials either in the IS/MND or after Project approval and requires no mitigation, risks from exposure to these materials are potentially significant. Workers and nearby residents may be exposed to hazardous materials disturbed on the Project site during demolition and excavation. Residences along the haul route may be exposed to hazardous materials in the soil, as the Project would require the export of approximately 21,800 cubic yards of soil during the shoring/earthwork phase.[155] There is no evidence in the record

[154] https://planning.lacity.gov/eir/6000_Hollywood_Boulevard_Project/deir/files/App_F.pdf; https://planning.lacity.gov/odocument/95bbc6a4-e7d5-47a1-a7a8-b220d7bd3d28/ENV-2021-9032-F.pdf;
[155] IS/MND, pg. 68.

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demonstrating that regulatory compliance would fully mitigate these impacts. An EIR must be prepared that includes analysis of baseline conditions.

a) Asbestos-Containing Material

The L.A. CEQA Thresholds Guide provides that exposure to asbestos-containing material ("ACM") may result in a health hazard, and thus should be analyzed in a CEQA document:

> A health hazard may occur where there is contact with or contamination from asbestos-containing material ("ACM"), which includes both friable ACM and Class I nonfriable ACM. Friable asbestos is more easily airborne than non-friable asbestos. Actions which may cause ACM to be broken, crumbled, pulverized, or reduced to powder include physical wear and disturbance by mechanical force, such as, but not limited to, sanding, sand blasting, cutting or abrading, improper handling or removal, or leaching of matrix binders. Class I nonfriable ACM includes, but is not limited to, fractured or crushed asbestos cement products, transite materials, mastic, roofing felts, roofing tiles, cement water pipes and resilient floor covering. Friable ACM is material containing more than 1 percent asbestos that, when dry, can be crumbled, pulverized, or reduced to powder by hand pressure. California Occupational Safety and Health Administration (CalOSHA) defines asbestos-containing construction material as material which contains more than 1/10 of 1 percent asbestos by weight.[156]

Analysis in recent City of Los Angeles EIR suggests that the existing structures may contain asbestos due to their age:

> Asbestos was widely used in the building industry starting in the late 1800s and up until the late 1970s for a variety of uses, including acoustic and thermal insulation and fireproofing, and is often found in ceiling and floor tiles, linoleum, pipes, structural beams, and asphalt. Despite its useful qualities, asbestos becomes a hazard if the fibers separate and become airborne. Inhalation of airborne asbestos fibers could cause lung diseases. Any building, structure, surface asphalt driveway, or parking lot constructed prior to 1979 could contain asbestos or ACMs. Based on the age of the existing buildings, it is possible ACMs could be present within the Project Site.

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[156] City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pg. F.2-2, available at https://planning.lacity.gov/eir/CrossroadsHwd/deir/files/references/A07.pdf.

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Here, the Project proposes demolition of a "large campus that has functioned as a cohesive medical campus since the 1950s."[157] Because these structures were constructed prior to 1979, exposure to asbestos is a potentially significant impact which the IS/MND fails to discuss. Workers and nearby residents may be exposed to ACMs during demolition of the existing structures. An EIR must be prepared which discloses existing site conditions and includes any necessary remediation for hazardous conditions prior to Project construction.

b) Lead-Based Paint

Lead is a naturally occurring element and heavy metal that was widely used as a major ingredient in most interior and exterior oil-based paints prior to 1950.[158] Lead compounds continued to be used as corrosion inhibitors, pigments, and drying agents from the early 1950s to 1972, when the Consumer Products Safety Commission specified limits on lead content in such products. While adults can be affected by excessive exposure to lead, the primary concern is the adverse health effects on children. The most common paths of lead exposure in humans are through ingestion and inhalation. LBP is of concern both as a source of exposure and as a major contributor to lead in interior dust and exterior soil. Due to the age of the existing buildings, it is possible LBPs could be present within the Project Site. Moreover, CalEnviroScreen shows that the census tract ranks in the 86.1 percentile for "lead risk housing."[159] The IS/MND fails to disclose existing conditions and does not discuss whether workers and nearby residents may be exposed to LBPs during demolition of the existing structures. An EIR must be prepared.

H. Substantial Evidence Supports a Fair Argument that the Project May Result in Potentially Significant Public Utilities Impacts.

Under CEQA, a public utilities impact is considered significant if a project would "[r]equire or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities the construction or relocation of which could cause significant environmental effects."[160] The IS/MND states that no impacts would result from connections to utilities. However, the IS/MND's analysis is not supported by substantial evidence.

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[157] IS/MND, pg. 88.
[158] https://planning.lacity.gov/eir/6000_Hollywood_Boulevard_Project/deir/files/App_F.pdf, pg. IV.F-24.
[159] IS/MND, Appendix A, pg. 173.
[160] IS/MND, pg. 139.

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The IS/MND's analysis is not supported by substantial evidence because the IS/MND fails to describe existing utilities infrastructure beyond stating that adequate services already exist in the vicinity of the area. Use of the proper baseline is critical to a meaningful assessment of a project's environmental impacts.[161] This analysis fails to inform decisionmakers and the public regarding the magnitude of utilities improvements required for the Project. For example, the IS/MND does not disclose the proximity and size of water mains that would service the Project. And the IS/MND does not disclose current sewer capacity. These omissions make analysis of the Project's water infrastructure improvements impossible.

Analysis of the Project's impacts is similarly omitted from the IS/MND. For example, the IS/MND fails to determine whether any new wastewater infrastructure would be required for the Project, stating "[a]ny new site-specific wastewater infrastructure or upgrades required for the Project would be determined in coordination with the City."[162] The Project proposes a campus twice as large as the existing use (the current 123,354 SF complex would be replaced with a 256,758 SF campus, which have more 889 employees). This new development would thus result in an increase in wastewater. There is no analysis in the IS/MND whether the existing local infrastructure would need to be upsized.

The IS/MND also fails to disclose the fire flow requirements for this Project, whether that fire flow would be met by existing infrastructure, and the environmental impacts resulting from construction of any necessary improvements. This information is necessary to evaluate whether new and upsized water mains are required, or whether new hydrants must be constructed. Construction of improvements to water infrastructure serving the Project site may be required because the Project proposes a development with twice the square footage of the existing use. The City's Municipal Code sets increased fire flow requirements for projects with higher density,[163] demonstrating that the Project's increased density may require expansion of existing infrastructure.

If needed, construction of improvements to water infrastructure would have environmental impacts not analyzed in the IS/MND. Construction of water infrastructure upgrades typically require street excavation and subsequent repair to access water mains. Excavation would require demolition, disruption, and removal of portions of the street along the entire length of water main upgrade.

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[161] *Communities for a Better Environment v. South Coast Air Quality Management District* (2010) 48 Ca.4th 310, 320.
[162] IS/MND, pg. 140-141.
[163] LAMC, Table 57.507.3.1.

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This would entail excavation and removal of asphalt, soils, and trench backfill materials. These construction activities may result in significant environmental impacts in several areas, including traffic, noise, vibration, and health risk. Impacts may occur closer to sensitive receptors than analyzed in the IS/MND because construction of utilities improvements may occur offsite and potentially closer to sensitive receptors.

The IS/MND improperly defers analysis of the Project's impacts. CEQA requires that an environmental document disclose the severity of a project's impacts and the probability of their occurrence *before* a project can be approved.[164] In *Sundstrom v. County of Mendocino*,[165] the First District Court of Appeal rejected a mitigation measure that required the applicant to submit hydrological studies subject to review and approval by a planning commission and county environmental health department.[166] The Court explained that the deferred analysis of hydrological conditions fails to meet CEQA's requirement that an environmental impact should be assessed as early as possible in government planning:

> By deferring environmental assessment to a future date, the conditions run counter to that policy of CEQA which requires environmental review at the earliest feasible stage in the planning process. (See Pub. Resources Code, § 21003.1; *No Oil, Inc. v. City of Los Angeles, supra*, 13 Cal. 3d 68, 84.) In *Bozung v. Local Agency Formation Com., supra*, 13 Cal. 3d 263, 282, the Supreme Court approved "the principle that the environmental impact should be assessed as early as possible in government planning." Environmental problems should be considered at a point in the planning process "'where genuine flexibility remains.'" (*Mount Sutro Defense Committee v. Regents of University of California, supra*, 77 Cal. App. 3d 20, 34.) A study conducted after approval of a project will inevitably have a diminished influence on decision-making. Even if the study is subject to administrative approval, it is analogous to the sort of post hoc rationalization of agency actions that has been repeatedly condemned in decisions construing CEQA. (Id. at p. 35; *No Oil, Inc. v. City of Los Angeles*, supra, 13 Cal. 3d 68, 81; *Environmental Defense Fund, Inc. v. Coastside County Water Dist*. (1972) 27 Cal. App. 3d 695, 706 [104 Cal. Rptr. 197].)

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[164] 14 CCR §§ 15143, 15162.2(a); *Cal. Build. Indust. Ass'n v. BAAQMD* (2015) 62 Cal.4th 369, 388-90 ("*CBIA v. BAAQMD*") (disturbance of toxic soil contamination at project site is potentially significant impact requiring CEQA review and mitigation); *Madera Oversight Coalition v. County of Madera* (2011) 199 Cal. App. 4th 48, 82; *Berkeley Keep Jets Over the Bay Com. v. Bd. of Port Comrs. ("Berkeley Jets")* (2001) 91 Cal.App.4th 1344, 1370-71; CEQA Guidelines, Appendix G.

[165] (1988) 202 Cal.App.3d 296.

[166] *Id.* at 306.

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This IS/MND similarly violates CEQA because it defers all analysis of infrastructure improvements until after Project approval. As a result, the Project may result in significant impacts unanalyzed in the IS/MND. The IS/MND fails as an informational document and fails to support its finding of a less-than-significant impact with substantial evidence. An EIR must be prepared to analyze these potentially significant impacts.

I. The IS/MND Underestimates Potentially Significant Construction Noise Impacts

The IS/MND calculates that the Project's construction would generate noise levels in excess of its 80 dBA significance threshold.[167] Noise levels at the multi-family residences adjacent to the Project and the Baldwin Hills Urgent Care would reach 88.3 dBA, 8.3 dBA over the significance threshold.[168] The IS/MND claims that impacts would be reduced to a less than significant level through imposition of Mitigation Measures N-1 through N-3.[169] The IS/MND attributes a 5 dBA reduction to N-1, which requires all construction equipment be equipped with mufflers, and a 10 dBA reduction to N-2, which requires a temporary noise barrier capable of reducing noise by 10 dBA. The IS/MND finds that noise impacts would be reduced from to 88.3 dBA to 73.3, and would thus be less than significant. These conclusions are unsupported.

In particular, the IS/MND lacks substantial evidence to assume that equipping all construction equipment with mufflers would result in a 5 dBA reduction. Noise reference levels for construction equipment already assumes that mufflers would be equipped, as virtually all construction equipment was fit with mufflers by the 1990s. Specifically, the IS/MND's calculations utilize the Federal Highway Administration's (FHWA) Roadway Construction Noise Model ("RCNM").[170] The bulk of the sound data in this model was obtained during the 1990s and 2000s during the Central Artery Tunnel project in Boston ("The Big Dig"). By the 1990s, virtually all construction equipment was fit with mufflers, so the reference sound levels in the model already reflect noise reduction provided by those components. Prior to the RCNM, the most widely-disseminated data on construction equipment was published by the Environmental Protection Agency (EPA) in 1971. When that data was gathered in the late 1960s, mufflers were not in widespread use, so requiring a muffler as a mitigation measure in the 1970s could result in a substantial reduction in noise levels. Today, requiring that equipment be

[167] IS/MND, pg. 105.
[168] IS/MND, pg. 104.
[169] *Id.*
[170] IS/MND, Appendix G, pg. 24.

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muffled simply ensures that noise levels are not unduly high because of faulty or missing components. As such, the IS/MND overstates noise reductions from the proposed mitigation.

III. CONCLUSION

The IS/MND does not comply with CEQA. The City lacks substantial evidence to find that the Project will have less than significant impacts. Moreover, substantial evidence supports a fair argument that the Project's impacts may be significant and unmitigated. Due to the IS/MND's deficiencies, the City cannot conclude that the Project's impacts have been mitigated to a less than significant level.

The CEQA Guidelines require that an EIR be prepared if there is substantial evidence supporting a fair argument that any aspect of a 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.[171] As discussed in detail above, there is a fair argument based on substantial evidence that the Project would result in significant adverse impacts not identified in the IS/MND.

We urge the City to fulfill its responsibilities under CEQA by withdrawing the IS/MND and preparing an EIR to address the issues raised in this preliminary comment letter. This is the only way the City and the public can ensure the Project's significant environmental impacts are mitigated to less than significant levels.

Sincerely,



Aidan P. Marshall

Attachment
APM:acp

[171] CEQA Guidelines § 15063(b)(1).

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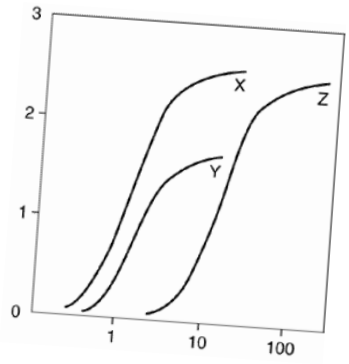
EXHIBIT A



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December 8, 2025

Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080

Attn: Mr. Aidan Marshall

Subject: Comments On Stocker Street Creative Initial Study, Case Number: ENV-2024-326-MNDx

At the request of Adams Broadwell Joseph & Cardozo (ABJC), Clark and Associates (Clark) has reviewed the materials related to the City of Los Angeles' (the City) Initial Study (IS) for the above-referenced project.

Clark's review does not constitute validation or endorsement of the conclusions or content presented in the IS. Any lack of comment on specific items should not be interpreted as acceptance or approval of those items.

According to project summary listed in CEQANet, "The Project consists of the demolition of five substantially unoccupied office buildings, totaling approximately 123,354 square feet and the construction of a campus for studio and sound stage production, totaling approximately 256,758 square feet exclusive of the parking garage (114,405 square feet), on an approximately five-acre site that slopes approximately 35 feet northwest to northeast. The integrated campus would consist of six new buildings (Buildings A through F). Building A would be a three-story (45 feet, 54 feet including architectural features and 56 feet including the equipment screen wall), 34,710-square-foot office building that would include 500 square feet of retail space and a 8,452-square-foot food court on the first floor. Building B would be a seven-story (110 feet), 138,725-square-foot building with 42,697 square feet of studio production support facilities on the first two

floors and 84,548 square feet of office space above. The roof (partial 7th floor) would include an enclosed 9,081-square-foot restaurant with an adjacent approximately 7,500-square-foot open/garden area that would provide outdoor seating for the restaurant and be used for special events. Building C would be a one-story (14 feet), 300-square-foot security office that would include a restroom, breakroom and surveillance monitors and computer equipment. Building D would be a one-story (63 feet), 31,941-square-foot building with 30,000 square feet of studio sound stages and 1,941 square feet of back-of-house facilities. Building E (82 feet) would be a 42,363-square-foot building with a basement with office space, a 12,957-square-foot mill shop with a mezzanine for set production, and 19,200 square feet of studio sound stages. Building F would be a five-story (45 feet and 54 feet including architectural features), 122,358-square-foot open parking garage with 344 parking stalls, a 2,683-square-foot community room at street level, and 5,270 square feet of back-of-house facilities. There would also be a 31,000-square-foot open space area between Buildings A, B, and F designed for community gatherings and special events. Project grading activities would include 27,800 cubic yards of cut and 6,000 cubic yards of fill; 21,800 cubic yards of soil would be exported from the Project site subject to a haul route permit. The Project would not include the removal of any street trees. The Project would include the removal of 29 mature trees on-site; however, a total of sixty-one new trees would be planted on site as part of the Project

The facts presented in this comment letter lead me to reasonably conclude that the Project could result in significant, unmitigated impacts if allowed to proceed as envisioned in the IS. A draft environmental impact report (EIR) is necessary to address these substantial concerns fully and transparently.

Specific Comments

1. The City's Analysis Fails To Include A Phase 1 Environmental Site Assessment (ESA) Of The Existing Site Conditions

The IS fails to include a basic environmental site assessment (ESA) or Phase 1 of the existing property. The City has failed to conduct a reasonable analysis of the baseline conditions at the Project Site. Phase I ESAs are an industry-standard first step in evaluating environmental conditions at a

project site[1] and are routinely used in CEQA documents prepared for projects under consideration by the City of Los Angeles. They typically include:

- A site inspection to verify current Project site conditions and check for visible evidence of previously disposed and/or currently present hazardous waste, surface contamination, underground and above ground storage tanks (USTs/ASTs), suspect polychlorinated biphenyls (PCBs), and other potential environmental hazards.
- Survey of adjacent properties and the immediate vicinity to determine if any nearby sites posed a significant environmental threat to the Site.
- Review of currently and readily available documents, including maps, aerial photographs, other consultant reports (if any), fire insurance maps, and other accessible records.
- Analysis of vapor intrusion risks.
- Review results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.
- Review of databases such as FINDS, ECHO, HWTS, EDR's Historical Gas Station database, Historical Dry Cleaners database, HAZNET, etc.
- Consult with appropriate governmental agencies having jurisdiction relative to past history of the property, complaints or incidents in the immediate area, and permits that may have been issued.[2]

The purpose of a Phase I ESA is to identify evidence or indications of recognized environmental conditions (RECs) or other qualified RECs at the Site as defined by ASTM Designation E 1527-21 and/or any potential environmental concerns. Section 1.1.1 of ASTM *Designation E 1527-21* defines an REC as "(1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject

[1] See e.g. ASTM, ASTM E1527-21: Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, available at https://store.astm.org/e1527-21.html (last visited 12-8-25).

[2] https://planning.lacity.gov/eir/6000_Hollywood_Boulevard_Project/deir/files/App_F.pdf; https://planning.lacity.gov/odocument/95bbc6a4-e7d5-47a1-a7a8-b220d7bd3d28/ENV-2021-9032-F.pdf;

property under conditions that pose a material threat of a future release to the environment. A *de minimis* condition is not a recognized environmental condition."[3] *De minimis* conditions are those that generally do not present a threat to human health or the environment and that generally would not be the subject of the enforcement action if brought to the attention of appropriate governmental agencies.

ASTM *Designation E1527-21* also defines 'Historical' and 'Controlled' RECs (HREC and CREC, respectively). An 'Historical REC' is defined as "a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (for example, activity and use limitations or other property use limitations)." A 'Controlled REC' is defined as "recognized environmental condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example, activity and use limitations or other property use limitations)." An HREC is not an REC if a property meets current standards for unrestricted residential use. A CREC remains an REC when a property does not meet the unrestricted residential use requirement unconditionally.

The IS lacks a Phase I ESA and therefore fails to disclose any of this information about the Project site. Based on a review of historic property information contained elsewhere in the IS, it is likely that the site may contain hazardous conditions which must be disclosed in the CEQA document. The five buildings were originally constructed between 1950 and 1959 and historically functioned as a medical-office complex.[4] Given the age of the structures, likely materials included in the construction of the buildings may include lead paint, PCB-impacted caulks and building materials, asbestos laden mastics, tiles, and wraps for electrical and hot water pipes, volatile organic compounds (VOCs) in clean materials and or storage areas, evidence of leaks/spills within the buildings, and the potential for methane intrusion from subsurface sources. The City has failed to complete any of the steps above or identified any potential contamination in the existing buildings. To accurately disclose existing conditions, the City must at a minimum perform a Phase 1 ESA and should report the results in an EIR for the Project.

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[3] ATM E1527 – 21, available at https://nationalduediligenceservices.com/wp-content/uploads/2023/03/ASTM-Standard-Update-2023.pdf, pg. 1.

[4] IS, Appendix C, pg. 2.

2. The City's Air Quality Analysis Fails To Include A Quantitative Health Risk Analysis Of The Impacts Of Toxic Air Contaminants From The Construction Phase And Operational Phase Of The Project For The Nearest Sensitive Receptor(s)

On page 55 of Appendix A to the IS, the Proponent states that "Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. Based on SCAQMD guidance, health effects from TACs are usually described in terms of individual cancer risk, which is the likelihood that a person exposed to TACs over a 70-year lifetime will contract cancer. Project construction activity would not result in long-term substantial sources of TAC emissions (i.e., 30 or 70 years) and would not generate ongoing construction TAC emissions. Given the temporary and short-term construction schedule (approximately 25 months), the Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of Project construction."

This reasoning is unsupported because the determination of a significance threshold for construction activities and operational activities is based on a ***quantitative risk analysis*** that requires the City to perform a multistep, quantitative health risk analysis for TACs from the construction and operational phases of the Project. No effort is made in the EIR to quantify the potential health impacts from TACs generated by construction activities from the Project on these sensitive receptors. Given that the closest receptor to the Project site is the residence located less than 25 meters from the edge of the Project Site, it is clear that there is sufficient evidence to warrant a quantitative analysis of the potential health risks to the residents.

The City therefore lacks supporting evidence for the conclusion that the emissions from the Project would not result in significant health effects by virtue of the distance to the receptors. The City's failure to perform such an analysis is clearly a major flaw in the DEIR and may be placing the residents of the nearby homes at risk from the construction phase and operational phase of the Project.

The inherent toxicity of TACs requires the City to first quantify the concentration of each TAC released into the environment at each of the sensitive receptor locations through air dispersion modeling, calculate the dose of each TAC at that location, and quantify the cancer risk and hazard index for each of the chemicals of concern. Following that analysis, then the City can make a determination of the relative significance of the emissions. The results should then be presented in an

EIR and circulated for public review prior to approving any agreements with the Proponent or issuing any permits for the Project.

3. The Concentration Of DPM At The Nearest Residence Results In An Excess Cancer Risk Greater Than 10 In One Million.

Using data in the City's own air quality analysis, I performed a quantitative health risk analysis of the TAC emissions from the offroad equipment that will be used during the Construction Phase of the Project. On page 55 of Appendix A, the Proponent states that "Over the course of the construction duration, the analysis in CalEEMod determined that average diesel PM emissions from on-site heavy-duty equipment would be approximately 1.13 pounds per working day, spread across the five-acre site." Using this averaged emission of DPM I have calculated an annual concentration of 0.0xxx micrograms per cubic meter ($\mu g/m^3$) of DPM at the residences to the west and south of the Project Site. **This concentration results in an excess cancer risk of 13.4 in one million for a sensitive receptor (infant) at that location**. Clearly, the emissions of DPM will need to be reduced to ensure that the excess cancer risk is below SCAQMD's significance threshold of 10 in one million.

Using the emission rate calculated in the CalEEMOD model for each construction phase, the total amount of DPM emitted from off-road equipment would be equal to the number of work days multiplied by the emission rate calculated in the CalEEMOD model.

$$DPM\ (lbs) = \sum Emission\ Rate\ \left(\frac{lbs}{day}\right) * Number\ Of\ Work\ Days\ (days)$$

The total amount of DPM emitted from on-site heavy-duty equipment used over the 27.5 month (600 days) construction phase would therefore be 678 pounds. This would equate to approximately 512.56 grams of DPM per day being emitted.

To calculate the daily emission rate of DPM for each year of construction period, the total mass of DPM emitted was divided by the area of the construction site (approximately 20,558 square meters (m^2) divided by the number of hours of construction expressed as seconds per day (8 hours/day = 28,800 seconds/day).

$$Emission\ Rate\ For\ Model\ \left(\frac{grams}{sec * m^2}\right)$$

Limiting the emissions to an 8-hour period during weekdays, the emission rate was calculated to be 8.66 x 10^{-7} grams per second per square meter.

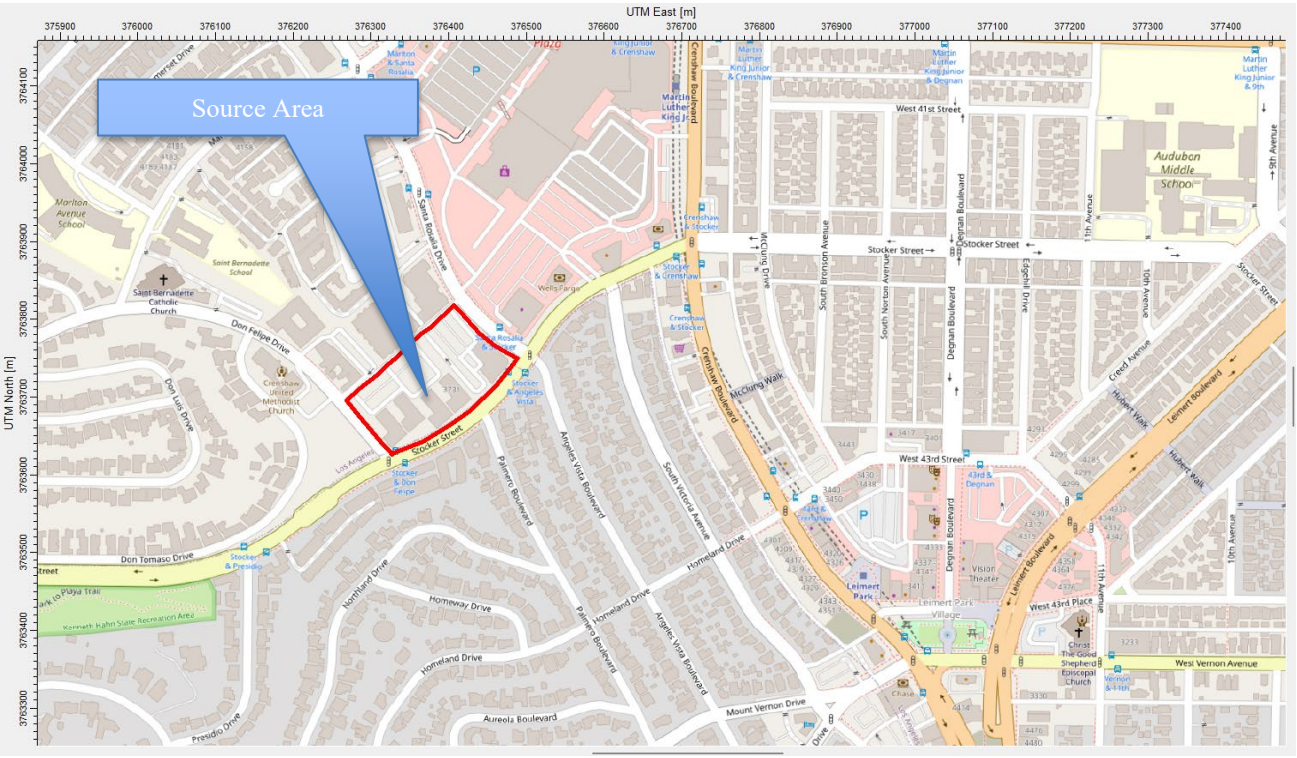


Figure 1: Assumed Source Area (Project Site)

Using AERMOD, the US EPA's preferred air dispersion model, it is possible to calculate the concentrations of DPM from the construction area at the closest receptors near the construction site. AERMOD is an acronym for the American Meteorological Society/Environmental Protection Agency Regulatory Model Improvement Committee's Dispersion Model. AERMOD contains the necessary algorithms to model air concentrations from a wide range of emission source types, including stack-based point sources, fugitive area sources, and volume sources. The modeling domain with the building around the Project site is indicated in the figure above. The red area is the source area of DPM from construction of the Project.

The population of the View Park, Los Angeles area is approximately 3,000 individuals per square kilometer. The model was run using the Urban setting to account for heat island effects with a standard surface roughness of 0.37 meter. Two grids representing residences to the south and west of the Project site were overlayed on the modeling domain.

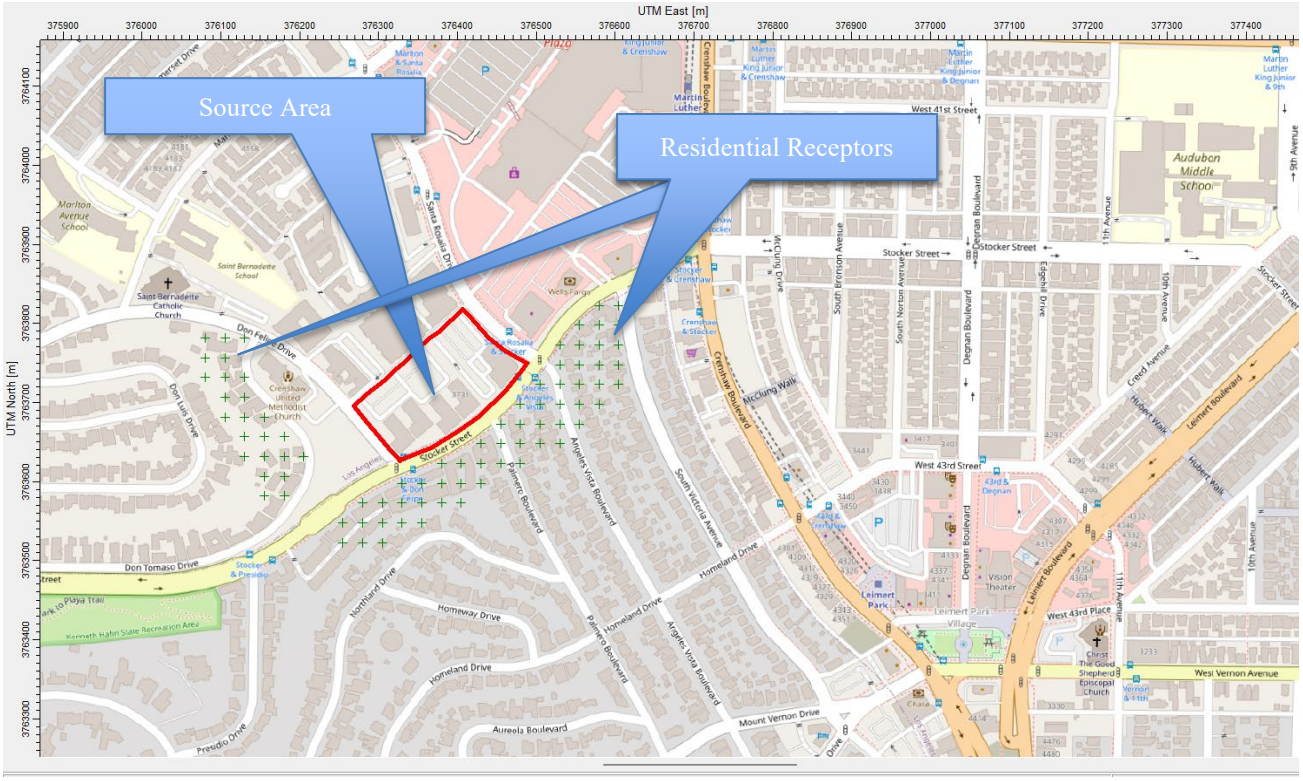


Figure 2: Model Receptors And Source Area

Using the United States Geological Services (USGS) National Elevation Data (NED) GEOTIFF Digital Terrain Files for the Los Angeles region I have input the elevation for Project Site and the receptors nearby.

The AERMOD model was run assuming that emissions occurred only during the weekdays during an 8-hour period. The results of the model are attached as an Exhibit to this letter. The maximum annual DPM concentrations calculated for the period of the construction at the closest receptors (the residences to the west of the Project Site was 2.49 $\mu g/m^3$.

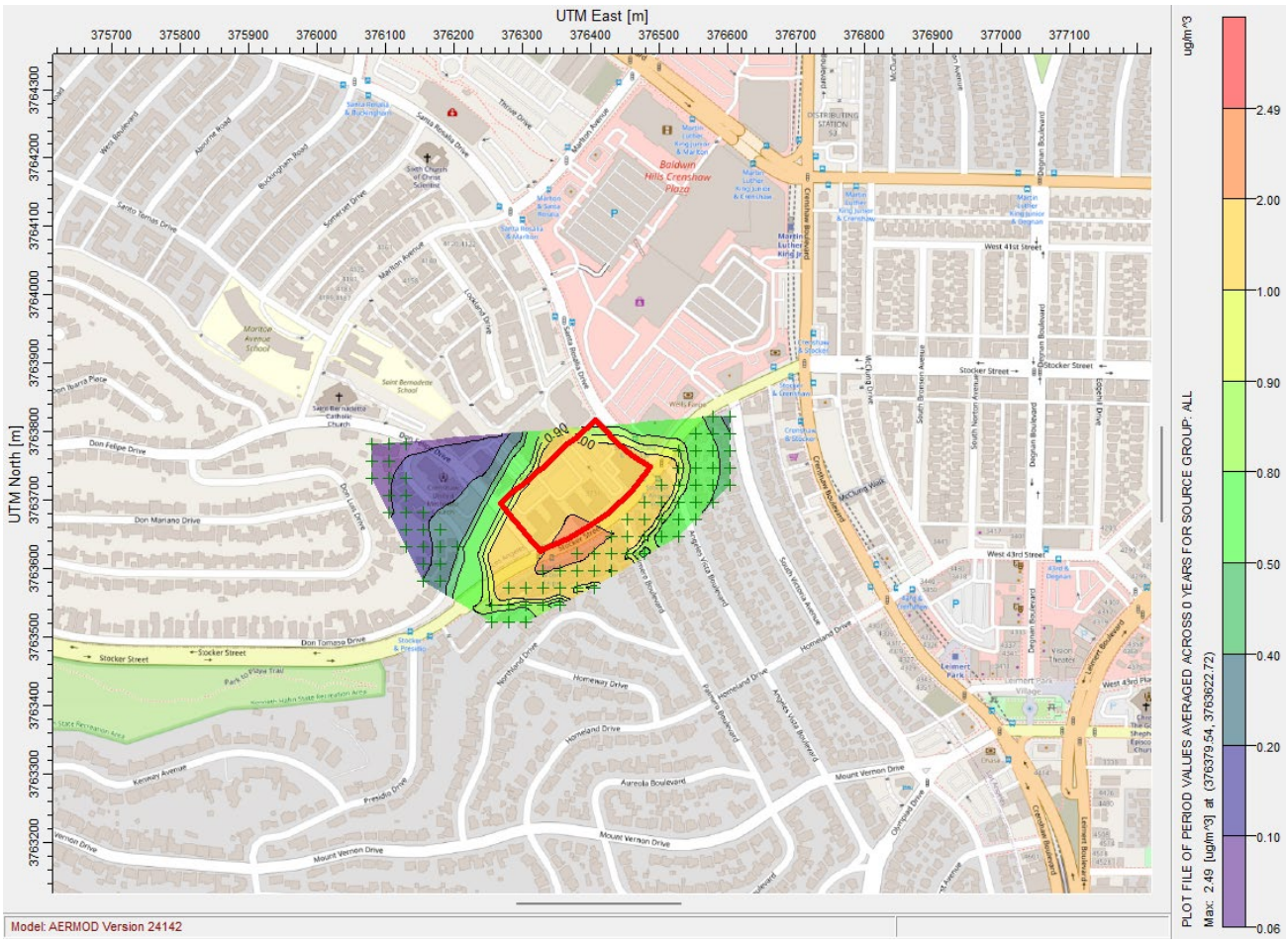


Figure 3: Annual Average Model Results (DPM in ug/m³)

The 1-hour maximum DPM concentration was calculated to be 16.7 $\mu g/m^3$. This value is three times higher than the generally cited chronic reasonable exposure level (REL) of 5 $\mu g/m^3$.

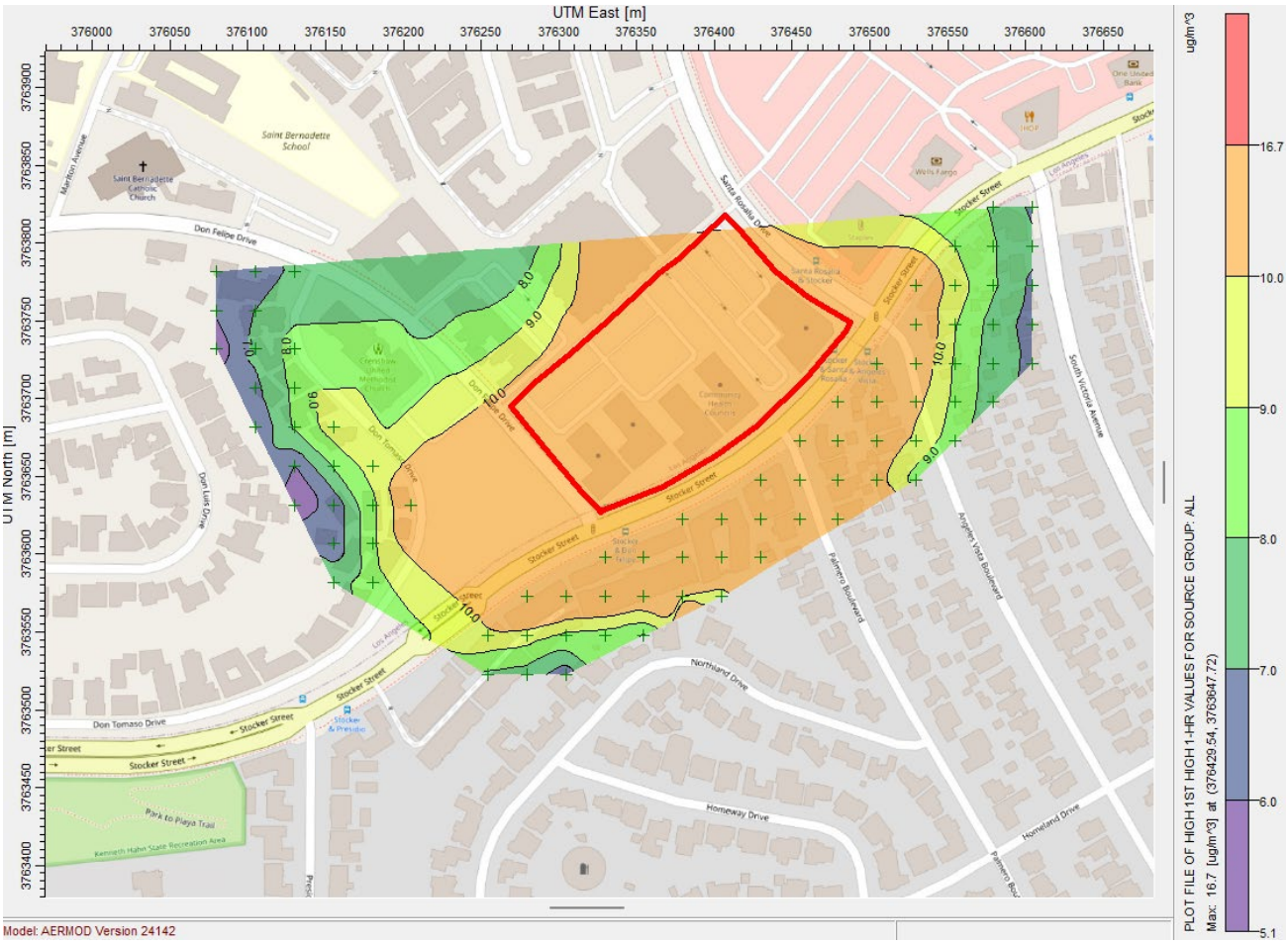


Figure 4: 1-Hour Maximum Model Results (DPM in ug/m³)

Using the algorithm outlined in OEHHA's HARP 2 Standalone Risk software, the cancer risk to the most sensitive population, infants less than 3 years old was calculated. To calculate the inhalation cancer risk for any receptor in the modeling domain dose of the chemical in air ($Dose_{air}$) is calculated from the annual concentration of the carcinogen (C_{air}). The exposure concentration is then multiplied by the breathing rate per body weight (BR/BW), inhalation absorption factor (A), the exposure frequency (days per 365 days) and a conversion factor of 10^{-6} (micrograms to milligrams, liters to cubic meters). This annual average concentration is multiplied by the cancer slope (CPF) for the chemical along with the appropriate age sensitivity factor (ASF) the exposure duration (ED) and then divided by the averaging time (AT)

$$Dose_{air} = C_{air} * \{BR/BW\} * A * EF * 10^{-6}$$

$$Risk_{inh} = Dose_{air} * CPF * ASF * ED/AT$$

Using the maximum concentration modeled, the cumulative risk for exposure of infants during the 2.25 years (27 months) of construction is 13.4 in 1,000,000, much greater than the 10 in 1,000,000 significance threshold outlined by SCAQMD, resulting in a significant impact. The results of the air model and the health risk analysis are attached as an appendix to this letter. The City must quantify and disclose these significant impacts in an EIR for the Project.

4. The CalEEMod Analysis For The Operational Phase Does Not Include Back-Up Generators Or Fire Pumps.

The CalEEMOD analysis for the operational phase of the Project fails to include backup generators or fire pumps in the list of stationary sources. Under the California Air Resources Board (CARB) Airborne Toxic Control Measure (ATCM) for Stationary Compression Ignition Engines Guidance, the District may allow a new stationary emergency standby diesel-fueled Cl engine (> 50 hp) to operate up to 100 hours per year for maintenance and testing purposes on a site-specific basis, provided the diesel PM emission rate is less than or equal to 0.01 g/bhp-hr. In addition to quantifying the testing emissions, the City's air quality analysis must include the reasonably foreseeable emissions increase in operational emissions from BUGs in the Air Basin due to unscheduled events, including but not limited to Public Safety Power Shutoff (PSPS) events and extreme heat events. The IS's CalEEMOD analysis lacks an analysis of these operational emissions from stationary equipment (i.e., fire pumps and BUGs).

This failure to include the emissions from the fire pumps and BUGS is a significant unaddressed emission source for the Project. The City's operational emissions analysis is therefore incomplete and unsupported. This should be corrected in an EIR for the Project.

Conclusion

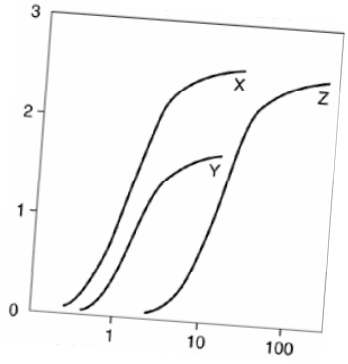
The facts presented in this comment letter lead me to reasonably conclude that the Project could result in significant impacts. An EIR is necessary to address these substantial concerns fully and transparently.

Sincerely,



Appendix A:

AERMOD Model Results And HRA



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James J. J. Clark, Ph.D.

Principal Toxicologist

Toxicology/Exposure Assessment Modeling

Risk Assessment/Analysis/Dispersion Modeling

Education:

Ph.D., Environmental Health Science, University of California, 1995

M.S., Environmental Health Science, University of California, 1993

B.S., Biophysical and Biochemical Sciences, University of Houston, 1987

Professional Experience:

Dr. Clark is a well recognized toxicologist, air modeler, and health scientist. He has 20 years of experience in researching the effects of environmental contaminants on human health including environmental fate and transport modeling (SCREEN3, AEROMOD, ISCST3, Johnson-Ettinger Vapor Intrusion Modeling); exposure assessment modeling (partitioning of contaminants in the environment as well as PBPK modeling); conducting and managing human health risk assessments for regulatory compliance and risk-based clean-up levels; and toxicological and medical literature research.

Significant projects performed by Dr. Clark include the following:

LITIGATION SUPPORT

Case: James Harold Caygle, et al, v. Drummond Company, Inc. Circuit Court for the Tenth Judicial Circuit, Jefferson County, Alabama. Civil Action. CV-2009

Client: Environmental Litgation Group, Birmingham, Alabama

Dr. Clark performed an air quality assessment of emissions from a coke factory located in Tarrant, Alabama. The assessment reviewed include a comprehensive review of air quality standards, measured concentrations of pollutants from factory, an inspection of the facility and detailed assessment of the impacts on the community. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Rose Roper V. Nissan North America, et al. Superior Court of the State Of California for the County Of Los Angeles – Central Civil West. Civil Action. NC041739

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to multiple chemicals, including benzene, who later developed a respiratory distress. A review of the individual's medical and occupational history was performed to prepare an exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to respiratory irritants. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: O'Neil V. Sherwin Williams, et al. United States District Court Central District of California

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to petroleum distillates who later developed a bladder cancer. A review of the individual's medical and occupational history was performed to prepare a quantitative exposure assessment. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Summary judgment for defendants.

Case: Moore V., Shell Oil Company, et al. Superior Court of the State Of California for the County Of Los Angeles

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to chemicals while benzene who later developed a leukogenic disease. A review of the individual's medical and occupational history was performed to prepare a quantitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to refined petroleum hydrocarbons. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Raymond Saltonstall V. Fuller O'Brien, KILZ, and Zinsser, et al. United States District Court Central District of California

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to benzene who later developed a leukogenic disease. A review of the individual's medical and occupational history was performed to prepare a quantitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to refined petroleum hydrocarbons. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Richard Boyer and Elizabeth Boyer, husband and wife, V. DESCO Corporation, et al. Circuit Court of Brooke County, West Virginia. Civil Action Number 04-C-7G.

Client: Frankovitch, Anetakis, Colantonio & Simon, Morgantown, West Virginia.

Dr. Clark performed a toxicological assessment of a family exposed to chlorinated solvents released from the defendant's facility into local drinking water supplies. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to chlorinated solvents. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: JoAnne R. Cook, V. DESCO Corporation, et al. Circuit Court of Brooke County, West Virginia. Civil Action Number 04-C-9R

Client: Frankovitch, Anetakis, Colantonio & Simon, Morgantown, West Virginia.

Dr. Clark performed a toxicological assessment of an individual exposed to chlorinated solvents released from the defendant's facility into local drinking water supplies. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to chlorinated solvents. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Patrick Allen And Susan Allen, husband and wife, and Andrew Allen, a minor, V. DESCO Corporation, et al. Circuit Court of Brooke County, West Virginia. Civil Action Number 04-C-W

Client: Frankovitch, Anetakis, Colantonio & Simon, Morgantown, West Virginia.

Dr. Clark performed a toxicological assessment of a family exposed to chlorinated solvents released from the defendant's facility into local drinking water supplies. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to chlorinated solvents. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Michael Fahey, Susan Fahey V. Atlantic Richfield Company, et al. United States District Court Central District of California Civil Action Number CV-06 7109 JCL.

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to refined petroleum hydrocarbons who later developed a leukogenic disease. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to refined petroleum hydrocarbons. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Constance Acevedo, et al., V. California Spray-Chemical Company, et al., Superior Court of the State Of California, County Of Santa Cruz. Case No. CV 146344

Dr. Clark performed a comprehensive exposure assessment of community members exposed to toxic metals from a former lead arsenate manufacturing facility. The former manufacturing site had undergone a DTSC mandated removal action/remediation for the presence of the toxic metals at the site. Opinions were presented regarding the elevated levels of arsenic and lead (in attic dust and soils) found throughout the community and the potential for harm to the plaintiffs in question.

Case Result: Settlement in favor of defendant.

Case: Michael Nawrocki V. The Coastal Corporation, Kurk Fuel Company, Pautler Oil Service, State of New York Supreme Court, County of Erie, Index Number I2001-11247

Client: Richard G. Berger Attorney At Law, Buffalo, New York

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to refined petroleum hydrocarbons who later developed a leukogenic disease. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the

known outcomes in published literature to exposure to refined petroleum hydrocarbons. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Judgement in favor of defendant.

SELECTED AIR MODELING RESEARCH/PROJECTS

Client – Confidential

Dr. Clark performed a comprehensive evaluation of criteria pollutants, air toxins, and particulate matter emissions from a carbon black production facility to determine the impacts on the surrounding communities. The results of the dispersion model will be used to estimate acute and chronic exposure concentrations to multiple contaminants and will be incorporated into a comprehensive risk evaluation.

Client – Confidential

Dr. Clark performed a comprehensive evaluation of air toxins and particulate matter emissions from a railroad tie manufacturing facility to determine the impacts on the surrounding communities. The results of the dispersion model have been used to estimate acute and chronic exposure concentrations to multiple contaminants and have been incorporated into a comprehensive risk evaluation.

Client – Los Angeles Alliance for a New Economy (LAANE), Los Angeles, California

Dr. Clark is advising the LAANE on air quality issues related to current flight operations at the Los Angeles International Airport (LAX) operated by the Los Angeles World Airport (LAWA) Authority. He is working with the LAANE and LAX staff to develop a comprehensive strategy for meeting local community concerns over emissions from flight operations and to engage federal agencies on the issue of local impacts of community airports.

Client – City of Santa Monica, Santa Monica, California

Dr. Clark is advising the City of Santa Monica on air quality issues related to current flight operations at the facility. He is working with the City staff to develop a comprehensive strategy for meeting local community concerns over emissions from flight operations and to engage federal agencies on the issue of local impacts of community airports.

Client: Omnitrans, San Bernardino, California

Dr. Clark managed a public health survey of three communities near transit fueling facilities in San Bernardino and Montclair California in compliance with California Senate Bill 1927. The survey included an epidemiological survey of the effected communities, emission surveys of local businesses, dispersion modeling to determine potential emission concentrations within the communities, and a comprehensive risk assessment of each community. The results of the study were presented to the Governor as mandated by Senate Bill 1927.

Client: Confidential, San Francisco, California

Summarized cancer types associated with exposure to metals and smoking. Researched the specific types of cancers associated with exposure to metals and smoking. Provided causation analysis of the association between cancer types and exposure for use by non-public health professionals.

Client: Confidential, Minneapolis, Minnesota

Prepared human health risk assessment of workers exposed to VOCs from neighboring petroleum storage/transport facility. Reviewed the systems in place for distribution of petroleum hydrocarbons to identify chemicals of concern (COCs), prepared comprehensive toxicological summaries of COCs, and quantified potential risks from carcinogens and non-carcinogens to receptors at or adjacent to site. This evaluation was used in the support of litigation.

Client – United Kingdom Environmental Agency

Dr. Clark is part of team that performed comprehensive evaluation of soil vapor intrusion of VOCs from former landfill adjacent residences for the United Kingdom's Environment

Agency. The evaluation included collection of liquid and soil vapor samples at site, modeling of vapor migration using the Johnson Ettinger Vapor Intrusion model, and calculation of site-specific health based vapor thresholds for chlorinated solvents, aromatic hydrocarbons, and semi-volatile organic compounds. The evaluation also included a detailed evaluation of the use, chemical characteristics, fate and transport, and toxicology of chemicals of concern (COC). The results of the evaluation have been used as a briefing tool for public health professionals.

EMERGING/PERSISTENT CONTAMINANT RESEARCH/PROJECTS

Client: Ameren Services, St. Louis, Missouri

Managed the preparation of a comprehensive human health risk assessment of workers and residents at or near an NPL site in Missouri. The former operations at the Property included the servicing and repair of electrical transformers, which resulted in soils and groundwater beneath the Property and adjacent land becoming impacted with PCB and chlorinated solvent compounds. The results were submitted to U.S. EPA for evaluation and will be used in the final ROD.

Client: City of Santa Clarita, Santa Clarita, California

Dr. Clark is managing the oversight of the characterization, remediation and development activities of a former 1,000 acre munitions manufacturing facility for the City of Santa Clarita. The site is impacted with a number of contaminants including perchlorate, unexploded ordinance, and volatile organic compounds (VOCs). The site is currently under a number of regulatory consent orders, including an Immanent and Substantial Endangerment Order. Dr. Clark is assisting the impacted municipality with the development of remediation strategies, interaction with the responsible parties and stakeholders, as well as interfacing with the regulatory agency responsible for oversight of the site cleanup.

Client: Confidential, Los Angeles, California

Prepared comprehensive evaluation of perchlorate in environment. Dr. Clark evaluated the production, use, chemical characteristics, fate and transport, toxicology, and remediation of perchlorate. Perchlorates form the basis of solid rocket fuels and have recently been detected in water supplies in the United States. The results of this research

were presented to the USEPA, National GroundWater, and ultimately published in a recent book entitled *Perchlorate in the Environment.*

Client – Confidential, Los Angeles, California

Dr. Clark is performing a comprehensive review of the potential for pharmaceuticals and their by-products to impact groundwater and surface water supplies. This evaluation will include a review if available data on the history of pharmaceutical production in the United States; the chemical characteristics of various pharmaceuticals; environmental fate and transport; uptake by xenobiotics; the potential effects of pharmaceuticals on water treatment systems; and the potential threat to public health. The results of the evaluation may be used as a briefing tool for non-public health professionals.

PUBLIC HEALTH/TOXICOLOGY

Client: Brayton Purcell, Novato, California

Dr. Clark performed a toxicological assessment of residents exposed to methyl-tertiary butyl ether (MTBE) from leaking underground storage tanks (LUSTs) adjacent to the subject property. The symptomology of residents and guests of the subject property were evaluated against the known outcomes in published literature to exposure to MTBE. The study found that residents had been exposed to MTBE in their drinking water; that concentrations of MTBE detected at the site were above regulatory guidelines; and, that the symptoms and outcomes expressed by residents and guests were consistent with symptoms and outcomes documented in published literature.

Client: Confidential, San Francisco, California

Identified and analyzed fifty years of epidemiological literature on workplace exposures to heavy metals. This research resulted in a summary of the types of cancer and non-cancer diseases associated with occupational exposure to chromium as well as the mortality and morbidity rates.

Client: Confidential, San Francisco, California

Summarized major public health research in United States. Identified major public health research efforts within United States over last twenty years. Results were used as a briefing tool for non-public health professionals.

Client: Confidential, San Francisco, California

Quantified the potential multi-pathway dose received by humans from a pesticide applied indoors. Part of team that developed exposure model and evaluated exposure concentrations in a comprehensive report on the plausible range of doses received by a specific person. This evaluation was used in the support of litigation.

Client: Covanta Energy, Westwood, California

Evaluated health risk from metals in biosolids applied as soil amendment on agricultural lands. The biosolids were created at a forest waste cogeneration facility using 96% whole tree wood chips and 4 percent green waste. Mass loading calculations were used to estimate Cr(VI) concentrations in agricultural soils based on a maximum loading rate of 40 tons of biomass per acre of agricultural soil. The results of the study were used by the Regulatory agency to determine that the application of biosolids did not constitute a health risk to workers applying the biosolids or to residences near the agricultural lands.

Client – United Kingdom Environmental Agency

Oversaw a comprehensive toxicological evaluation of methyl-*tertiary* butyl ether (M*t*BE) for the United Kingdom's Environment Agency. The evaluation included available data on the production, use, chemical characteristics, fate and transport, toxicology, and remediation of M*t*BE. The results of the evaluation have been used as a briefing tool for public health professionals.

Client – Confidential, Los Angeles, California

Prepared comprehensive evaluation of *tertiary* butyl alcohol (TBA) in municipal drinking water system. TBA is the primary breakdown product of M*t*BE, and is suspected to be the primary cause of M*t*BE toxicity. This evaluation will include available information on the production, use, chemical characteristics, fate and transport in the environment, absorption, distribution, routes of detoxification, metabolites, carcinogenic potential, and remediation of TBA. The results of the evaluation were used as a briefing tool for non-public health professionals.

Client – Confidential, Los Angeles, California

Prepared comprehensive evaluation of methyl *tertiary* butyl ether (MTBE) in municipal drinking water system. MTBE is a chemical added to gasoline to increase the octane

rating and to meet Federally mandated emission criteria. The evaluation included available data on the production, use, chemical characteristics, fate and transport, toxicology, and remediation of MTBE. The results of the evaluation have been were used as a briefing tool for non-public health professionals.

Client – Ministry of Environment, Lands & Parks, British Columbia

Dr. Clark assisted in the development of water quality guidelines for methyl tertiary-butyl ether (MTBE) to protect water uses in British Columbia (BC). The water uses to be considered includes freshwater and marine life, wildlife, industrial, and agricultural (e.g., irrigation and livestock watering) water uses. Guidelines from other jurisdictions for the protection of drinking water, recreation and aesthetics were to be identified.

Client: Confidential, Los Angeles, California

Prepared physiologically based pharmacokinetic (PBPK) assessment of lead risk of receptors at middle school built over former industrial facility. This evaluation is being used to determine cleanup goals and will be basis for regulatory closure of site.

Client: Kaiser Venture Incorporated, Fontana, California

Prepared PBPK assessment of lead risk of receptors at a 1,100-acre former steel mill. This evaluation was used as the basis for granting closure of the site by lead regulatory agency.

RISK ASSESSMENTS/REMEDIAL INVESTIGATIONS

Client: Confidential, Atlanta, Georgia

Researched potential exposure and health risks to community members potentially exposed to creosote, polycyclic aromatic hydrocarbons, pentachlorophenol, and dioxin compounds used at a former wood treatment facility. Prepared a comprehensive toxicological summary of the chemicals of concern, including the chemical characteristics, absorption, distribution, and carcinogenic potential. Prepared risk characterization of the carcinogenic and non-carcinogenic chemicals based on the exposure assessment to quantify the potential risk to members of the surrounding community. This evaluation was used to help settle class-action tort.

Client: Confidential, Escondido, California

Prepared comprehensive Preliminary Endangerment Assessment (PEA) of dense non-aqueous liquid phase hydrocarbon (chlorinated solvents) contamination at a former printed circuit board manufacturing facility. This evaluation was used for litigation support and may be used as the basis for reaching closure of the site with the lead regulatory agency.

Client: Confidential, San Francisco, California

Summarized epidemiological evidence for connective tissue and autoimmune diseases for product liability litigation. Identified epidemiological research efforts on the health effects of medical prostheses. This research was used in a meta-analysis of the health effects and as a briefing tool for non-public health professionals.

Client: Confidential, Bogotá, Columbia

Prepared comprehensive evaluation of the potential health risks associated with the redevelopment of a 13.7 hectares plastic manufacturing facility in Bogotá, Colombia The risk assessment was used as the basis for the remedial goals and closure of the site.

Client: Confidential, Los Angeles, California

Prepared comprehensive human health risk assessment of students, staff, and residents potentially exposed to heavy metals (principally cadmium) and VOCs from soil and soil vapor at 12-acre former crude oilfield and municipal landfill. The site is currently used as a middle school housing approximately 3,000 children. The evaluation determined that the site was safe for the current and future uses and was used as the basis for regulatory closure of site.

Client: Confidential, Los Angeles, California

Managed remedial investigation (RI) of heavy metals and volatile organic chemicals (VOCs) for a 15-acre former manufacturing facility. The RI investigation of the site included over 800 different sampling locations and the collection of soil, soil gas, and groundwater samples. The site is currently used as a year round school housing approximately 3,000 children. The Remedial Investigation was performed in a manner

that did not interrupt school activities and met the time restrictions placed on the project by the overseeing regulatory agency. The RI Report identified the off-site source of metals that impacted groundwater beneath the site and the sources of VOCs in soil gas and groundwater. The RI included a numerical model of vapor intrusion into the buildings at the site from the vadose zone to determine exposure concentrations and an air dispersion model of VOCs from the proposed soil vapor treatment system. The Feasibility Study for the Site is currently being drafted and may be used as the basis for granting closure of the site by DTSC.

Client: Confidential, Los Angeles, California

Prepared comprehensive human health risk assessment of students, staff, and residents potentially exposed to heavy metals (principally lead), VOCs, SVOCs, and PCBs from soil, soil vapor, and groundwater at 15-acre former manufacturing facility. The site is currently used as a year round school housing approximately 3,000 children. The evaluation determined that the site was safe for the current and future uses and will be basis for regulatory closure of site.

Client: Confidential, Los Angeles, California

Prepared comprehensive evaluation of VOC vapor intrusion into classrooms of middle school that was former 15-acre industrial facility. Using the Johnson-Ettinger Vapor Intrusion model, the evaluation determined acceptable soil gas concentrations at the site that did not pose health threat to students, staff, and residents. This evaluation is being used to determine cleanup goals and will be basis for regulatory closure of site.

Client –Dominguez Energy, Carson, California

Prepared comprehensive evaluation of the potential health risks associated with the redevelopment of 6-acre portion of a 500-acre oil and natural gas production facility in Carson, California. The risk assessment was used as the basis for closure of the site.

Kaiser Ventures Incorporated, Fontana, California

Prepared health risk assessment of semi-volatile organic chemicals and metals for a fifty-year old wastewater treatment facility used at a 1,100-acre former steel mill. This evaluation was used as the basis for granting closure of the site by lead regulatory agency.

ANR Freight - Los Angeles, California

Prepared a comprehensive Preliminary Endangerment Assessment (PEA) of petroleum hydrocarbon and metal contamination of a former freight depot. This evaluation was as the basis for reaching closure of the site with lead regulatory agency.

Kaiser Ventures Incorporated, Fontana, California

Prepared comprehensive health risk assessment of semi-volatile organic chemicals and metals for 23-acre parcel of a 1,100-acre former steel mill. The health risk assessment was used to determine clean up goals and as the basis for granting closure of the site by lead regulatory agency. Air dispersion modeling using ISCST3 was performed to determine downwind exposure point concentrations at sensitive receptors within a 1 kilometer radius of the site. The results of the health risk assessment were presented at a public meeting sponsored by the Department of Toxic Substances Control (DTSC) in the community potentially affected by the site.

Unocal Corporation - Los Angeles, California

Prepared comprehensive assessment of petroleum hydrocarbons and metals for a former petroleum service station located next to sensitive population center (elementary school). The assessment used a probabilistic approach to estimate risks to the community and was used as the basis for granting closure of the site by lead regulatory agency.

Client: Confidential, Los Angeles, California

Managed oversight of remedial investigation most contaminated heavy metal site in California. Lead concentrations in soil excess of 68,000,000 parts per billion (ppb) have been measured at the site. This State Superfund Site was a former hard chrome plating operation that operated for approximately 40-years.

Client: Confidential, San Francisco, California

Coordinator of regional monitoring program to determine background concentrations of metals in air. Acted as liaison with SCAQMD and CARB to perform co-location sampling and comparison of accepted regulatory method with ASTM methodology.

Client: Confidential, San Francisco, California

Analyzed historical air monitoring data for South Coast Air Basin in Southern California and potential health risks related to ambient concentrations of carcinogenic metals and volatile organic compounds. Identified and reviewed the available literature and calculated risks from toxins in South Coast Air Basin.

IT Corporation, North Carolina

Prepared comprehensive evaluation of potential exposure of workers to air-borne VOCs at hazardous waste storage facility under SUPERFUND cleanup decree. Assessment used in developing health based clean-up levels.

Professional Associations

American Public Health Association (APHA)
Association for Environmental Health and Sciences (AEHS)
American Chemical Society (ACS)
California Redevelopment Association (CRA)
International Society of Environmental Forensics (ISEF)
Society of Environmental Toxicology and Chemistry (SETAC)

Publications and Presentations:

Books and Book Chapters

Sullivan, P., **J.J. J. Clark,** F.J. Agardy, and P.E. Rosenfeld. (2007). *Synthetic Toxins In The Food, Water and Air of American Cities*. Elsevier, Inc. Burlington, MA.

Sullivan, P. and **J.J. J. Clark**. 2006. *Choosing Safer Foods, A Guide To Minimizing Synthetic Chemicals In Your Diet*. Elsevier, Inc. Burlington, MA.

Sullivan, P., Agardy, F.J., and **J.J.J. Clark**. 2005. *The Environmental Science of Drinking Water*. Elsevier, Inc. Burlington, MA.

Sullivan, P.J., Agardy, F.J., **Clark, J.J.J.** 2002. *America's Threatened Drinking Water: Hazards and Solutions*. Trafford Publishing, Victoria B.C.

Clark, J.J.J. 2001. "TBA: Chemical Properties, Production & Use, Fate and Transport, Toxicology, Detection in Groundwater, and Regulatory Standards" in *Oxygenates in the Environment.* Art Diaz, Ed.. Oxford University Press: New York.

Clark, J.J.J. 2000. "Toxicology of Perchlorate" in *Perchlorate in the Environment.* Edward Urbansky, Ed. Kluwer/Plenum: New York.

Clark, J.J.J. 1995. Probabilistic Forecasting of Volatile Organic Compound Concentrations At The Soil Surface From Contaminated Groundwater. UMI.

Baker, J.; **Clark, J.J.J.**; Stanford, J.T. 1994. Ex Situ Remediation of Diesel Contaminated Railroad Sand by Soil Washing. Principles and Practices for Diesel Contaminated Soils, Volume III. P.T. Kostecki, E.J. Calabrese, and C.P.L. Barkan, eds. Amherst Scientific Publishers, Amherst, MA. pp 89-96.

Journal and Proceeding Articles

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008) A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equialency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. Organohalogen Compounds, Volume 70 (2008) page 002254.

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Hensley A.R., Scott, A., Rosenfeld P.E., **Clark, J.J.J.** (2007). "Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility." *Environmental Research.* 105:194-199.

Rosenfeld, P.E., **Clark, J. J.,** Hensley, A.R., and Suffet, I.H. 2007. "The Use Of An Odor Wheel Classification For The Evaluation of Human Health Risk Criteria For Compost Facilities" Water Science & Technology. 55(5): 345-357.

Hensley A.R., Scott, A., Rosenfeld P.E., **Clark, J.J.J.** 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, August 21 – 25, 2006. Radisson SAS Scandinavia Hotel in Oslo Norway.

Rosenfeld, P.E., **Clark, J. J.** and Suffet, I.H. 2005. "The Value Of An Odor Quality Classification Scheme For Compost Facility Evaluations" The U.S. Composting Council's 13th Annual Conference January 23 - 26, 2005, Crowne Plaza Riverwalk, San Antonio, TX.

Rosenfeld, P.E., **Clark, J. J.** and Suffet, I.H. 2004. "The Value Of An Odor Quality Classification Scheme For Urban Odor" WEFTEC 2004. 77th Annual Technical Exhibition & Conference October 2 - 6, 2004, Ernest N. Morial Convention Center, New Orleans, Louisiana.

Clark, J.J.J. 2003. "Manufacturing, Use, Regulation, and Occurrence of a Known Endocrine Disrupting Chemical (EDC), 2,4-Dichlorophnoxyacetic Acid (2,4-D) in California Drinking Water Supplies." National Groundwater Association Southwest Focus Conference: Water Supply and Emerging Contaminants. Minneapolis, MN. March 20, 2003.

Rosenfeld, P. and **J.J.J. Clark**. 2003. "Understanding Historical Use, Chemical Properties, Toxicity, and Regulatory Guidance" National Groundwater Association Southwest Focus Conference: Water Supply and Emerging Contaminants. Phoenix, AZ. February 21, 2003.

Clark, J.J.J., Brown A. 1999. Perchlorate Contamination: Fate in the Environment and Treatment Options. In Situ and On-Site Bioremediation, Fifth International Symposium. San Diego, CA, April, 1999.

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Browne, T., **Clark, J.J.J.** 1998. Treatment Options For Perchlorate In Drinking Water. Proceedings From the Groundwater Resource Association Seventh Annual Meeting, Walnut Creek, CA, October 23, 1998.

Clark, J.J.J., Brown, A., Rodriguez, R. 1998. The Public Health Implications of MtBE and Perchlorate in Water: Risk Management Decisions for Water Purveyors. Proceedings of the National Ground Water Association, Anaheim, CA, June 3-4, 1998.

Clark J.J.J., Brown, A., Ulrey, A. 1997. Impacts of Perchlorate On Drinking Water In The Western United States. U.S. EPA Symposium on Biological and Chemical Reduction of Chlorate and Perchlorate, Cincinnati, OH, December 5, 1997.

Clark, J.J.J.; Corbett, G.E.; Kerger, B.D.; Finley, B.L.; Paustenbach, D.J. 1996. Dermal Uptake of Hexavalent Chromium In Human Volunteers: Measures of Systemic Uptake From Immersion in Water At 22 PPM. Toxicologist. 30(1):14.

Dodge, D.G.; **Clark, J.J.J.**; Kerger, B.D.; Richter, R.O.; Finley, B.L.; Paustenbach, D.J. 1996. Assessment of Airborne Hexavalent Chromium In The Home Following Use of Contaminated Tapwater. Toxicologist. 30(1):117-118.

Paulo, M.T.; Gong, H., Jr.; **Clark, J.J.J.** (1992). Effects of Pretreatment with Ipratroprium Bromide in COPD Patients Exposed to Ozone. American Review of Respiratory Disease. 145(4):A96.

Harber, P.H.; Gong, H., Jr.; Lachenbruch, A.; **Clark, J.**; Hsu, P. (1992). Respiratory Pattern Effect of Acute Sulfur Dioxide Exposure in Asthmatics. American Review of Respiratory Disease. 145(4):A88.

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Gong, H., Jr.; Simmons, M.S.; McManus, M.S.; Tashkin, D.P.; Clark, V.A.; Detels, R.; **Clark, J.J.** (1990). Relationship Between Responses to Chronic Oxidant and Acute

Ozone Exposures in Residents of Los Angeles County. American Review of Respiratory Disease. 141(4):A70.

Tierney, D.F. and **J.J.J. Clark.** (1990). Lung Polyamine Content Can Be Increased By Spermidine Infusions Into Hyperoxic Rats. American Review of Respiratory Disease. 139(4):A41.

Control Pathway

AERMOD

Dispersion Options

Titles

C:\Lakes\AERMOD View\15605 HRA Con\Stocker Street Creative Camplus\S

Dispersion Options

☑ Regulatory Default ☐ Non-Default Options

Dispersion Coefficient

Urban

Population:
Name (Optional):
Roughness Length:

Output Type

☑ Concentration
☐ Total Deposition (Dry & Wet)
☐ Dry Deposition
☐ Wet Deposition

Plume Depletion

☐ Dry Removal
☐ Wet Removal

Output Warnings

☐ No Output Warnings
☐ Non-fatal Warnings for Non-sequential Met Data

Pollutant / Averaging Time / Terrain Options

Pollutant Type

OTHER - DPM

Averaging Time Options

Hours: ☑ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 6 ☐ 8 ☐ 12 ☐ 24

☐ Month ☑ Period ☐ Annual

Exponential Decay

Half-life of 4 hrs will be used

Terrain Height Options

☐ Flat ☑ Elevated

SO: Meters
RE: Meters
TG: Meters

Flagpole Receptors

☐ Yes ☑ No

Default Height = 0.00 m

Control Pathway

Optional Files

Re-Start File	Init File	Multi-Year Analyses	Event Input File	Error Listing File
☐	☐	☐	☐	■

Detailed Error Listing File

Filename: Stocker Street Creative Camplus.err

Source Pathway - Source Inputs

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Project Construction Area)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
55.23	4.30	8.66E-7		22	376327.00	3763627.46
		8.66E-7			376366.84	3763643.05
		8.66E-7			376401.06	3763662.97
		8.66E-7			376427.47	3763682.46
		8.66E-7			376460.39	3763714.08
		8.66E-7			376484.21	3763743.09
		8.66E-7			376487.67	3763749.16
		8.66E-7			376460.39	3763765.18
		8.66E-7			376439.60	3763781.64
		8.66E-7			376415.78	3763808.92
		8.66E-7			376406.69	3763817.58
		8.66E-7			376378.10	3763790.73
		8.66E-7			376363.81	3763780.34
		8.66E-7			376350.39	3763767.78
		8.66E-7			376331.33	3763749.59
		8.66E-7			376320.07	3763740.49
		8.66E-7			376307.94	3763728.80
		8.66E-7			376284.13	3763709.75
		8.66E-7			376268.97	3763695.02
		8.66E-7			376281.09	3763680.30
		8.66E-7			376298.42	3763659.08
		8.66E-7			376314.87	3763639.59

Meteorology Pathway

AERMOD

Met Input Data

Surface Met Data

Filename: C:\Users\jclar\OneDrive\Clark and Associates\Project 343 - ABJC - Stoker Street Creative Campus ISMND\ce
Format Type: Default AERMET format

Profile Met Data

Filename: C:\Users\jclar\OneDrive\Clark and Associates\Project 343 - ABJC - Stoker Street Creative Campus ISMND\ce
Format Type: Default AERMET format

Wind Speed

☐ Wind Speeds are Vector Mean (Not Scalar Means)

Wind Direction

Rotation Adjustment [deg]:

Potential Temperature Profile

Base Elevation above MSL (for Primary Met Tower): 89.00 [m]

Meteorological Station Data

Stations	Station No.	Year	X Coordinate [m]	Y Coordinate [m]	Station Name
Surface		2018			
Upper Air		2018			
On-Site		2018			

Data Period

Data Period to Process

Start Date: 1/1/2018 Start Hour: 1 End Date: 12/31/2023 End Hour: 24

Wind Speed Categories

Stability Category	Wind Speed [m/s]	Stability Category	Wind Speed [m/s]
A	1.54	D	8.23
B	3.09	E	10.8
C	5.14	F	No Upper Bound

Output Pathway

AERMOD

Tabular Printed Outputs

Short Term Averaging Period	RECTABLE Highest Values Table										MAXTABLE Maximum Values Table	DAYTABLE Daily Values Table
	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th		
1	■	☐	☐	☐	☐	☐	☐	☐	☐	☐		No

Contour Plot Files (PLOTFILE)

Path for PLOTFILES: Stocker Street Creative Camplus.AD

Averaging Period	Source Group ID	High Value	File Name
1	ALL	1st	01H1GALL.PLT
Period	ALL	N/A	PE00GALL.PLT

Results Summary

C:\Lakes\AERMOD View\15605 HRA Con\Stocker Street Creative Camplus\S

DPM - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	16.66410	ug/m^3	376429.54	3763647.72	52.56	0.00	94.99	5/31/2020, 6
PERIOD		2.49113	ug/m^3	376379.54	3763622.72	53.94	0.00	105.99	

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**
** AERMOD Input Produced by:
** AERMOD View Ver. 13.0.0
** Lakes Environmental Software Inc.
** Date: 12/4/2025
** File: C:\Lakes\AERMOD View\15605 HRA Con\Stocker Street Creative Camplus\Stocker Street Creative Camplus.ADI
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** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE C:\Lakes\AERMOD View\15605 HRA Con\Stocker Street Creative Camplus\S
   MODELOPT DFAULT CONC
   AVERTIME 1 PERIOD
   URBANOPT 3000 View_Park
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "Stocker Street Creative Camplus.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
   LOCATION PAREA1       AREAPOLY   376327.000  3763627.462       55.230
** DESCRSRC Project Construction Area
** Source Parameters **
   SRCPARAM PAREA1        8.66E-07     4.300        22
   AREAVERT PAREA1       376327.000 3763627.462 376366.843 3763643.053
   AREAVERT PAREA1       376401.055 3763662.975 376427.473 3763682.463
   AREAVERT PAREA1       376460.387 3763714.077 376484.206 3763743.093
   AREAVERT PAREA1       376487.670 3763749.156 376460.387 3763765.180
   AREAVERT PAREA1       376439.599 3763781.637 376415.780 3763808.921
   AREAVERT PAREA1       376406.685 3763817.582 376378.102 3763790.732
   AREAVERT PAREA1       376363.811 3763780.338 376350.386 3763767.779
   AREAVERT PAREA1       376331.330 3763749.590 376320.070 3763740.495
   AREAVERT PAREA1       376307.944 3763728.802 376284.125 3763709.747
   AREAVERT PAREA1       376268.968 3763695.022 376281.094 3763680.298
   AREAVERT PAREA1       376298.417 3763659.077 376314.874 3763639.589
   URBANSRC ALL
   HOUREMIS "STOCKER STREET CREATIVE CAMPLUS.EMI" PAREA1
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
** DESCRREC "" ""
   DISCCART    376254.54   3763522.72   71.55   94.99
   DISCCART    376254.54   3763547.72   63.14  110.63
   DISCCART    376279.54   3763522.72   79.73   94.81
   DISCCART    376279.54   3763547.72   70.45   94.99
   DISCCART    376279.54   3763572.72   59.31  111.59
   DISCCART    376304.54   3763522.72   81.97   94.13
   DISCCART    376304.54   3763547.72   75.02   94.88
```

DISCCART	376304.54	3763572.72	64.67	94.99
DISCCART	376329.54	3763547.72	72.50	94.98
DISCCART	376329.54	3763572.72	63.97	94.99
DISCCART	376329.54	3763597.72	56.98	106.83
DISCCART	376354.54	3763547.72	74.85	94.66
DISCCART	376354.54	3763572.72	64.91	94.99
DISCCART	376354.54	3763597.72	61.03	94.99
DISCCART	376379.54	3763572.72	65.74	94.99
DISCCART	376379.54	3763597.72	60.10	94.99
DISCCART	376379.54	3763622.72	53.94	105.99
DISCCART	376404.54	3763572.72	61.46	94.99
DISCCART	376404.54	3763597.72	57.19	94.99
DISCCART	376404.54	3763622.72	54.97	94.99
DISCCART	376429.54	3763597.72	54.49	94.99
DISCCART	376429.54	3763622.72	53.45	94.99
DISCCART	376429.54	3763647.72	52.56	94.99
DISCCART	376454.54	3763622.72	51.88	94.99
DISCCART	376454.54	3763647.72	51.32	94.99
DISCCART	376454.54	3763672.72	50.94	94.99
DISCCART	376479.54	3763622.72	51.61	94.99
DISCCART	376479.54	3763647.72	51.37	94.99
DISCCART	376479.54	3763672.72	50.84	94.99
DISCCART	376479.54	3763697.72	49.76	94.99
DISCCART	376504.54	3763647.72	50.01	94.99
DISCCART	376504.54	3763672.72	49.44	94.99
DISCCART	376504.54	3763697.72	49.28	94.99
DISCCART	376504.54	3763722.72	48.75	94.93
DISCCART	376529.54	3763647.72	48.50	94.99
DISCCART	376529.54	3763672.72	47.92	94.99
DISCCART	376529.54	3763697.72	47.79	94.99
DISCCART	376529.54	3763722.72	47.87	94.88
DISCCART	376529.54	3763747.72	47.55	94.81
DISCCART	376529.54	3763772.72	46.72	94.55
DISCCART	376554.54	3763672.72	47.54	94.99
DISCCART	376554.54	3763697.72	47.36	94.93
DISCCART	376554.54	3763722.72	46.60	94.88
DISCCART	376554.54	3763747.72	46.30	94.66
DISCCART	376554.54	3763772.72	45.84	94.55
DISCCART	376554.54	3763797.72	45.50	94.55
DISCCART	376579.54	3763697.72	45.68	94.93
DISCCART	376579.54	3763722.72	45.02	94.85
DISCCART	376579.54	3763747.72	45.07	94.55
DISCCART	376579.54	3763772.72	45.16	94.46
DISCCART	376579.54	3763797.72	45.10	92.92
DISCCART	376579.54	3763822.72	44.35	87.64
DISCCART	376604.54	3763722.72	44.18	94.81
DISCCART	376604.54	3763747.72	44.33	94.45
DISCCART	376604.54	3763772.72	44.11	94.13
DISCCART	376604.54	3763797.72	43.89	88.81
DISCCART	376604.54	3763822.72	43.62	87.64
DISCCART	376080.00	3763731.65	77.41	111.59
DISCCART	376080.00	3763756.65	71.11	114.69
DISCCART	376080.00	3763781.65	67.18	114.69
DISCCART	376105.00	3763681.65	82.56	102.69
DISCCART	376105.00	3763706.65	73.25	113.28
DISCCART	376105.00	3763731.65	67.79	114.69
DISCCART	376105.00	3763756.65	67.22	114.69
DISCCART	376105.00	3763781.65	65.14	114.69
DISCCART	376130.00	3763631.65	91.16	94.39
DISCCART	376130.00	3763656.65	83.35	94.55
DISCCART	376130.00	3763681.65	72.64	111.82
DISCCART	376130.00	3763706.65	66.84	114.69
DISCCART	376130.00	3763731.65	62.92	114.69
DISCCART	376130.00	3763781.65	60.73	114.69
DISCCART	376155.00	3763581.65	77.05	102.88
DISCCART	376155.00	3763606.65	85.39	94.55
DISCCART	376155.00	3763631.65	82.84	94.55
DISCCART	376155.00	3763656.65	73.47	107.45
DISCCART	376155.00	3763681.65	68.44	113.28

```
   DISCCART    376180.00   3763581.65   71.37  106.83
   DISCCART    376180.00   3763606.65   75.46  101.70
   DISCCART    376180.00   3763631.65   74.70  105.21
   DISCCART    376180.00   3763656.65   70.35  107.59
   DISCCART    376205.00   3763631.65   69.67  106.83
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "C:\Users\jclar\OneDrive\Clark and Associates\Project 343 - ABJC - Stoker Street Creative Campus
ISMND\cela_sfc_pfl\CELA_V11_trimmed.sfc"
   PROFFILE "C:\Users\jclar\OneDrive\Clark and Associates\Project 343 - ABJC - Stoker Street Creative Campus
ISMND\cela_sfc_pfl\CELA_V11_trimmed.PFL"
   SURFDATA 3166 2018
   UAIRDATA 3190 2018
   SITEDATA 60371103 2018
   PROFBASE 89.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 1 1ST
** 1-Hour Binary POSTFILE(s) for the Plume Animation
   POSTFILE 1 ALL UNFORM "Stocker Street Creative Camplus.AD\1HGALLUN_PA.POS" 31
** Auto-Generated Plotfiles
   PLOTFILE 1 ALL 1ST "Stocker Street Creative Camplus.AD\01H1GALL.PLT" 32
   PLOTFILE PERIOD ALL "Stocker Street Creative Camplus.AD\PE00GALL.PLT" 33
   SUMMFILE "Stocker Street Creative Camplus.sum"
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of            3 Warning Message(s)
 A Total of            0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
               ***  NONE  ***


    ********   WARNING MESSAGES   ********
 CO W320      22       URBOPT: Input Parameter May Be Out-of-Range for Parameter       URB-POP
 ME W186     158       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
 ME W187     158       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************

 *** AERMOD - VERSION 24142  ***   *** C:\Lakes\AERMOD View\15605 HRA Con\Stocker Street Creative Camplus\S ***
12/04/25
 *** AERMET - VERSION  22112 ***   ***                                                                    ***        23:33:18
                                                                                                                   PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                          ***     MODEL SETUP OPTIONS SUMMARY       ***
```

- -

** Model Options Selected:
     * Model Uses Regulatory DEFAULT Options
     * Model Is Setup For Calculation of Average CONCentration Values.
     * NO GAS DEPOSITION Data Provided.
     * NO PARTICLE DEPOSITION Data Provided.
     * Model Uses NO DRY DEPLETION. DDPLETE = F
     * Model Uses NO WET DEPLETION. WETDPLT = F
     * Stack-tip Downwash.
     * Model Accounts for ELEVated Terrain Effects.
     * Use Calms Processing Routine.
     * Use Missing Data Processing Routine.
     * No Exponential Decay.
     * Model Uses URBAN Dispersion Algorithm for the SBL for   1 Source(s),
       for Total of   1 Urban Area(s):
  Urban Population =   3000.0 ; Urban Roughness Length = 1.000 m
     * Urban Roughness Length of 1.0 Meter Used.
     * ADJ_U*   - Use ADJ_U* option for SBL in AERMET
     * CCVR_Sub - Meteorological data includes CCVR substitutions
     * TEMP_Sub - Meteorological data includes TEMP substitutions
     * Model Assumes No FLAGPOLE Receptor Heights.
     * The User Specified a Pollutant Type of: DPM

**Model Calculates 1 Short Term Average(s) of: 1-HR
    and Calculates PERIOD Averages

**This Run Includes: 1 Source(s);   1 Source Group(s); and   81 Receptor(s)

               with: 0 POINT(s), including
                          0 POINTCAP(s) and   0 POINTHOR(s)
                and: 0 VOLUME source(s)
                and: 1 AREA type source(s)
                and: 0 LINE source(s)
                and: 0 RLINE/RLINEXT source(s)
                and: 0 OPENPIT source(s)
                and: 0 BUOYANT LINE source(s) with a total of   0 line(s)
                and: 0 SWPOINT source(s)

**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date: 22112

**Output Options Selected:
         Model Outputs Tables of PERIOD Averages by Receptor
         Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
         Model Outputs External File(s) of Concurrent Values for Postprocessing (POSTFILE Keyword)
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) =   89.00 ; Decay Coef. =   0.000   ; Rot. Angle =   0.0
                 Emission Units = GRAMS/SEC   ; Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =   3.5 MB of RAM.

**Input Runstream File: aermod.inp

**Output Print File: aermod.out

**Detailed Error/Message File: Stocker Street Creative Camplus.err

**File for Summary of Results: Stocker Street Creative Camplus.sum

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** AREAPOLY SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC /METER**2)	LOCATION OF AREA X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	NUMBER OF VERTS.	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY	AIRCRAFT
PAREA1	0	0.86600E-06	376327.0	3763627.5	55.2	4.30	22	0.00	YES	HOURLY	NO

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs
ALL	PAREA1 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs
3000.		PAREA1 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(	376254.5,	3763522.7,	71.5,	95.0,	0.0);	(	376254.5,	3763547.7,	63.1,	110.6,	0.0);
(	376279.5,	3763522.7,	79.7,	94.8,	0.0);	(	376279.5,	3763547.7,	70.5,	95.0,	0.0);
(	376279.5,	3763572.7,	59.3,	111.6,	0.0);	(	376304.5,	3763522.7,	82.0,	94.1,	0.0);
(	376304.5,	3763547.7,	75.0,	94.9,	0.0);	(	376304.5,	3763572.7,	64.7,	95.0,	0.0);
(	376329.5,	3763547.7,	72.5,	95.0,	0.0);	(	376329.5,	3763572.7,	64.0,	95.0,	0.0);
(	376329.5,	3763597.7,	57.0,	106.8,	0.0);	(	376354.5,	3763547.7,	74.8,	94.7,	0.0);
(	376354.5,	3763572.7,	64.9,	95.0,	0.0);	(	376354.5,	3763597.7,	61.0,	95.0,	0.0);
(	376379.5,	3763572.7,	65.7,	95.0,	0.0);	(	376379.5,	3763597.7,	60.1,	95.0,	0.0);

(376379.5, 3763622.7, 53.9, 106.0, 0.0); (376404.5, 3763572.7, 61.5, 95.0, 0.0);
(376404.5, 3763597.7, 57.2, 95.0, 0.0); (376404.5, 3763622.7, 55.0, 95.0, 0.0);
(376429.5, 3763597.7, 54.5, 95.0, 0.0); (376429.5, 3763622.7, 53.4, 95.0, 0.0);
(376429.5, 3763647.7, 52.6, 95.0, 0.0); (376454.5, 3763622.7, 51.9, 95.0, 0.0);
(376454.5, 3763647.7, 51.3, 95.0, 0.0); (376454.5, 3763672.7, 50.9, 95.0, 0.0);
(376479.5, 3763622.7, 51.6, 95.0, 0.0); (376479.5, 3763647.7, 51.4, 95.0, 0.0);
(376479.5, 3763672.7, 50.8, 95.0, 0.0); (376479.5, 3763697.7, 49.8, 95.0, 0.0);
(376504.5, 3763647.7, 50.0, 95.0, 0.0); (376504.5, 3763672.7, 49.4, 95.0, 0.0);
(376504.5, 3763697.7, 49.3, 95.0, 0.0); (376504.5, 3763722.7, 48.8, 94.9, 0.0);
(376529.5, 3763647.7, 48.5, 95.0, 0.0); (376529.5, 3763672.7, 47.9, 95.0, 0.0);
(376529.5, 3763697.7, 47.8, 95.0, 0.0); (376529.5, 3763722.7, 47.9, 94.9, 0.0);
(376529.5, 3763747.7, 47.5, 94.8, 0.0); (376529.5, 3763772.7, 46.7, 94.5, 0.0);
(376554.5, 3763672.7, 47.5, 95.0, 0.0); (376554.5, 3763697.7, 47.4, 94.9, 0.0);
(376554.5, 3763722.7, 46.6, 94.9, 0.0); (376554.5, 3763747.7, 46.3, 94.7, 0.0);
(376554.5, 3763772.7, 45.8, 94.5, 0.0); (376554.5, 3763797.7, 45.5, 94.5, 0.0);
(376579.5, 3763697.7, 45.7, 94.9, 0.0); (376579.5, 3763722.7, 45.0, 94.8, 0.0);
(376579.5, 3763747.7, 45.1, 94.5, 0.0); (376579.5, 3763772.7, 45.2, 94.5, 0.0);
(376579.5, 3763797.7, 45.1, 92.9, 0.0); (376579.5, 3763822.7, 44.3, 87.6, 0.0);
(376604.5, 3763722.7, 44.2, 94.8, 0.0); (376604.5, 3763747.7, 44.3, 94.5, 0.0);
(376604.5, 3763772.7, 44.1, 94.1, 0.0); (376604.5, 3763797.7, 43.9, 88.8, 0.0);
(376604.5, 3763822.7, 43.6, 87.6, 0.0); (376080.0, 3763731.6, 77.4, 111.6, 0.0);
(376080.0, 3763756.6, 71.1, 114.7, 0.0); (376080.0, 3763781.6, 67.2, 114.7, 0.0);
(376105.0, 3763681.6, 82.6, 102.7, 0.0); (376105.0, 3763706.6, 73.2, 113.3, 0.0);
(376105.0, 3763731.6, 67.8, 114.7, 0.0); (376105.0, 3763756.6, 67.2, 114.7, 0.0);
(376105.0, 3763781.6, 65.1, 114.7, 0.0); (376130.0, 3763631.6, 91.2, 94.4, 0.0);
(376130.0, 3763656.6, 83.3, 94.5, 0.0); (376130.0, 3763681.6, 72.6, 111.8, 0.0);
(376130.0, 3763706.6, 66.8, 114.7, 0.0); (376130.0, 3763731.6, 62.9, 114.7, 0.0);
(376130.0, 3763781.6, 60.7, 114.7, 0.0); (376155.0, 3763581.6, 77.0, 102.9, 0.0);
(376155.0, 3763606.6, 85.4, 94.5, 0.0); (376155.0, 3763631.6, 82.8, 94.5, 0.0);
(376155.0, 3763656.6, 73.5, 107.5, 0.0); (376155.0, 3763681.6, 68.4, 113.3, 0.0);
(376180.0, 3763581.6, 71.4, 106.8, 0.0); (376180.0, 3763606.6, 75.5, 101.7, 0.0);
(376180.0, 3763631.6, 74.7, 105.2, 0.0); (376180.0, 3763656.6, 70.3, 107.6, 0.0);
(376205.0, 3763631.6, 69.7, 106.8, 0.0);

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1

*** THE PERIOD (43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
376254.54	3763522.72	0.68394	376254.54	3763547.72	0.91464
376279.54	3763522.72	0.59570	376279.54	3763547.72	0.89695
376279.54	3763572.72	1.27010	376304.54	3763522.72	0.57393
376304.54	3763547.72	0.81558	376304.54	3763572.72	1.38974
376329.54	3763547.72	0.84364	376329.54	3763572.72	1.40074
376329.54	3763597.72	2.16722	376354.54	3763547.72	0.67781
376354.54	3763572.72	1.20300	376354.54	3763597.72	1.82615
376379.54	3763572.72	0.95959	376379.54	3763597.72	1.58421
376379.54	3763622.72	2.49113	376404.54	3763572.72	0.83474
376404.54	3763597.72	1.27170	376404.54	3763622.72	1.90288
376429.54	3763597.72	0.97096	376429.54	3763622.72	1.35621
376429.54	3763647.72	2.02120	376454.54	3763622.72	0.95878
376454.54	3763647.72	1.33257	376454.54	3763672.72	1.94071
376479.54	3763622.72	0.70305	376479.54	3763647.72	0.92857
376479.54	3763672.72	1.24265	376479.54	3763697.72	1.66335
376504.54	3763647.72	0.67272	376504.54	3763672.72	0.85078
376504.54	3763697.72	1.07455	376504.54	3763722.72	1.32204
376529.54	3763647.72	0.52010	376529.54	3763672.72	0.63717
376529.54	3763697.72	0.77391	376529.54	3763722.72	0.90942
376529.54	3763747.72	0.97239	376529.54	3763772.72	0.90749
376554.54	3763672.72	0.51108	376554.54	3763697.72	0.60195
376554.54	3763722.72	0.67364	376554.54	3763747.72	0.70463
376554.54	3763772.72	0.67465	376554.54	3763797.72	0.60313
376579.54	3763697.72	0.47824	376579.54	3763722.72	0.52330

376579.54	3763747.72	0.54395	376579.54	3763772.72	0.52999
376579.54	3763797.72	0.48711	376579.54	3763822.72	0.42707
376604.54	3763722.72	0.42452	376604.54	3763747.72	0.43903
376604.54	3763772.72	0.42953	376604.54	3763797.72	0.40107
376604.54	3763822.72	0.36101	376080.00	3763731.65	0.06451
376080.00	3763756.65	0.06482	376080.00	3763781.65	0.06066
376105.00	3763681.65	0.08671	376105.00	3763706.65	0.09525
376105.00	3763731.65	0.09359	376105.00	3763756.65	0.08043
376105.00	3763781.65	0.07123	376130.00	3763631.65	0.10778
376130.00	3763656.65	0.11217	376130.00	3763681.65	0.13125
376130.00	3763706.65	0.13250	376130.00	3763731.65	0.12173
376130.00	3763781.65	0.08858	376155.00	3763581.65	0.20002
376155.00	3763606.65	0.15053	376155.00	3763631.65	0.14839
376155.00	3763656.65	0.17468	376155.00	3763681.65	0.17983
376180.00	3763581.65	0.31688	376180.00	3763606.65	0.25146
376180.00	3763631.65	0.23418	376180.00	3763656.65	0.24355

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
376205.00	3763631.65	0.38178			

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
376254.54	3763522.72	7.82409	(19063006)	376254.54	3763547.72	9.80381	(22010322)

376279.54	3763522.72	7.55469	(19063006)	376279.54	3763547.72	9.52536	(19063006)
376279.54	3763572.72	12.82193	(22010322)	376304.54	3763522.72	6.39000	(19063006)
376304.54	3763547.72	8.75893	(19063006)	376304.54	3763572.72	11.74313	(19063006)
376329.54	3763547.72	8.55342	(22062806)	376329.54	3763572.72	11.62413	(22062806)
376329.54	3763597.72	15.43991	(22032205)	376354.54	3763547.72	7.92145	(20070406)
376354.54	3763572.72	10.93492	(22100307)	376354.54	3763597.72	13.82317	(22100307)
376379.54	3763572.72	9.97662	(19072206)	376379.54	3763597.72	12.42559	(23071306)
376379.54	3763622.72	16.35990	(20053106)	376404.54	3763572.72	9.49219	(22061006)
376404.54	3763597.72	11.88954	(20053106)	376404.54	3763622.72	15.48319	(20053106)
376429.54	3763597.72	11.68367	(20053106)	376429.54	3763622.72	13.95916	(20053106)
376429.54	3763647.72	16.66410	(20053106)	376454.54	3763622.72	12.57819	(20053106)
376454.54	3763647.72	14.38221	(20053106)	376454.54	3763672.72	16.55981	(20053106)
376479.54	3763622.72	11.42208	(20053106)	376479.54	3763647.72	12.59525	(20053106)
376479.54	3763672.72	13.74241	(20053106)	376479.54	3763697.72	15.05730	(19061206)
376504.54	3763647.72	10.32284	(20053106)	376504.54	3763672.72	11.09522	(19061206)
376504.54	3763697.72	12.53974	(19061206)	376504.54	3763722.72	13.78884	(23061606)
376529.54	3763647.72	8.58758	(19061206)	376529.54	3763672.72	9.69088	(19061206)
376529.54	3763697.72	10.29802	(19040307)	376529.54	3763722.72	10.83136	(23053106)
376529.54	3763747.72	11.30157	(23053106)	376529.54	3763772.72	11.17132	(22010606)
376554.54	3763672.72	8.47711	(19061206)	376554.54	3763697.72	8.75342	(22011420)
376554.54	3763722.72	8.88047	(23053106)	376554.54	3763747.72	9.07658	(23053106)
376554.54	3763772.72	9.62272	(22010606)	376554.54	3763797.72	9.00446	(23071206)
376579.54	3763697.72	7.41677	(22011420)	376579.54	3763722.72	7.45815	(23053106)
376579.54	3763747.72	7.58627	(23053106)	376579.54	3763772.72	8.13778	(22010606)
376579.54	3763797.72	8.07120	(22010606)	376579.54	3763822.72	7.90630	(22010207)
376604.54	3763722.72	6.76975	(22011607)	376604.54	3763747.72	6.52396	(23053106)
376604.54	3763772.72	6.78400	(22010606)	376604.54	3763797.72	7.29558	(22010606)
376604.54	3763822.72	6.77334	(22022607)	376080.00	3763731.65	5.21230	(19072604)
376080.00	3763756.65	6.21406	(20112221)	376080.00	3763781.65	5.99838	(20112221)
376105.00	3763681.65	6.01041	(22010806)	376105.00	3763706.65	6.78075	(22031723)
376105.00	3763731.65	7.22485	(19072604)	376105.00	3763756.65	7.02422	(20112221)
376105.00	3763781.65	6.36333	(20112221)	376130.00	3763631.65	5.05984	(22020122)
376130.00	3763656.65	5.97670	(22010519)	376130.00	3763681.65	8.12006	(22010806)
376130.00	3763706.65	8.22165	(22031723)	376130.00	3763731.65	8.37797	(19072604)
376130.00	3763781.65	7.22601	(22021108)	376155.00	3763581.65	7.59777	(22010821)

376155.00	3763606.65	6.37630	(19120808)	376155.00	3763631.65	6.30481	(22010805)
376155.00	3763656.65	8.08316	(22010519)	376155.00	3763681.65	9.58538	(22010806)
376180.00	3763581.65	8.55451	(22010821)	376180.00	3763606.65	8.78760	(22010821)
376180.00	3763631.65	8.70247	(22010805)	376180.00	3763656.65	9.41653	(22010519)

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
376205.00	3763631.65	11.05240	(22010821)				

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (43824 HRS) RESULTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	2.49113 AT (376379.54, 3763622.72, 53.94, 105.99, 0.00)	DC	
	2ND HIGHEST VALUE IS	2.16722 AT (376329.54, 3763597.72, 56.98, 106.83, 0.00)	DC	
	3RD HIGHEST VALUE IS	2.02120 AT (376429.54, 3763647.72, 52.56, 94.99, 0.00)	DC	
	4TH HIGHEST VALUE IS	1.94071 AT (376454.54, 3763672.72, 50.94, 94.99, 0.00)	DC	
	5TH HIGHEST VALUE IS	1.90288 AT (376404.54, 3763622.72, 54.97, 94.99, 0.00)	DC	
	6TH HIGHEST VALUE IS	1.82615 AT (376354.54, 3763597.72, 61.03, 94.99, 0.00)	DC	
	7TH HIGHEST VALUE IS	1.66335 AT (376479.54, 3763697.72, 49.76, 94.99, 0.00)	DC	
	8TH HIGHEST VALUE IS	1.58421 AT (376379.54, 3763597.72, 60.10, 94.99, 0.00)	DC	
	9TH HIGHEST VALUE IS	1.40074 AT (376329.54, 3763572.72, 63.97, 94.99, 0.00)	DC	
	10TH HIGHEST VALUE IS	1.38974 AT (376304.54, 3763572.72, 64.67, 94.99, 0.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

```
                                                    DATE
NETWORK
GROUP ID                          AVERAGE CONC     (YYMMDDHH)             RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)    OF TYPE
GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- -

ALL      HIGH   1ST HIGH VALUE IS      16.66410  ON 20053106: AT (  376429.54,  3763647.72,    52.56,    94.99,    0.00)  DC



 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
 *** AERMOD - VERSION 24142  ***   *** C:\Lakes\AERMOD View\15605 HRA Con\Stocker Street Creative Camplus\S ***
12/04/25
 *** AERMET - VERSION  22112 ***   ***                                                                    ***        23:33:18
                                                                                                                   PAGE  14
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of            5 Warning Message(s)
 A Total of          577 Informational Message(s)

 A Total of        43824 Hours Were Processed

 A Total of           42 Calm Hours Identified

 A Total of          535 Missing Hours Identified (  1.22 Percent)


    ******** FATAL ERROR MESSAGES ********
               ***  NONE  ***


    ********   WARNING MESSAGES   ********
 CO W320      22       URBOPT: Input Parameter May Be Out-of-Range for Parameter       URB-POP
 ME W186     158       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
 ME W187     158       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET
 MX W450   26305       CHKDAT: Record Out of Sequence in Meteorological File at:      22010101
 MX W450   26305       CHKDAT: Record Out of Sequence in Meteorological File at:    1 year gap

    ***********************************
    *** AERMOD Finishes Successfully ***
    ***********************************
```

Risk Calculations For Diesel Exhaust

$Risk_{inh\text{-}res} = Dose_{air} * CPF * ASF * ED/AT$

$Dose_{air} = C_{air} * \{BR/BW\} * A * EF * 10^{-6}$

Variable	Description	Units	Value
$Risk_{inh\text{-}air}$	Residential inhalation cancer risk	Unitless	Calculated
$Dose_{air}$	Daily inhalation dose	mg/kg-day	Calculated
CPF	Inhalation cancer potency factor	$(mg/kg\text{-}day)^{-1}$	Chemical Specific
ASF	Age sensitivity factor for a specified age group	Unitless	Calculated
ED	Exposure duration (in years) for a specified age group	years	Calculated
AT	Averaging time for lifetime caner risk	years	70
FAH	Fraction of time spent at home	Unitless	Calculated

Variable	Description	Units	Value		
$Dose_{air}$	Daily inhalation dose	mg/kg-day	Calculated		
C_{air}	Concentration in air	ug/m^3		**2.49**	0.03925
{BR/BW}	Daily Breathing rate normalized to body weight	L/kg body weight-day	Calculated		
A	Inhalation absorption fraction	Unitless		1	
EF	Exposure frequency (days/365 days)	Unitless	Calculated		
10^{-6}	migrograms to milligrams conversion, liters to cubic meters conversion	Unitless	Calculated		

2.54E+06

Residential Exposures

Age Group	Risk (per million)	Age Sensitivity	FAH	ED	CPF	Dose Air	Cair	BR/BW	A	EF
3rd Trimester	5.34E-01	10	1	0.25	1.1	1.36E-05	0.039	361	1	0.958904
0-1	6.45E+00	10	1	1	1.1	4.10E-05	0.039	1090	1	0.958904
1-2	6.45E+00	10	1	1	1.1	4.10E-05	0.039	1090	1	0.958904
2-3	0.00E+00	3	1	0	1.1	2.15E-05	0.039	572	1	0.958904
3-4	0.00E+00	3	1	0	1.1	2.15E-05	0.039	572	1	0.958904
2<9	0.00E+00	3	0.72	0	1.1	3.24E-05	0.039	861	1	0.958904
2<16	0.00E+00	3	0.72	0	1.1	2.80E-05	0.039	745	1	0.958904
16<30	0.00E+00	1	0.73	0	1.1	1.26E-05	0.039	335	1	0.958904
16-70	0.00E+00	1	0.73	0	1.1	1.09E-05	0.039	290	1	0.958904

3rd trimeseter to 1.	1.34E+01
3rd trimester to 30	6.98E+00
3rd trimester to 70	**1.34E+01**

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Via Email

December 8, 2025

Kyle Winston, City Planner
Department of City Planning
City of Los Angeles
200 N Spring Street Room 720
Los Angeles, CA 90012
kyle.winston@lacity.org

Re: Comment on Mitigated Negative Declaration, Stoker Street Creative Project (SCH 2025110100)

Dear Mr. Winston:

This comment is submitted on behalf of Supporters Alliance For Environmental Responsibility ("SAFER") regarding the Initial Study and Mitigated Negative Declaration ("IS/MND") prepared for the Stoker Street Creative Project (SCH 2025110100), which proposes the development of a 256,700 square foot film production studio complex located 3701-3761 Stocker St (APNs 5032-022-003, -004, -005, 017, and -018.) in the City of Los Angeles ("Project").

SAFER is concerned that the IS/MND is improper under the California Environmental Quality Act due to the IS/MND's failure to adequately assess the Project's potentially significant environmental impacts. SAFER requests that an environmental impact report (EIR) be prepared for the Project rather than an MND because there is a fair argument that the Project may have adverse environmental impacts. An EIR will ensure that potentially significant impacts of this Project are fully disclosed, analyzed, and mitigated.

SAFER reserves the right to supplement this comment throughout the administrative process. *Galante Vineyards v. Monterey Peninsula Water Management Dist*., 60 Cal. App. 4th 1109, 1121 (1997).

Sincerely,

Richard Drury
Lozeau Drury LLP

AIR QUALITY AND ENERGY CALCULATIONS

This document provides the methodology and calculations used in the construction health risk assessment (HRA) for the Project based on refined project-specific information. Also provided are the refined energy resources calculation sheets.

Air Dispersion Modeling

AERMOD is a Gaussian-plume air dispersion modeling software developed by the United States Environmental Protection Agency (USEPA) and is the preferred industry standard for estimating concentrations of air pollutants resulting from various types of emissions sources.[1]

Based on the elevation of the Project site and the surrounding topography, meteorological data collected at the Santa Monica Airport—which is located approximately 6.3 miles to the west—and post-processed by the South Coast Air Quality Management District (SCAQMD)—was utilized for the air dispersion modeling analysis of construction-related diesel PM emissions.[2]

Consistent with the SCAQMD Localized Significance Threshold Methodology, the diesel exhaust emissions were characterized using a series of side-by-side, elevated volume sources with 10-meter length sides and an assumed release height of five meters.[3] A total of 187 volumes sources effectively covered the site within the model, and variable emission rates were assigned to each source to represent eight hours of construction activity per day, Monday through Friday.

The refined project-specific information indicates that construction of the Project is anticipated to begin in the second or third quarter of 2026 and last for approximately 35 months. The refined air quality modeling determined that the estimated aggregate average diesel PM emissions throughout the duration of construction would be approximately 0.17 pounds per day when accounting for the commitment to ensure that equipment with engines greater than 50 hp meet Tier 4 emissions standards or equivalent achieved through best available control devices such as diesel particulate filters (refer to ensuing calculation sheets). The daily emission rate was converted to grams of diesel PM emitted per second during the eight hours of daily activity, and divided by 187 to apply to the volume sources (depicted as blue squares on **Figure 1**, below).

As identified in the IS/MND, the nearest sensitive land uses include a condo complex adjacent to the northwestern site boundary as well as single and multifamily residences located to the south and southeast of the site across Stocker Street. A field of discrete receptors was populated in AERMOD over the locations of surrounding sensitive land uses with 10-meter spacing in each direction to provide a refined assessment of maximum potential diesel PM concentrations (depicted as crosses on **Figure 1**, below).

The AERMOD software was run to identify the Maximally Exposed Individual Receptor (MEIR), which is the receptor location that would experience the highest annual average concentration of diesel PM resulting from Project construction emissions. The maximum modeled annual diesel PM concentration was 0.03115 micrograms per cubic meter ($\mu g/m^3$) at the multifamily complex adjacent to the northern site boundary (identified on **Figure 2**, below).

[1] USEPA, *AERMOD Implementation Guide*, November 2024.

[2] SCAQMD, *Health Risk Assessment Tool and AERMOD-Ready Meteorological Data Files*, Updated October 31, 2024; available at: https://www.aqmd.gov/assets/aermet/AERMET_files_And_HRA_Tool.html.

[3] SCAQMD, *Final Localized Significance Threshold Methodology*, Revised July 2008.

Figure 1: AERMOD Sources and Receptors

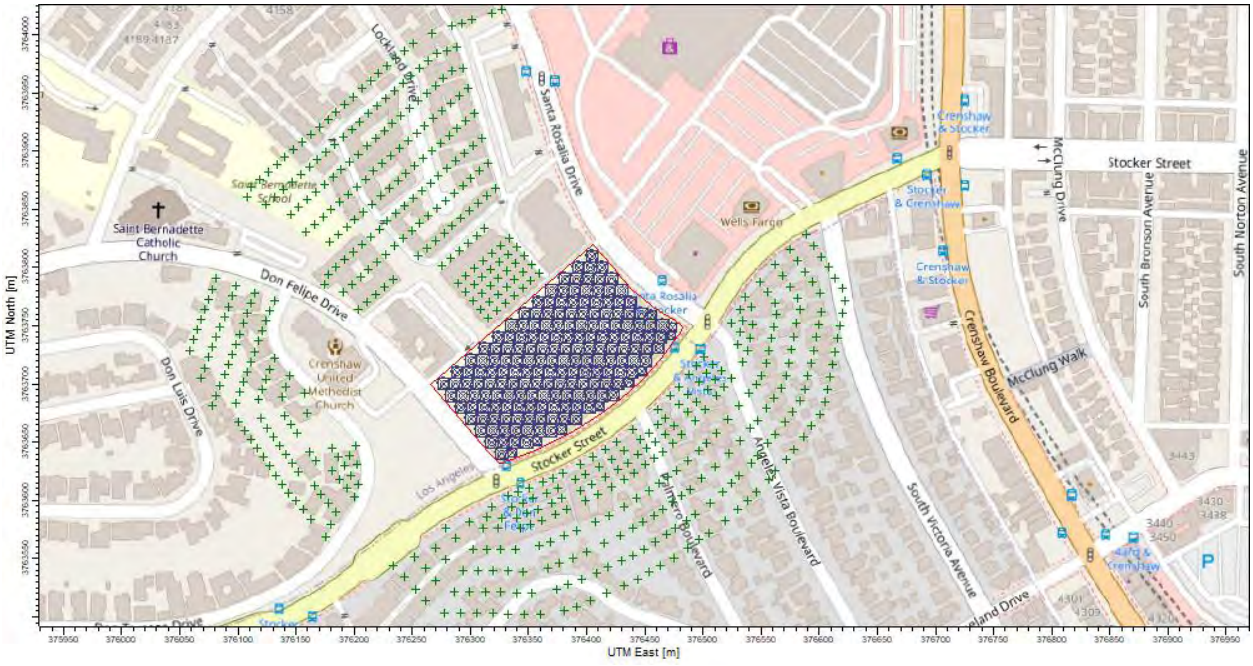
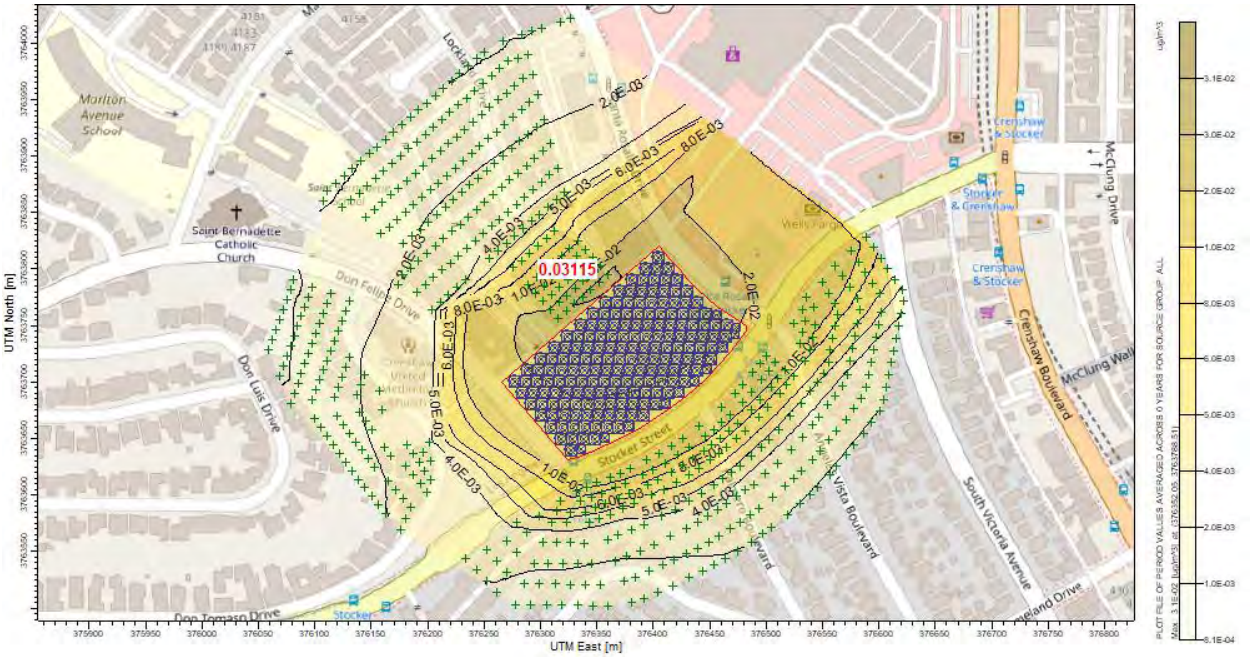


Figure 2: Annual Average Diesel PM Concentration at MEIR



Carcinogenic Exposure Calculations

Estimating the carcinogenic risk involves a two-step process, in which the inhalation dose is first estimated using the following equation:[4]

$$Dose_{inh} = C_{air} \times \{BR/BW\} \times A \times EF \times 10^{-6}$$

Where:

$Dose_{inh}$	=	*Daily inhalation dose (mg/kg/day)*
C_{air}	=	*Concentration in air (µg/m^3)*
{BR/BW}	=	*Daily breathing rate normalized to body weight (L/kg-day)*
A	=	*Inhalation absorption factor (unitless) [1.0]*
EF	=	*Exposure frequency (unitless), # days/365 days [350 for residential]*

The OEHHA *Guidance Manual* provides recommended breathing rates based on the assumed age of the sensitive receptor. To be as protective as possible of adverse health implications, the OEHHA methodology states that the exposure period used in the HRA should start at the third trimester of a presumed pregnancy (lasting three months or one-quarter year) and account for two years of infant exposure, followed by young childhood exposure. The *Guidance Manual* recommends that 95th-percentile breathing rates for these age groups be used in the dose calculations to characterize worst-case scenario exposures. Using the calculated dose for each age bracket, the excess cancer risk is estimated using the following equation:

$$Cancer\ Risk = Dose_{inh} \times CPF \times ASF \times ED/AT \times FAH$$

Where:

Cancer Risk	=	*Incremental increase in excess cancer risk (per million)*
$Dose_{inh}$	=	*Daily inhalation dose (mg/kg/day)*
CPF	=	*Inhalation cancer potency factor (mg/kg-day^{-1}) [1.1]*
ASF	=	*Age sensitivity factor for a specified age group (unitless) [10 for infants aged 0–2, 3.0 for children aged 2–16, and 1.0 for adults]*
ED	=	*Exposure duration for a specified age group (years)*
AT	=	*Averaging time for lifetime cancer risk (years) [70 years]*
FAH	=	*Fraction of Time at Home*

Table A, below, presents the inhalation HRA calculations for the MEIR using the maximum annual average diesel PM concentration estimated in AERMOD. Estimated excess cancer risks were estimated for infant, child, and adult receptors. As demonstrated by the results of the construction HRA, the maximum carcinogenic risk exposure was estimated to be 9.6 per million, which is below the SCAQMD threshold of 10 per million.

[4] OEHHA, *Guidance Manual for Preparation of Health Risk Assessments*, February 2015.

TABLE A: CONSTRUCTION HEALTH RISK ASSESSMENT												
Receptor Age Bracket	DPM ($\mu g/m^3$)	BR/BW (L/kg-day)	CF	A	EF	**Dose (mg/kg/d)**	ASF	FAH	CPF (kg-day/mg)	ED (years)	AT (Years)	**Cancer Risk (per million)**
3rd Trimester	0.03115	361	1.0×10^{-6}	1	0.96	1.08 E-05	10	0.85	1.1	0.25	70	0.4
Infant	0.03115	1090	1.0×10^{-6}	1	0.96	3.26 E-05	10	0.85	1.1	2	70	8.7
Child	0.03115	861	1.0×10^{-6}	1	0.96	2.57 E-05	3	0.72	1.1	0.67	70	0.6
3rd Trimester→ Child						6.91 E-05						**9.6**
Child	0.03115	861	1.0×10^{-6}	1	0.96	2.57 E-05	3	0.72	1.1	3.417	70	**3.0**
Adult	0.03115	335	1.0×10^{-6}	1	0.96	1.00 E-05	1	0.73	1.1	3.417	70	**0.4**
									SCAQMD Threshold			***10.00***

Health Risk Assessment Worksheets and California Emissions Estimator Model Output

The following files are provided below:

- Health Risk Assessment Calculation Table
- AERMOD Volume Source Emission Rate Calculations
- AERMOD Annual Average Concentration Contour Plot
- AERMOD Volume Source Summary Report
- AERMOD Volume Source Variable Emission Rate Report
- AERMOD Receptor Summary Report
- California Emissions Estimator Model (CalEEMod) Detailed Report Output File

Also provided are the following Energy calculation worksheets:

- Construction Equipment Diesel Fuel Calculations
- Construction Vehicles Transportation Fuels Calculations
- Operational Equipment and Emergency Generator Diesel Fuel Calculations
- Operational Vehicle Trip Energy Calculations

Maximally Exposed Individual Receptor Carcinogenic Risk from Inhalation Exposure to Diesel Particulate Matter During Construction

Receptor Age Bracket	Annual Avg. Concentration DPM (ug/m3)	Daily Breath Rate BR/BW	Unit Conversion Factor CF	Absorption Fraction A	Exposure Frequency EF (350 days/365 days)	Dose = [Pollutant] * (BR/BW) * CF * A * EF **Dose (mg/kg/d)**	Age Sensitivity Factor ASF	Fraction of Time at Home FAH	Cancer Potency Factor CPF (kg-day/mg)	Exposure Duration ED (years)	Averaging Time AT (Years)	Dose * ASF * FAH * CPF * ED/AT * 1,000,000 **Excess Cancer Risk (per million)**
3rd Trimester	0.03115	361	0.000001	1	0.96	1.08E-05	10	0.85	1.1	0.25	70	0.4
Infant	0.03115	1090	0.000001	1	0.96	3.26E-05	10	0.85	1.1	2	70	8.7
Child	0.03115	861	0.000001	1	0.96	2.57E-05	3	0.72	1.1	0.67	70	0.6
3rd Trimester→ Child						6.91E-05						**9.6**
Child	0.03115	861	0.000001	1	0.96	2.57E-05	3	0.72	1.1	3.417	70	**3.0**
Adult	0.03115	335	0.000001	1	0.96	1.00E-05	1	0.73	1.1	3.417	70	**0.4**
										SCAQMD Threshold		***10.00***

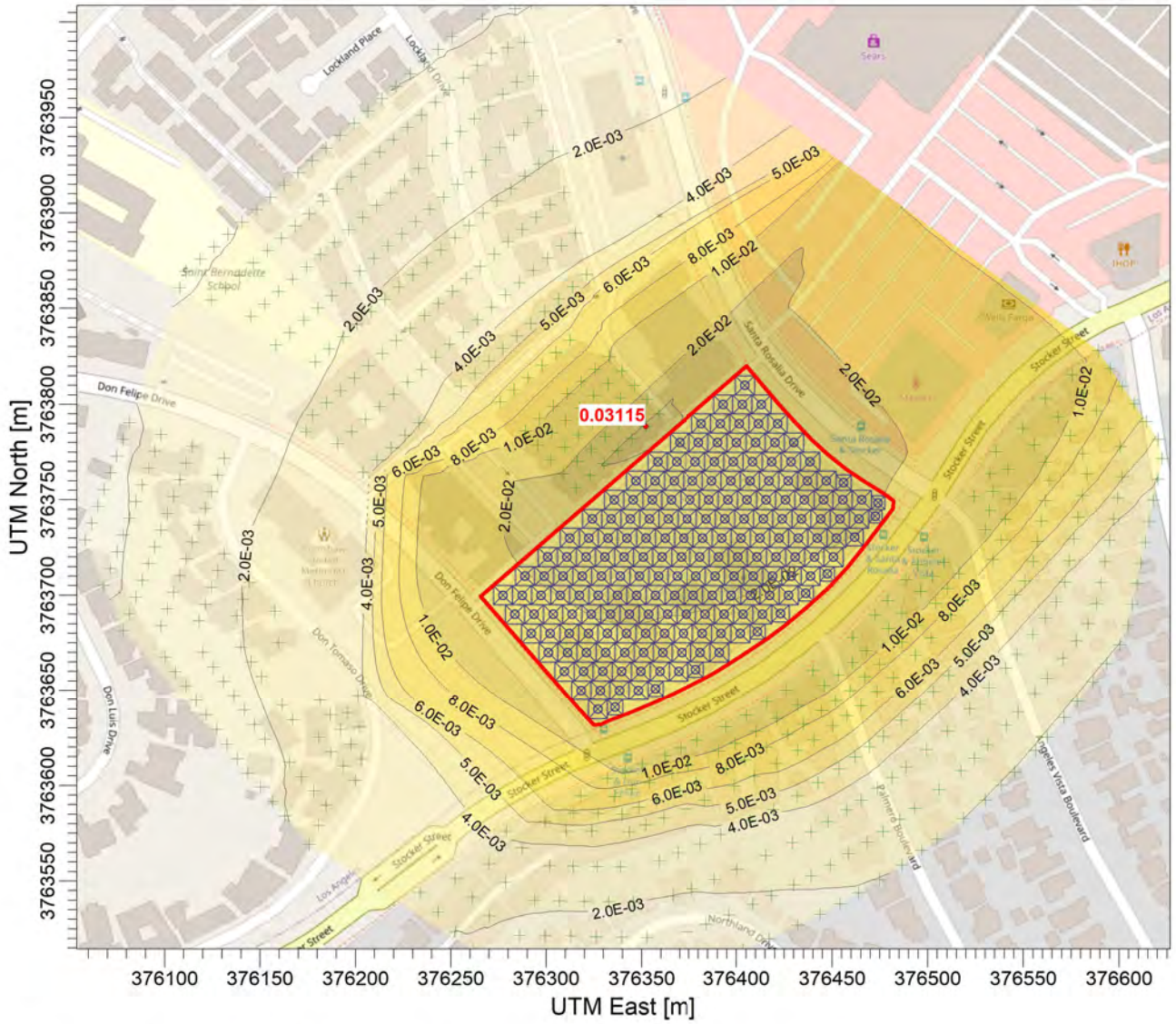
AERMOD Volume Source Emission Rate Calculations

Phase in CalEEMod	Daily Diesel PM Emissions (lbs/day)	Phase Duration (Days)	Total Phase Diesel PM Emissions (lbs)
3.1. Demolition (2026)	0.097301014	65	6.324565885
3.3. Site Preparation (2026)	0.076144967	15	1.142174512
3.5. Grading (2026)	0.091410728	20	1.82821455
3.7. Building Construction (2026)	0.289767147	54	15.64742596
3.9. Building Construction (2027)	0.165398675	261	43.16905407
3.11. Building Construction (2028)	0.165398675	260	43.0036554
3.13. Building Construction (2029)	0.165398675	85	14.05888734
3.15. Paving (2029)	0.096654717	20	1.933094341
3.17. Architectural Coating (2029)	0.029976328	45	1.34893474

Total Construction DPM Emissions	128.456
Total Construction Working Days	760
Aggregate Average Daily Emissions (lbs/day)	0.169
grams/day	76.667
hours/day	8
grams/hr	9.583325171
grams/s	0.002662035
# sources	187
grams/s/source	0.00001424

PROJECT TITLE:

Stocker Street Creative Campus Construction
Annual Average Diesel Particulate Matter Concentration Plot



PLOT FILE OF PERIOD VALUES AVERAGED ACROSS 0 YEARS FOR SOURCE GROUP: ALL ug/m^3

Max: 3.1E-02 [ug/m^3] at (376352.05, 3763788.51)

8.1E-04 | 1.0E-03 | 2.0E-03 | 4.0E-03 | 5.0E-03 | 6.0E-03 | 8.0E-03 | 1.0E-02 | 2.0E-02 | 3.0E-02 | 3.1E-02

COMMENTS:	SOURCES: 187	COMPANY NAME: TAHA	
	RECEPTORS: 557	MODELER: Anders Sutherland	taha environmental planners
	OUTPUT TYPE: Concentration	SCALE: 1:3,600 (0 — 0.1 km)	
	MAX: 3.1E-02 ug/m^3	DATE: 1/29/2026	PROJECT NO.: 2022-019

Source Pathway - Source Inputs

Source Pathway - Source Inputs

Volume Sources

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL1	376404.40	3763810.00	46.45	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL2	376393.00	3763800.00	47.95	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL3	376403.00	3763800.00	47.46	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL4	376413.00	3763800.00	46.89	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL5	376381.50	3763790.00	48.91	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL6	376391.50	3763790.00	48.63	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL7	376401.50	3763790.00	48.21	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL8	376411.50	3763790.00	47.66	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL9	376421.50	3763790.00	47.24	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL10	376370.00	3763780.00	49.86	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL11	376380.00	3763780.00	49.48	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL12	376390.00	3763780.00	49.18	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL13	376400.00	3763780.00	48.82	5.00	0.00001	10.00	Surface-Based	2.33	1.40

Source Pathway - Source Inputs

AERMOD

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL14	376410.00	3763780.00	48.33	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL15	376420.00	3763780.00	47.85	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL16	376430.00	3763780.00	47.62	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL17	376358.40	3763770.00	50.99	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL18	376368.40	3763770.00	50.49	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL19	376378.40	3763770.00	50.09	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL20	376388.40	3763770.00	49.77	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL21	376398.40	3763770.00	49.41	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL22	376408.40	3763770.00	48.92	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL23	376418.40	3763770.00	48.30	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL24	376428.40	3763770.00	48.12	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL25	376438.40	3763770.00	48.16	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL26	376347.00	3763760.00	52.16	5.00	0.00001	10.00	Surface-Based	2.33	1.40

Source Pathway - Source Inputs

AERMOD

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL27	376357.00	3763760.00	51.64	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL28	376367.00	3763760.00	51.17	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL29	376377.00	3763760.00	50.74	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL30	376387.00	3763760.00	50.37	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL31	376397.00	3763760.00	50.00	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL32	376407.00	3763760.00	49.51	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL33	376417.00	3763760.00	48.83	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL34	376427.00	3763760.00	48.42	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL35	376437.00	3763760.00	48.58	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL36	376447.00	3763760.00	48.56	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL37	376456.00	3763759.00	48.44	5.00	0.00001	8.00	Surface-Based	1.86	1.40
VOLUME	VOL38	376335.50	3763750.00	53.32	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL39	376345.50	3763750.00	52.77	5.00	0.00001	10.00	Surface-Based	2.33	1.40

Source Pathway - Source Inputs

AERMOD

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL40	376355.50	3763750.00	52.26	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL41	376365.50	3763750.00	51.77	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL42	376375.50	3763750.00	51.38	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL43	376385.50	3763750.00	50.97	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL44	376395.50	3763750.00	50.59	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL45	376405.50	3763750.00	50.14	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL46	376415.50	3763750.00	49.49	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL47	376425.50	3763750.00	48.83	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL48	376435.50	3763750.00	48.69	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL49	376445.50	3763750.00	48.76	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL50	376455.50	3763750.00	48.73	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL51	376465.50	3763750.00	48.67	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL52	376474.00	3763748.50	48.53	5.00	0.00001	7.00	Surface-Based	1.63	1.40

Source Pathway - Source Inputs

AERMOD

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL53	376324.00	3763740.00	54.31	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL54	376334.00	3763740.00	53.81	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL55	376344.00	3763740.00	53.27	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL56	376354.00	3763740.00	52.79	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL57	376364.00	3763740.00	52.31	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL58	376374.00	3763740.00	51.87	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL59	376384.00	3763740.00	51.62	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL60	376394.00	3763740.00	51.17	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL61	376404.00	3763740.00	50.72	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL62	376414.00	3763740.00	50.16	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL63	376424.00	3763740.00	49.48	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL64	376434.00	3763740.00	48.94	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL65	376444.00	3763740.00	48.85	5.00	0.00001	10.00	Surface-Based	2.33	1.40

Source Pathway - Source Inputs

AERMOD

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL66	376454.00	3763740.00	48.88	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL67	376464.00	3763740.00	48.94	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL68	376472.50	3763741.50	48.82	5.00	0.00001	7.00	Surface-Based	1.63	1.40
VOLUME	VOL69	376312.25	3763730.00	55.21	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL70	376322.25	3763730.00	54.70	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL71	376332.25	3763730.00	54.16	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL72	376342.25	3763730.00	53.63	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL73	376352.25	3763730.00	53.19	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL74	376362.25	3763730.00	52.77	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL75	376372.25	3763730.00	52.30	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL76	376382.25	3763730.00	52.09	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL77	376392.25	3763730.00	51.85	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL78	376402.25	3763730.00	51.28	5.00	0.00001	10.00	Surface-Based	2.33	1.40

Source Pathway - Source Inputs

AERMOD

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL79	376412.25	3763730.00	50.78	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL80	376422.25	3763730.00	50.19	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL81	376432.25	3763730.00	49.57	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL82	376442.25	3763730.00	49.24	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL83	376452.25	3763730.00	49.13	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL84	376461.75	3763730.50	49.06	5.00	0.00001	9.00	Surface-Based	2.09	1.40
VOLUME	VOL85	376300.70	3763720.00	55.96	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL86	376310.70	3763720.00	55.49	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL87	376320.70	3763720.00	54.97	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL88	376330.70	3763720.00	54.41	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL89	376340.70	3763720.00	53.87	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL90	376350.70	3763720.00	53.47	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL91	376360.70	3763720.00	53.11	5.00	0.00001	10.00	Surface-Based	2.33	1.40

Source Pathway - Source Inputs

AERMOD

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL92	376370.70	3763720.00	52.70	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL93	376380.70	3763720.00	52.38	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL94	376390.70	3763720.00	52.26	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL95	376400.70	3763720.00	51.75	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL96	376410.70	3763720.00	51.31	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL97	376420.70	3763720.00	50.85	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL98	376430.70	3763720.00	50.30	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL99	376440.70	3763720.00	49.83	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL100	376450.70	3763720.00	49.59	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL101	376288.75	3763710.00	56.67	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL102	376298.75	3763710.00	56.26	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL103	376308.75	3763710.00	55.77	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL104	376318.75	3763710.00	55.28	5.00	0.00001	10.00	Surface-Based	2.33	1.40

Source Pathway - Source Inputs

AERMOD

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL105	376328.75	3763710.00	54.72	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL106	376338.75	3763710.00	54.18	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL107	376348.75	3763710.00	53.76	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL108	376358.75	3763710.00	53.38	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL109	376368.75	3763710.00	53.05	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL110	376378.75	3763710.00	52.68	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL111	376388.75	3763710.00	52.44	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL112	376398.75	3763710.00	52.16	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL113	376408.75	3763710.00	51.77	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL114	376418.75	3763710.00	51.40	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL115	376428.75	3763710.00	50.97	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL116	376438.75	3763710.00	50.50	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL117	376447.50	3763711.25	50.08	5.00	0.00001	7.50	Surface-Based	1.74	1.40

Source Pathway - Source Inputs

AERMOD

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL118	376277.25	3763700.00	57.07	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL119	376287.25	3763700.00	56.88	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL120	376297.25	3763700.00	56.51	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL121	376307.25	3763700.00	56.02	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL122	376317.25	3763700.00	55.54	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL123	376327.25	3763700.00	55.08	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL124	376337.25	3763700.00	54.61	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL125	376347.25	3763700.00	54.10	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL126	376357.25	3763700.00	53.65	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL127	376367.25	3763700.00	53.34	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL128	376377.25	3763700.00	52.98	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL129	376387.25	3763700.00	52.65	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL130	376397.25	3763700.00	52.49	5.00	0.00001	10.00	Surface-Based	2.33	1.40

Source Pathway - Source Inputs

AERMOD

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL131	376407.25	3763700.00	52.19	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL132	376417.25	3763700.00	51.84	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL133	376427.25	3763700.00	51.44	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL134	376436.25	3763701.00	50.97	5.00	0.00001	8.00	Surface-Based	1.86	1.40
VOLUME	VOL135	376283.50	3763690.00	56.90	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL136	376293.50	3763690.00	56.71	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL137	376303.50	3763690.00	56.34	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL138	376313.50	3763690.00	55.91	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL139	376323.50	3763690.00	55.42	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL140	376333.50	3763690.00	55.01	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL141	376343.50	3763690.00	54.59	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL142	376353.50	3763690.00	54.14	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL143	376363.50	3763690.00	53.75	5.00	0.00001	10.00	Surface-Based	2.33	1.40

Source Pathway - Source Inputs

AERMOD

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL144	376373.50	3763690.00	53.40	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL145	376383.50	3763690.00	53.02	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL146	376393.50	3763690.00	52.67	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL147	376403.50	3763690.00	52.46	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL148	376413.50	3763690.00	52.24	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL149	376423.00	3763690.50	51.80	5.00	0.00001	9.00	Surface-Based	2.09	1.40
VOLUME	VOL150	376292.00	3763680.00	56.58	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL151	376302.00	3763680.00	56.40	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL152	376312.00	3763680.00	56.13	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL153	376322.00	3763680.00	55.61	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL154	376332.00	3763680.00	55.14	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL155	376342.00	3763680.00	54.89	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL156	376352.00	3763680.00	54.51	5.00	0.00001	10.00	Surface-Based	2.33	1.40

Source Pathway - Source Inputs

AERMOD

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL157	376362.00	3763680.00	54.12	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL158	376372.00	3763680.00	53.78	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL159	376382.00	3763680.00	53.37	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL160	376392.00	3763680.00	52.84	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL161	376402.00	3763680.00	52.50	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL162	376411.00	3763681.00	52.24	5.00	0.00001	8.00	Surface-Based	1.86	1.40
VOLUME	VOL163	376301.00	3763670.00	56.31	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL164	376311.00	3763670.00	56.17	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL165	376321.00	3763670.00	55.78	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL166	376331.00	3763670.00	55.28	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL167	376341.00	3763670.00	55.05	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL168	376351.00	3763670.00	54.84	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL169	376361.00	3763670.00	54.53	5.00	0.00001	10.00	Surface-Based	2.33	1.40

Source Pathway - Source Inputs

AERMOD

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL170	376371.00	3763670.00	54.01	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL171	376381.00	3763670.00	53.57	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL172	376391.00	3763670.00	53.13	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL173	376309.50	3763660.00	56.17	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL174	376319.50	3763660.00	56.06	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL175	376329.50	3763660.00	55.67	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL176	376339.50	3763660.00	55.25	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL177	376349.50	3763660.00	54.98	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL178	376359.50	3763660.00	54.67	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL179	376369.50	3763660.00	54.10	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL180	376378.50	3763661.00	53.60	5.00	0.00001	8.00	Surface-Based	1.86	1.40
VOLUME	VOL181	376318.25	3763650.00	56.18	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL182	376328.25	3763650.00	56.08	5.00	0.00001	10.00	Surface-Based	2.33	1.40

Source Pathway - Source Inputs

AERMOD

Source Type	Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation (Optional)	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dim. [m]	Initial Vertical Dim. [m]
VOLUME	VOL183	376338.25	3763650.00	55.64	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL184	376348.25	3763650.00	55.07	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL185	376357.25	3763651.00	54.66	5.00	0.00001	8.00	Surface-Based	1.86	1.40
VOLUME	VOL186	376327.00	3763640.00	55.98	5.00	0.00001	10.00	Surface-Based	2.33	1.40
VOLUME	VOL187	376336.00	3763641.00	55.68	5.00	0.00001	8.00	Surface-Based	1.86	1.40

Source Pathway

Building Downwash Information

Option not in use

Emission Rate Units for Output

For Concentration

Unit Factor:	1E6
Emission Unit Label:	GRAMS/SEC
Concentration Unit Label:	MICROGRAMS/M**3

Variable Emissions

Hour / Day-of-Week Emission Rate Variation

Scenario: con_hrs

Source ID: **VOL1**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL2**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source Pathway

Scenario: con_hrs

Source ID: VOL3

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL4

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL5

Source Pathway

Scenario: con_hrs

Source ID: VOL5

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL6

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL7

Source Pathway

Scenario: con_hrs

Source ID: VOL7

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL8

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL9

Source Pathway

Scenario: con_hrs

Source ID: VOL9

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL10

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL11

Source Pathway

Scenario: con_hrs

Source ID: VOL11

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL12

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL13

Source Pathway

Scenario: con_hrs

Source ID: VOL13

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL14

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL15

Source Pathway

Scenario: con_hrs

Source ID: VOL15

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL16

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL17

Scenario: con_hrs

Source ID: **VOL17**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL18**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL19**

Source Pathway

Scenario: con_hrs

Source ID: VOL19

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL20

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL21

Source Pathway

Scenario: con_hrs

Source ID: VOL21

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL22

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL23

Scenario: con_hrs

Source ID: **VOL23**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL24**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL25**

Scenario: con_hrs

Source ID: **VOL25**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL26**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL27**

Scenario: con_hrs

Source ID: VOL27

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL28

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL29

Scenario: con_hrs

Source ID: **VOL29**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL30**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL31**

Scenario: con_hrs

Source ID: **VOL31**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL32**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL33**

Scenario: con_hrs

Source ID: **VOL33**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL34**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL35**

Scenario: con_hrs

Source ID: **VOL35**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL36**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL37**

Scenario: con_hrs

Source ID: **VOL37**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL38**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL39**

Scenario: con_hrs

Source ID: **VOL39**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL40**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL41**

Scenario: con_hrs

Source ID: **VOL41**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL42**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL43**

Scenario: con_hrs

Source ID: **VOL43**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL44**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL45**

Scenario: con_hrs

Source ID: **VOL45**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL46**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL47**

Scenario: con_hrs

Source ID: **VOL47**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL48**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL49**

Scenario: con_hrs

Source ID: **VOL49**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL50**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL51**

Source Pathway

Scenario: con_hrs

Source ID: VOL51

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL52

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL53

Scenario: con_hrs

Source ID: **VOL53**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL54**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL55**

Scenario: con_hrs

Source ID: **VOL55**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL56**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL57**

Scenario: con_hrs

Source ID: **VOL57**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL58**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL59**

Scenario: con_hrs

Source ID: **VOL59**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL60**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL61**

Scenario: con_hrs

Source ID: **VOL61**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL62**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL63**

Scenario: con_hrs

Source ID: **VOL63**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL64**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL65**

Scenario: con_hrs

Source ID: **VOL65**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL66**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL67**

Scenario: con_hrs

Source ID: **VOL67**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL68**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL69**

Scenario: con_hrs

Source ID: **VOL69**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL70**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL71**

Scenario: con_hrs

Source ID: **VOL71**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL72**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL73**

Scenario: con_hrs

Source ID: **VOL73**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL74**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL75**

Scenario: con_hrs

Source ID: **VOL75**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL76**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL77**

Scenario: con_hrs

Source ID: **VOL77**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL78**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL79**

Scenario: con_hrs

Source ID: **VOL79**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL80**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL81**

Scenario: con_hrs

Source ID: **VOL81**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL82**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL83**

Scenario: con_hrs

Source ID: **VOL83**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL84**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL85**

Scenario: con_hrs

Source ID: **VOL85**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL86**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL87**

Scenario: con_hrs

Source ID: **VOL87**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL88**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL89**

Scenario: con_hrs

Source ID: **VOL89**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL90**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL91**

Scenario: con_hrs

Source ID: **VOL91**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL92**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL93**

Scenario: con_hrs

Source ID: **VOL93**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL94**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL95**

Scenario: con_hrs

Source ID: **VOL95**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL96**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL97**

Scenario: con_hrs

Source ID: **VOL97**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL98**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL99**

Scenario: con_hrs

Source ID: **VOL99**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL100**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL101**

Source Pathway

Scenario: con_hrs

Source ID: VOL101

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL102

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL103

Scenario: con_hrs

Source ID: VOL103

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL104

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL105

Scenario: con_hrs

Source ID: **VOL105**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL106**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL107**

Scenario: con_hrs

Source ID: **VOL107**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL108**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL109**

Scenario: con_hrs

Source ID: **VOL109**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL110**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL111**

Scenario: con_hrs

Source ID: **VOL111**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL112**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL113**

Scenario: con_hrs

Source ID: **VOL113**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL114**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL115**

Scenario: con_hrs

Source ID: **VOL115**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL116**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL117**

Scenario: con_hrs

Source ID: **VOL117**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL118**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL119**

Scenario: con_hrs

Source ID: **VOL119**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL120**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL121**

Scenario: con_hrs

Source ID: **VOL121**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL122**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL123**

Scenario: con_hrs

Source ID: **VOL123**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL124**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL125**

Scenario: con_hrs

Source ID: **VOL125**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL126**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL127**

Scenario: con_hrs

Source ID: **VOL127**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL128**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL129**

Scenario: con_hrs

Source ID: **VOL129**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL130**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL131**

Scenario: con_hrs

Source ID: **VOL131**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL132**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL133**

Scenario: con_hrs

Source ID: **VOL133**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL134**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL135**

Scenario: con_hrs

Source ID: **VOL135**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL136**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL137**

Scenario: con_hrs

Source ID: **VOL137**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL138**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL139**

Scenario: con_hrs

Source ID: **VOL139**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL140**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL141**

Scenario: con_hrs

Source ID: **VOL141**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL142**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL143**

Scenario: con_hrs

Source ID: **VOL143**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL144**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL145**

Scenario: con_hrs

Source ID: **VOL145**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL146**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL147**

Scenario: con_hrs

Source ID: **VOL147**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL148**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL149**

Scenario: con_hrs

Source ID: **VOL149**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL150**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL151**

Source Pathway

Scenario: con_hrs

Source ID: VOL151

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL152

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL153

Scenario: con_hrs

Source ID: **VOL153**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL154**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL155**

Scenario: con_hrs

Source ID: **VOL155**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL156**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL157**

Scenario: con_hrs

Source ID: **VOL157**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL158**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL159**

Scenario: con_hrs

Source ID: **VOL159**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL160**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL161**

Scenario: con_hrs

Source ID: **VOL161**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL162**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL163**

Scenario: con_hrs

Source ID: **VOL163**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL164**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL165**

Scenario: con_hrs

Source ID: **VOL165**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL166**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL167**

Scenario: con_hrs

Source ID: **VOL167**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL168**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL169**

Scenario: con_hrs

Source ID: **VOL169**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL170**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL171**

Scenario: con_hrs

Source ID: **VOL171**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL172**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL173**

Scenario: con_hrs

Source ID: **VOL173**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL174**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL175**

Scenario: con_hrs

Source ID: **VOL175**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL176**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL177**

Scenario: con_hrs

Source ID: **VOL177**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL178**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL179**

Scenario: con_hrs

Source ID: VOL179

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL180

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: VOL181

Scenario: con_hrs

Source ID: **VOL181**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL182**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL183**

Scenario: con_hrs

Source ID: **VOL183**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL184**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL185**

Scenario: con_hrs

Source ID: **VOL185**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL186**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source ID: **VOL187**

Source Pathway

Scenario: con_hrs

Source ID: **VOL187**

Hour	Mon	Tues	Wed	Thr	Fri	Sat	Sun
1:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
9:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
10:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
11:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
14:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
15:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
16:00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.12479	ug/m^3		376293.16	3763971.70	40.36	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.10614	ug/m^3		376288.47	3763989.52	39.66	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.11671	ug/m^3		376279.77	3763986.64	40.03	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.07672	ug/m^3		376326.45	3764021.45	38.62	1.50	107.59	12/27/2021, 15
1-HR	1ST	0.07480	ug/m^3		376317.87	3764018.61	38.95	1.50	107.59	12/27/2021, 15
1-HR	1ST	0.07196	ug/m^3		376300.72	3764012.94	39.20	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.08160	ug/m^3		376292.15	3764010.11	39.25	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.09110	ug/m^3		376283.57	3764007.27	39.17	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.10951	ug/m^3		376266.42	3764001.60	40.00	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.27814	ug/m^3		376524.21	3763751.88	47.40	1.50	94.81	12/20/2019, 16
1-HR	1ST	0.27524	ug/m^3		376530.08	3763734.29	47.79	1.50	94.85	12/15/2022, 16
1-HR	1ST	0.25388	ug/m^3		376532.11	3763744.38	47.57	1.50	94.81	12/20/2019, 16
1-HR	1ST	0.24460	ug/m^3		376534.15	3763754.47	47.30	1.50	94.66	12/20/2019, 16
1-HR	1ST	0.28610	ug/m^3		376532.29	3763763.78	47.08	1.50	94.55	2/9/2021, 14
1-HR	1ST	0.25332	ug/m^3		376538.43	3763729.04	47.81	1.50	94.85	12/15/2022, 16
1-HR	1ST	0.22808	ug/m^3		376540.61	3763739.86	47.40	1.50	94.81	12/20/2019, 16
1-HR	1ST	0.22367	ug/m^3		376542.79	3763750.67	46.93	1.50	94.66	12/20/2019, 16
1-HR	1ST	0.24571	ug/m^3		376541.89	3763766.05	46.70	1.50	94.55	2/9/2021, 14
1-HR	1ST	0.32493	ug/m^3		376535.72	3763775.19	46.66	1.50	94.55	12/19/2019, 16
1-HR	1ST	0.27346	ug/m^3		376534.07	3763718.82	47.90	1.50	94.88	12/15/2022, 16

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.21484	ug/m^3		376554.96	3763717.72	46.70	1.50	94.88	12/15/2022, 16
1-HR	1ST	0.20167	ug/m^3		376557.10	3763728.31	46.36	1.50	94.85	12/15/2022, 16
1-HR	1ST	0.18681	ug/m^3		376559.24	3763738.91	46.19	1.50	94.81	12/20/2019, 16
1-HR	1ST	0.18494	ug/m^3		376561.38	3763749.50	45.95	1.50	94.66	12/20/2019, 16
1-HR	1ST	0.17758	ug/m^3		376563.51	3763760.10	45.60	1.50	94.55	12/20/2019, 16
1-HR	1ST	0.18231	ug/m^3		376561.56	3763769.88	45.66	1.50	94.55	2/9/2021, 14
1-HR	1ST	0.23414	ug/m^3		376555.52	3763778.84	45.86	1.50	94.55	12/19/2019, 16
1-HR	1ST	0.29195	ug/m^3		376549.47	3763787.80	45.88	1.50	94.55	12/19/2019, 16
1-HR	1ST	0.22578	ug/m^3		376550.63	3763707.60	47.41	1.50	94.88	12/15/2022, 16
1-HR	1ST	0.18382	ug/m^3		376571.60	3763706.88	45.80	1.50	94.93	12/15/2022, 16
1-HR	1ST	0.17632	ug/m^3		376573.89	3763718.23	45.50	1.50	94.88	12/15/2022, 16
1-HR	1ST	0.16310	ug/m^3		376576.18	3763729.58	45.23	1.50	94.85	12/15/2022, 16
1-HR	1ST	0.15691	ug/m^3		376578.47	3763740.94	45.08	1.50	94.66	12/20/2019, 16
1-HR	1ST	0.15511	ug/m^3		376580.76	3763752.29	45.06	1.50	94.55	12/20/2019, 16
1-HR	1ST	0.14897	ug/m^3		376583.05	3763763.64	45.05	1.50	94.46	12/20/2019, 16
1-HR	1ST	0.14449	ug/m^3		376580.96	3763774.11	45.12	1.50	94.46	12/20/2019, 16
1-HR	1ST	0.18094	ug/m^3		376574.48	3763783.71	45.43	1.50	94.46	12/19/2019, 16
1-HR	1ST	0.23061	ug/m^3		376568.00	3763793.31	45.57	1.50	94.46	12/19/2019, 16
1-HR	1ST	0.27270	ug/m^3		376561.53	3763802.91	45.29	1.50	94.48	12/19/2019, 16
1-HR	1ST	0.18909	ug/m^3		376567.19	3763696.39	46.30	1.50	94.98	12/15/2022, 16
1-HR	1ST	0.15843	ug/m^3		376588.13	3763695.54	45.00	1.50	94.93	12/15/2022, 16

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.15540	ug/m^3		376590.37	3763706.64	44.72	1.50	94.88	12/15/2022, 16
1-HR	1ST	0.14819	ug/m^3		376592.61	3763717.74	44.58	1.50	94.85	12/15/2022, 16
1-HR	1ST	0.13716	ug/m^3		376594.85	3763728.84	44.47	1.50	94.81	12/15/2022, 16
1-HR	1ST	0.13427	ug/m^3		376597.09	3763739.94	44.45	1.50	94.46	12/20/2019, 16
1-HR	1ST	0.13376	ug/m^3		376599.33	3763751.03	44.56	1.50	94.43	12/20/2019, 16
1-HR	1ST	0.12994	ug/m^3		376601.57	3763762.13	44.49	1.50	94.21	12/20/2019, 16
1-HR	1ST	0.12300	ug/m^3		376600.64	3763777.93	44.16	1.50	94.13	12/20/2019, 16
1-HR	1ST	0.13864	ug/m^3		376594.31	3763787.31	44.26	1.50	93.62	12/4/2020, 16
1-HR	1ST	0.17568	ug/m^3		376587.98	3763796.70	44.80	1.50	89.10	12/19/2019, 16
1-HR	1ST	0.21320	ug/m^3		376581.64	3763806.09	44.93	1.50	88.81	12/19/2019, 16
1-HR	1ST	0.24330	ug/m^3		376575.31	3763815.47	44.62	1.50	94.17	12/19/2019, 16
1-HR	1ST	0.16023	ug/m^3		376583.75	3763685.17	45.54	1.50	94.98	12/15/2022, 16
1-HR	1ST	0.13726	ug/m^3		376604.67	3763684.24	44.42	1.50	94.93	12/15/2022, 16
1-HR	1ST	0.13691	ug/m^3		376606.88	3763695.17	44.21	1.50	94.88	12/15/2022, 16
1-HR	1ST	0.13341	ug/m^3		376609.08	3763706.10	44.11	1.50	94.85	12/15/2022, 16
1-HR	1ST	0.12678	ug/m^3		376611.29	3763717.03	44.01	1.50	94.81	12/15/2022, 16
1-HR	1ST	0.11734	ug/m^3		376613.50	3763727.96	43.77	1.50	94.66	12/15/2022, 16
1-HR	1ST	0.11628	ug/m^3		376615.70	3763738.89	43.60	1.50	94.45	12/20/2019, 16
1-HR	1ST	0.11638	ug/m^3		376617.91	3763749.82	43.49	1.50	94.40	12/20/2019, 16
1-HR	1ST	0.11407	ug/m^3		376620.11	3763760.75	43.42	1.50	94.21	12/20/2019, 16
1-HR	1ST	0.10960	ug/m^3		376622.32	3763771.69	43.44	1.50	93.46	12/20/2019, 16

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.10638	ug/m^3		376620.30	3763781.77	43.49	1.50	90.06	12/20/2019, 16
1-HR	1ST	0.11265	ug/m^3		376614.07	3763791.02	43.47	1.50	89.10	11/19/2020, 16
1-HR	1ST	0.13578	ug/m^3		376607.83	3763800.26	43.68	1.50	87.64	12/19/2019, 16
1-HR	1ST	0.16706	ug/m^3		376601.59	3763809.51	44.04	1.50	87.64	12/19/2019, 16
1-HR	1ST	0.19583	ug/m^3		376595.36	3763818.75	44.23	1.50	87.64	12/19/2019, 16
1-HR	1ST	0.21799	ug/m^3		376589.12	3763827.99	43.96	1.50	87.64	12/19/2019, 16
1-HR	1ST	0.13684	ug/m^3		376600.31	3763673.95	44.81	1.50	94.98	12/15/2022, 16
1-HR	1ST	0.43026	ug/m^3		376500.32	3763723.24	48.73	1.50	94.95	12/15/2022, 16
1-HR	1ST	0.37670	ug/m^3		376508.32	3763717.25	48.82	1.50	94.95	12/15/2022, 16
1-HR	1ST	0.33036	ug/m^3		376516.33	3763711.25	48.47	1.50	94.98	12/15/2022, 16
1-HR	1ST	0.29249	ug/m^3		376524.33	3763705.26	48.02	1.50	94.98	12/15/2022, 16
1-HR	1ST	0.23288	ug/m^3		376545.44	3763700.08	47.81	1.50	94.93	12/15/2022, 16
1-HR	1ST	0.19269	ug/m^3		376561.45	3763688.09	46.93	1.50	94.98	12/15/2022, 16
1-HR	1ST	0.16098	ug/m^3		376577.46	3763676.10	45.90	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.13578	ug/m^3		376593.47	3763664.11	45.31	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.43326	ug/m^3		376494.60	3763716.01	49.02	1.50	94.98	12/15/2022, 16
1-HR	1ST	0.37946	ug/m^3		376502.44	3763709.80	49.23	1.50	94.98	12/15/2022, 16
1-HR	1ST	0.33286	ug/m^3		376510.28	3763703.60	48.98	1.50	94.98	12/15/2022, 16
1-HR	1ST	0.29389	ug/m^3		376518.13	3763697.39	48.42	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.23560	ug/m^3		376539.20	3763691.79	47.66	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.19268	ug/m^3		376554.88	3763679.38	47.54	1.50	94.99	12/15/2022, 16

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.15895	ug/m^3		376570.56	3763666.96	46.59	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.13223	ug/m^3		376586.25	3763654.55	45.80	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.43027	ug/m^3		376488.41	3763708.12	49.28	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.37471	ug/m^3		376496.27	3763701.94	49.47	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.32743	ug/m^3		376504.13	3763695.76	49.30	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.28829	ug/m^3		376511.99	3763689.59	48.97	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.23177	ug/m^3		376530.84	3763681.20	47.78	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.18685	ug/m^3		376546.56	3763668.84	47.38	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.15258	ug/m^3		376562.29	3763656.48	47.28	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.12562	ug/m^3		376578.01	3763644.12	46.61	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.42405	ug/m^3		376479.03	3763697.21	49.78	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.36339	ug/m^3		376486.60	3763690.68	49.91	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.31405	ug/m^3		376494.18	3763684.16	49.64	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.27362	ug/m^3		376501.75	3763677.63	49.45	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.21917	ug/m^3		376521.30	3763669.67	48.69	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.17994	ug/m^3		376540.85	3763661.72	47.40	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.16727	ug/m^3		376532.05	3763651.51	48.13	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.14513	ug/m^3		376556.00	3763648.67	47.17	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.13322	ug/m^3		376547.20	3763638.46	47.17	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.11817	ug/m^3		376571.15	3763635.61	47.18	1.50	94.99	12/15/2022, 16
1-HR	1ST	0.11031	ug/m^3		376562.35	3763625.40	46.88	1.50	94.99	12/22/2023, 16

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.21992	ug/m^3		376511.03	3763657.82	49.42	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.14226	ug/m^3		376541.21	3763631.57	47.66	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.11986	ug/m^3		376556.31	3763618.44	46.89	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.44669	ug/m^3		376472.37	3763689.62	50.27	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.38696	ug/m^3		376479.45	3763682.56	50.50	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.33472	ug/m^3		376486.52	3763675.50	50.28	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.29197	ug/m^3		376493.60	3763668.43	50.06	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.24017	ug/m^3		376502.94	3763649.47	50.07	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.18441	ug/m^3		376521.92	3763640.18	49.09	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.16059	ug/m^3		376531.25	3763621.22	48.83	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.13560	ug/m^3		376545.41	3763607.09	48.17	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.47026	ug/m^3		376460.71	3763677.97	50.84	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.41269	ug/m^3		376467.78	3763670.89	51.24	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.36207	ug/m^3		376474.84	3763663.82	51.28	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.31933	ug/m^3		376481.91	3763656.74	51.18	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.25277	ug/m^3		376496.04	3763642.59	50.70	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.20507	ug/m^3		376510.17	3763628.43	50.07	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.16997	ug/m^3		376524.30	3763614.28	49.33	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.14401	ug/m^3		376538.44	3763600.13	48.88	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.41604	ug/m^3		376460.71	3763664.84	51.29	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.36812	ug/m^3		376467.12	3763657.16	51.47	1.50	94.99	12/22/2023, 16

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.32729	ug/m^3		376473.53	3763649.49	51.49	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.26325	ug/m^3		376486.36	3763634.14	51.28	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.21684	ug/m^3		376499.18	3763618.79	50.95	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.17731	ug/m^3		376517.10	3763607.70	49.82	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.15136	ug/m^3		376529.92	3763592.35	49.37	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.46555	ug/m^3		376439.96	3763660.66	51.52	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.40952	ug/m^3		376453.23	3763657.98	51.24	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.40760	ug/m^3		376445.86	3763652.59	51.44	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.36267	ug/m^3		376459.13	3763649.90	51.28	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.36043	ug/m^3		376451.76	3763644.51	51.36	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.32482	ug/m^3		376465.04	3763641.83	51.44	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.32197	ug/m^3		376457.67	3763636.44	51.33	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.26532	ug/m^3		376476.84	3763625.69	51.63	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.26314	ug/m^3		376469.47	3763620.30	51.42	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.22028	ug/m^3		376488.65	3763609.55	51.52	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.21984	ug/m^3		376481.28	3763604.16	51.59	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.18407	ug/m^3		376505.90	3763597.95	50.65	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.18610	ug/m^3		376493.09	3763588.01	51.60	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.15740	ug/m^3		376518.69	3763582.63	50.30	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.15944	ug/m^3		376504.89	3763571.87	51.53	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.35863	ug/m^3		376444.42	3763639.23	51.79	1.50	94.99	12/22/2023, 16

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.31970	ug/m^3		376450.26	3763631.11	51.69	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.26069	ug/m^3		376461.94	3763614.87	51.68	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.21685	ug/m^3		376473.61	3763598.64	51.55	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.18360	ug/m^3		376485.29	3763582.40	51.57	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.15760	ug/m^3		376496.97	3763566.17	51.73	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.45669	ug/m^3		376425.88	3763650.17	52.41	1.50	96.17	12/22/2023, 16
1-HR	1ST	0.40567	ug/m^3		376431.98	3763642.25	52.92	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.45497	ug/m^3		376415.87	3763643.73	52.65	1.50	100.74	2/2/2021, 8
1-HR	1ST	0.39379	ug/m^3		376421.22	3763635.29	53.29	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.35718	ug/m^3		376435.08	3763632.23	53.21	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.34809	ug/m^3		376426.57	3763626.84	53.49	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.31603	ug/m^3		376440.43	3763623.78	52.92	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.30817	ug/m^3		376431.92	3763618.39	53.37	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.25683	ug/m^3		376453.75	3763608.72	52.58	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.24767	ug/m^3		376442.63	3763601.49	53.35	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.21241	ug/m^3		376465.20	3763592.34	52.27	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.20816	ug/m^3		376457.58	3763587.29	53.28	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.17889	ug/m^3		376476.65	3763575.97	51.94	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.17490	ug/m^3		376468.28	3763570.40	53.43	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.15224	ug/m^3		376486.48	3763558.46	52.03	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.14653	ug/m^3		376474.73	3763550.81	54.34	1.50	94.99	12/22/2023, 16

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.44879	ug/m^3		376405.06	3763636.91	53.07	1.50	101.70	2/2/2021, 8
1-HR	1ST	0.37972	ug/m^3		376410.40	3763628.46	53.90	1.50	96.17	12/22/2023, 16
1-HR	1ST	0.33480	ug/m^3		376415.73	3763620.00	54.34	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.29492	ug/m^3		376421.07	3763611.54	54.27	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.23614	ug/m^3		376431.74	3763594.63	54.62	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.20020	ug/m^3		376447.80	3763581.11	54.56	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.16800	ug/m^3		376458.47	3763564.19	55.05	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.13816	ug/m^3		376463.75	3763543.88	56.20	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.44079	ug/m^3		376394.41	3763630.79	53.57	1.50	102.88	2/2/2021, 8
1-HR	1ST	0.36435	ug/m^3		376399.38	3763622.12	55.06	1.50	96.17	12/22/2023, 16
1-HR	1ST	0.31909	ug/m^3		376404.35	3763613.44	56.66	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.28304	ug/m^3		376409.31	3763604.76	56.73	1.50	94.99	1/8/2019, 8
1-HR	1ST	0.23507	ug/m^3		376419.25	3763587.40	57.02	1.50	94.99	1/8/2019, 8
1-HR	1ST	0.19207	ug/m^3		376439.11	3763575.73	56.75	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.21358	ug/m^3		376429.19	3763570.05	58.85	1.50	94.99	12/25/2023, 8
1-HR	1ST	0.16424	ug/m^3		376449.05	3763558.37	57.33	1.50	94.99	12/14/2020, 8
1-HR	1ST	0.20126	ug/m^3		376439.13	3763552.69	60.00	1.50	94.99	12/14/2020, 8
1-HR	1ST	0.16855	ug/m^3		376454.03	3763538.17	59.04	1.50	94.99	12/14/2020, 8
1-HR	1ST	0.35717	ug/m^3		376390.62	3763618.00	54.91	1.50	101.19	2/2/2021, 8
1-HR	1ST	0.29896	ug/m^3		376394.75	3763608.89	56.42	1.50	94.99	12/22/2023, 16
1-HR	1ST	0.29323	ug/m^3		376398.88	3763599.78	57.26	1.50	94.99	1/8/2019, 8

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.26115	ug/m^3		376407.14	3763581.57	58.94	1.50	94.99	1/8/2019, 8
1-HR	1ST	0.23769	ug/m^3		376415.40	3763563.36	62.36	1.50	94.99	12/17/2021, 8
1-HR	1ST	0.21065	ug/m^3		376429.90	3763547.97	62.70	1.50	94.99	12/17/2021, 8
1-HR	1ST	0.18749	ug/m^3		376443.62	3763532.55	61.77	1.50	94.99	12/14/2020, 8
1-HR	1ST	0.20294	ug/m^3		376431.92	3763526.93	65.92	1.50	94.99	12/17/2021, 8
1-HR	1ST	0.43021	ug/m^3		376379.25	3763623.61	53.88	1.50	105.99	2/2/2021, 8
1-HR	1ST	0.22794	ug/m^3		376418.31	3763542.53	66.42	1.50	94.99	12/17/2021, 8
1-HR	1ST	0.43431	ug/m^3		376370.52	3763619.54	54.39	1.50	105.99	12/2/2022, 16
1-HR	1ST	0.35309	ug/m^3		376374.74	3763610.47	57.15	1.50	96.73	12/26/2019, 16
1-HR	1ST	0.35010	ug/m^3		376378.97	3763601.41	59.37	1.50	94.99	1/8/2019, 8
1-HR	1ST	0.31969	ug/m^3		376383.20	3763592.35	59.79	1.50	94.99	1/8/2019, 8
1-HR	1ST	0.27729	ug/m^3		376391.65	3763574.22	62.14	1.50	94.99	1/1/2019, 8
1-HR	1ST	0.25303	ug/m^3		376400.11	3763556.10	66.93	1.50	94.99	12/17/2021, 8
1-HR	1ST	0.22716	ug/m^3		376408.56	3763537.97	70.11	1.50	94.85	12/17/2021, 8
1-HR	1ST	0.20879	ug/m^3		376417.02	3763519.85	70.28	1.50	94.88	12/17/2021, 8
1-HR	1ST	0.47438	ug/m^3		376362.20	3763615.72	54.75	1.50	106.28	12/2/2022, 16
1-HR	1ST	0.52803	ug/m^3		376350.28	3763610.89	55.66	1.50	106.65	12/2/2022, 16
1-HR	1ST	0.37739	ug/m^3		376365.96	3763606.46	58.82	1.50	94.99	1/3/2022, 8
1-HR	1ST	0.37265	ug/m^3		376354.04	3763601.63	59.22	1.50	96.73	1/9/2020, 8
1-HR	1ST	0.35192	ug/m^3		376369.71	3763597.19	62.52	1.50	94.99	12/29/2023, 8
1-HR	1ST	0.35206	ug/m^3		376357.79	3763592.36	62.87	1.50	94.99	1/3/2022, 8

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.32844	ug/m^3		376373.47	3763587.92	63.72	1.50	94.99	12/29/2023, 8
1-HR	1ST	0.32918	ug/m^3		376361.55	3763583.09	64.07	1.50	94.99	12/29/2023, 8
1-HR	1ST	0.28138	ug/m^3		376380.98	3763569.38	66.86	1.50	94.99	12/29/2023, 8
1-HR	1ST	0.28447	ug/m^3		376369.06	3763564.55	68.71	1.50	94.98	12/29/2023, 8
1-HR	1ST	0.24272	ug/m^3		376388.49	3763550.85	70.77	1.50	94.85	12/17/2021, 8
1-HR	1ST	0.23014	ug/m^3		376376.57	3763546.02	75.03	1.50	94.40	12/29/2023, 8
1-HR	1ST	0.21696	ug/m^3		376396.00	3763532.31	73.73	1.50	94.45	12/17/2021, 8
1-HR	1ST	0.20810	ug/m^3		376384.08	3763527.48	75.12	1.50	94.45	12/17/2021, 8
1-HR	1ST	0.20439	ug/m^3		376403.51	3763513.78	73.03	1.50	94.81	12/17/2021, 8
1-HR	1ST	0.19242	ug/m^3		376391.59	3763508.95	76.60	1.50	94.40	12/17/2021, 8
1-HR	1ST	0.57638	ug/m^3		376341.20	3763607.38	55.52	1.50	107.20	12/2/2022, 16
1-HR	1ST	0.40295	ug/m^3		376344.80	3763598.05	59.26	1.50	101.19	12/2/2022, 16
1-HR	1ST	0.35122	ug/m^3		376348.41	3763588.72	62.71	1.50	94.99	1/3/2022, 8
1-HR	1ST	0.32452	ug/m^3		376352.02	3763579.40	64.08	1.50	94.99	1/3/2022, 8
1-HR	1ST	0.28571	ug/m^3		376359.23	3763560.74	69.38	1.50	94.98	12/29/2023, 8
1-HR	1ST	0.23445	ug/m^3		376366.45	3763542.09	76.23	1.50	94.40	12/29/2023, 8
1-HR	1ST	0.21024	ug/m^3		376373.66	3763523.44	76.58	1.50	94.40	12/29/2023, 8
1-HR	1ST	0.18537	ug/m^3		376380.88	3763504.78	79.60	1.50	90.49	11/23/2020, 8
1-HR	1ST	0.61188	ug/m^3		376331.96	3763603.57	55.90	1.50	107.20	12/2/2022, 16
1-HR	1ST	0.44360	ug/m^3		376335.76	3763594.32	59.02	1.50	105.21	12/2/2022, 16
1-HR	1ST	0.34599	ug/m^3		376339.57	3763585.07	63.03	1.50	94.99	12/18/2020, 8

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.32218	ug/m^3		376343.38	3763575.83	64.11	1.50	94.99	12/18/2020, 8
1-HR	1ST	0.61346	ug/m^3		376317.97	3763594.60	56.52	1.50	107.45	12/2/2022, 16
1-HR	1ST	0.52366	ug/m^3		376314.26	3763585.48	58.55	1.50	106.83	12/2/2022, 16
1-HR	1ST	0.41220	ug/m^3		376326.92	3763585.28	61.02	1.50	101.19	12/2/2022, 16
1-HR	1ST	0.55069	ug/m^3		376299.38	3763581.32	59.67	1.50	106.83	12/2/2022, 16
1-HR	1ST	0.43262	ug/m^3		376310.43	3763576.35	62.63	1.50	101.19	12/2/2022, 16
1-HR	1ST	0.34970	ug/m^3		376323.61	3763576.14	63.23	1.50	94.99	12/2/2022, 16
1-HR	1ST	0.55084	ug/m^3		376279.01	3763576.36	57.78	1.50	112.65	12/2/2022, 16
1-HR	1ST	0.45128	ug/m^3		376287.32	3763567.29	64.18	1.50	101.70	12/2/2022, 16
1-HR	1ST	0.29947	ug/m^3		376301.79	3763558.12	71.10	1.50	94.99	12/2/2022, 16
1-HR	1ST	0.29594	ug/m^3		376314.09	3763557.92	68.49	1.50	94.99	1/6/2023, 8
1-HR	1ST	0.29479	ug/m^3		376326.39	3763557.73	66.36	1.50	94.99	1/6/2023, 8
1-HR	1ST	0.29276	ug/m^3		376338.69	3763557.53	68.09	1.50	94.99	12/26/2023, 8
1-HR	1ST	0.44061	ug/m^3		376269.95	3763559.06	62.88	1.50	106.65	12/2/2022, 16
1-HR	1ST	0.34427	ug/m^3		376278.69	3763549.52	69.69	1.50	94.99	12/2/2022, 16
1-HR	1ST	0.25458	ug/m^3		376293.90	3763539.87	76.98	1.50	94.81	1/7/2022, 8
1-HR	1ST	0.24774	ug/m^3		376306.84	3763539.67	77.91	1.50	94.66	1/6/2023, 8
1-HR	1ST	0.25331	ug/m^3		376319.79	3763539.46	76.74	1.50	94.81	1/20/2022, 8
1-HR	1ST	0.25744	ug/m^3		376332.73	3763539.25	77.22	1.50	94.45	1/20/2022, 8
1-HR	1ST	0.25244	ug/m^3		376345.67	3763539.05	77.26	1.50	94.45	1/20/2022, 8
1-HR	1ST	0.41078	ug/m^3		376252.10	3763551.35	61.10	1.50	112.65	12/2/2022, 16

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.35325	ug/m^3		376261.15	3763541.48	67.52	1.50	94.99	12/2/2022, 16
1-HR	1ST	0.28004	ug/m^3		376270.19	3763531.61	72.76	1.50	94.99	12/2/2022, 16
1-HR	1ST	0.22688	ug/m^3		376285.92	3763521.63	82.48	1.50	94.40	1/7/2022, 8
1-HR	1ST	0.22340	ug/m^3		376299.31	3763521.42	82.62	1.50	94.13	1/6/2023, 8
1-HR	1ST	0.22635	ug/m^3		376312.69	3763521.20	81.67	1.50	94.21	1/20/2022, 8
1-HR	1ST	0.23437	ug/m^3		376326.08	3763520.99	80.89	1.50	94.21	1/20/2022, 8
1-HR	1ST	0.23330	ug/m^3		376339.46	3763520.77	79.89	1.50	94.21	1/20/2022, 8
1-HR	1ST	0.22438	ug/m^3		376352.84	3763520.56	78.79	1.50	94.40	1/20/2022, 8
1-HR	1ST	0.36579	ug/m^3		376233.98	3763543.93	59.62	1.50	112.66	12/2/2022, 16
1-HR	1ST	0.34385	ug/m^3		376243.24	3763533.82	64.79	1.50	110.63	12/2/2022, 16
1-HR	1ST	0.29068	ug/m^3		376252.51	3763523.71	70.95	1.50	94.99	12/2/2022, 16
1-HR	1ST	0.24053	ug/m^3		376261.77	3763513.60	76.41	1.50	94.99	1/7/2022, 8
1-HR	1ST	0.20875	ug/m^3		376277.88	3763503.39	87.64	1.50	87.64	1/7/2022, 8
1-HR	1ST	0.20601	ug/m^3		376291.59	3763503.17	86.58	1.50	89.10	1/6/2023, 8
1-HR	1ST	0.20746	ug/m^3		376305.30	3763502.95	84.73	1.50	93.62	1/6/2023, 8
1-HR	1ST	0.21582	ug/m^3		376319.01	3763502.73	82.95	1.50	94.13	1/20/2022, 8
1-HR	1ST	0.21737	ug/m^3		376332.72	3763502.51	81.74	1.50	94.21	1/20/2022, 8
1-HR	1ST	0.20983	ug/m^3		376346.43	3763502.29	82.18	1.50	93.46	1/20/2022, 8
1-HR	1ST	0.19581	ug/m^3		376360.14	3763502.07	82.85	1.50	87.64	12/29/2023, 8
1-HR	1ST	0.23592	ug/m^3		376180.41	3763579.26	70.83	1.50	107.20	12/19/2023, 8
1-HR	1ST	0.30134	ug/m^3		376202.29	3763630.57	69.96	1.50	106.83	12/28/2023, 8

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.29739	ug/m^3		376195.89	3763638.11	70.56	1.50	106.83	1/11/2019, 8
1-HR	1ST	0.27188	ug/m^3		376199.84	3763602.56	70.13	1.50	106.83	12/19/2023, 8
1-HR	1ST	0.26697	ug/m^3		376193.45	3763610.09	71.59	1.50	106.28	12/28/2023, 8
1-HR	1ST	0.27033	ug/m^3		376187.05	3763617.63	72.91	1.50	105.99	12/28/2023, 8
1-HR	1ST	0.26758	ug/m^3		376180.65	3763625.16	75.09	1.50	102.88	1/11/2019, 8
1-HR	1ST	0.24488	ug/m^3		376184.60	3763589.61	71.78	1.50	106.65	12/19/2023, 8
1-HR	1ST	0.23628	ug/m^3		376178.20	3763597.15	74.55	1.50	105.21	12/28/2023, 8
1-HR	1ST	0.24560	ug/m^3		376171.81	3763604.68	77.99	1.50	94.55	2/9/2021, 8
1-HR	1ST	0.24471	ug/m^3		376165.41	3763612.21	82.04	1.50	94.55	2/9/2021, 8
1-HR	1ST	0.22488	ug/m^3		376175.76	3763569.13	69.76	1.50	107.59	12/19/2023, 8
1-HR	1ST	0.21684	ug/m^3		376162.96	3763584.20	74.88	1.50	105.99	2/9/2021, 8
1-HR	1ST	0.22957	ug/m^3		376156.56	3763591.73	80.34	1.50	94.55	2/9/2021, 8
1-HR	1ST	0.23164	ug/m^3		376150.16	3763599.26	86.34	1.50	94.55	2/9/2021, 8
1-HR	1ST	0.82614	ug/m^3		376315.40	3763756.18	53.52	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.83518	ug/m^3		376322.73	3763762.64	52.91	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.83362	ug/m^3		376330.06	3763769.11	52.05	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.83866	ug/m^3		376337.39	3763775.58	51.22	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.84099	ug/m^3		376344.72	3763782.04	50.59	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.84118	ug/m^3		376352.05	3763788.51	50.18	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.84444	ug/m^3		376359.39	3763794.98	49.41	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.76097	ug/m^3		376308.78	3763763.68	53.18	1.50	107.59	12/27/2022, 16

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.76732	ug/m^3		376316.11	3763770.14	52.48	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.76979	ug/m^3		376323.44	3763776.61	51.59	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.77180	ug/m^3		376330.78	3763783.08	50.68	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.77329	ug/m^3		376338.11	3763789.54	49.89	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.77547	ug/m^3		376345.44	3763796.01	49.37	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.77439	ug/m^3		376352.77	3763802.48	48.80	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.67935	ug/m^3		376302.17	3763771.17	52.88	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.68461	ug/m^3		376309.50	3763777.64	51.98	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.68832	ug/m^3		376316.83	3763784.11	51.08	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.69101	ug/m^3		376324.16	3763790.58	50.18	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.69152	ug/m^3		376331.49	3763797.04	49.25	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.69173	ug/m^3		376338.82	3763803.51	48.50	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.68997	ug/m^3		376346.16	3763809.98	47.88	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.60307	ug/m^3		376295.55	3763778.67	52.31	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.60960	ug/m^3		376302.88	3763785.14	51.26	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.61393	ug/m^3		376310.21	3763791.61	50.35	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.61632	ug/m^3		376317.55	3763798.08	49.43	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.61695	ug/m^3		376324.88	3763804.54	48.52	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.61497	ug/m^3		376332.21	3763811.01	47.63	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.61124	ug/m^3		376339.54	3763817.48	47.03	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.53928	ug/m^3		376288.94	3763786.17	51.78	1.50	107.59	12/27/2022, 16

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.54570	ug/m^3		376296.27	3763792.64	50.48	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.54944	ug/m^3		376303.60	3763799.11	49.45	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.55155	ug/m^3		376310.93	3763805.57	48.52	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.55151	ug/m^3		376318.26	3763812.04	47.61	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.54965	ug/m^3		376325.59	3763818.51	46.88	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.54661	ug/m^3		376332.93	3763824.98	46.43	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.43294	ug/m^3		376275.71	3763801.17	49.08	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.44243	ug/m^3		376283.04	3763807.64	48.46	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.44761	ug/m^3		376290.37	3763814.11	47.63	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.44914	ug/m^3		376297.70	3763820.57	46.71	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.45241	ug/m^3		376305.03	3763827.04	46.33	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.45394	ug/m^3		376312.36	3763833.51	46.12	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.30691	ug/m^3		376201.17	3763647.20	69.11	1.50	107.45	1/11/2019, 8
1-HR	1ST	0.23799	ug/m^3		376203.82	3763764.43	58.98	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.24094	ug/m^3		376211.16	3763770.90	58.71	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.24095	ug/m^3		376218.49	3763777.37	58.35	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.23947	ug/m^3		376225.82	3763783.84	57.57	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.27795	ug/m^3		376233.15	3763790.30	56.49	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.34099	ug/m^3		376255.14	3763809.70	47.56	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.35840	ug/m^3		376262.48	3763816.17	47.61	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.37253	ug/m^3		376269.81	3763822.64	47.81	1.50	107.59	12/27/2022, 16

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.38129	ug/m^3		376277.14	3763829.10	47.57	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.38791	ug/m^3		376284.47	3763835.57	47.52	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.39117	ug/m^3		376291.80	3763842.04	47.37	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.38972	ug/m^3		376299.13	3763848.51	46.81	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.38515	ug/m^3		376306.47	3763854.97	46.55	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.37323	ug/m^3		376313.80	3763861.44	45.80	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.35422	ug/m^3		376321.13	3763867.91	44.99	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.23658	ug/m^3		376157.56	3763691.69	66.94	1.50	107.59	12/27/2019, 8
1-HR	1ST	0.24489	ug/m^3		376159.67	3763675.26	69.08	1.50	107.59	12/13/2019, 8
1-HR	1ST	0.27674	ug/m^3		376181.33	3763644.65	72.05	1.50	106.83	1/11/2019, 8
1-HR	1ST	0.28445	ug/m^3		376186.75	3763637.00	72.21	1.50	106.65	1/11/2019, 8
1-HR	1ST	0.28620	ug/m^3		376192.16	3763629.34	71.96	1.50	106.28	1/11/2019, 8
1-HR	1ST	0.28636	ug/m^3		376197.58	3763621.69	71.19	1.50	106.28	12/28/2023, 8
1-HR	1ST	0.28102	ug/m^3		376202.99	3763614.04	70.14	1.50	106.65	12/19/2023, 8
1-HR	1ST	0.20698	ug/m^3		376190.59	3763779.43	59.14	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.20721	ug/m^3		376197.93	3763785.90	59.12	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.20497	ug/m^3		376205.26	3763792.37	59.03	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.20174	ug/m^3		376212.59	3763798.83	58.19	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.22915	ug/m^3		376219.92	3763805.30	56.68	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.25296	ug/m^3		376227.25	3763811.77	54.05	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.27670	ug/m^3		376234.58	3763818.24	49.76	1.50	107.59	12/27/2022, 16

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.29359	ug/m^3		376241.91	3763824.70	48.49	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.30964	ug/m^3		376249.25	3763831.17	48.63	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.32136	ug/m^3		376256.58	3763837.64	48.45	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.32898	ug/m^3		376263.91	3763844.10	47.73	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.33425	ug/m^3		376271.24	3763850.57	47.38	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.33681	ug/m^3		376278.57	3763857.04	47.16	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.33562	ug/m^3		376285.90	3763863.50	46.75	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.33128	ug/m^3		376293.24	3763869.97	46.67	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.32213	ug/m^3		376300.57	3763876.44	46.52	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.30517	ug/m^3		376307.90	3763882.91	45.28	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.28271	ug/m^3		376315.23	3763889.37	44.10	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.18518	ug/m^3		376174.06	3763785.66	59.19	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.20485	ug/m^3		376144.33	3763706.69	65.30	1.50	107.59	12/27/2019, 8
1-HR	1ST	0.21346	ug/m^3		376141.03	3763697.92	67.17	1.50	107.59	12/27/2019, 8
1-HR	1ST	0.21706	ug/m^3		376137.72	3763689.14	69.75	1.50	107.59	12/27/2019, 8
1-HR	1ST	0.22585	ug/m^3		376139.84	3763672.71	72.24	1.50	107.59	12/13/2019, 8
1-HR	1ST	0.23061	ug/m^3		376145.25	3763665.06	72.95	1.50	107.59	1/6/2022, 8
1-HR	1ST	0.23911	ug/m^3		376150.66	3763657.41	73.93	1.50	107.45	12/21/2021, 8
1-HR	1ST	0.25132	ug/m^3		376161.49	3763642.10	76.14	1.50	105.71	12/21/2021, 8
1-HR	1ST	0.25123	ug/m^3		376166.91	3763634.45	78.03	1.50	96.73	1/11/2019, 8
1-HR	1ST	0.18070	ug/m^3		376177.36	3763794.43	58.98	1.50	107.59	1/2/2023, 16

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.17931	ug/m^3		376184.70	3763800.90	58.70	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.17590	ug/m^3		376192.03	3763807.37	58.39	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.17082	ug/m^3		376199.36	3763813.83	57.91	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.19279	ug/m^3		376206.69	3763820.30	56.56	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.21369	ug/m^3		376214.02	3763826.77	54.10	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.23522	ug/m^3		376221.35	3763833.23	49.05	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.25121	ug/m^3		376228.68	3763839.70	47.89	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.26577	ug/m^3		376236.02	3763846.17	47.78	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.27691	ug/m^3		376243.35	3763852.64	47.49	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.28517	ug/m^3		376250.68	3763859.10	47.24	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.29023	ug/m^3		376258.01	3763865.57	46.84	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.29261	ug/m^3		376265.34	3763872.04	46.60	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.29184	ug/m^3		376272.67	3763878.50	46.38	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.28761	ug/m^3		376280.00	3763884.97	46.21	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.27943	ug/m^3		376287.34	3763891.44	46.01	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.26590	ug/m^3		376294.67	3763897.90	45.14	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.24735	ug/m^3		376302.00	3763904.37	43.85	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.22601	ug/m^3		376309.33	3763910.84	43.01	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.18693	ug/m^3		376131.10	3763721.69	64.02	1.50	107.59	1/2/2023, 8
1-HR	1ST	0.19056	ug/m^3		376127.80	3763712.92	65.82	1.50	107.59	1/2/2023, 8
1-HR	1ST	0.19511	ug/m^3		376124.49	3763704.14	68.56	1.50	107.59	12/1/2022, 8

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.19699	ug/m^3		376121.19	3763695.37	71.56	1.50	107.59	12/13/2019, 8
1-HR	1ST	0.21297	ug/m^3		376117.89	3763686.59	75.07	1.50	107.59	1/19/2022, 8
1-HR	1ST	0.22193	ug/m^3		376120.00	3763670.17	81.63	1.50	101.19	1/19/2022, 8
1-HR	1ST	0.22054	ug/m^3		376125.41	3763662.51	82.80	1.50	94.55	1/19/2022, 8
1-HR	1ST	0.21527	ug/m^3		376130.83	3763654.86	83.73	1.50	94.55	1/19/2022, 8
1-HR	1ST	0.21916	ug/m^3		376136.24	3763647.20	84.53	1.50	94.55	12/21/2021, 8
1-HR	1ST	0.22607	ug/m^3		376141.66	3763639.55	85.19	1.50	94.55	12/21/2021, 8
1-HR	1ST	0.22813	ug/m^3		376147.07	3763631.90	85.25	1.50	94.55	12/21/2021, 8
1-HR	1ST	0.23291	ug/m^3		376152.49	3763624.24	85.20	1.50	94.55	1/11/2019, 8
1-HR	1ST	0.15109	ug/m^3		376178.80	3763822.37	55.88	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.14544	ug/m^3		376186.13	3763828.83	55.18	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.16453	ug/m^3		376193.46	3763835.30	53.01	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.18584	ug/m^3		376200.79	3763841.77	50.29	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.20291	ug/m^3		376208.12	3763848.23	48.41	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.21823	ug/m^3		376215.45	3763854.70	47.84	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.23136	ug/m^3		376222.79	3763861.17	47.56	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.24183	ug/m^3		376230.12	3763867.63	47.25	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.24980	ug/m^3		376237.45	3763874.10	47.06	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.25492	ug/m^3		376244.78	3763880.57	46.78	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.25661	ug/m^3		376252.11	3763887.04	46.09	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.25544	ug/m^3		376259.44	3763893.50	45.49	1.50	107.59	12/27/2022, 16

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.25179	ug/m^3		376266.77	3763899.97	45.30	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.24406	ug/m^3		376274.11	3763906.44	44.64	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.23230	ug/m^3		376281.44	3763912.90	43.58	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.21820	ug/m^3		376288.77	3763919.37	43.02	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.20144	ug/m^3		376296.10	3763925.84	42.59	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.18220	ug/m^3		376303.43	3763932.30	42.07	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.16968	ug/m^3		376131.08	3763771.79	61.93	1.50	107.59	1/22/2021, 8
1-HR	1ST	0.17116	ug/m^3		376127.78	3763763.01	62.44	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.17262	ug/m^3		376124.48	3763754.24	62.79	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.17535	ug/m^3		376121.17	3763745.46	63.44	1.50	107.59	1/2/2023, 8
1-HR	1ST	0.18142	ug/m^3		376117.87	3763736.69	64.56	1.50	107.59	1/2/2023, 8
1-HR	1ST	0.18635	ug/m^3		376114.57	3763727.91	66.16	1.50	107.59	1/2/2023, 8
1-HR	1ST	0.18723	ug/m^3		376111.26	3763719.14	68.17	1.50	107.59	1/2/2023, 8
1-HR	1ST	0.18791	ug/m^3		376107.96	3763710.37	71.15	1.50	107.59	12/1/2022, 8
1-HR	1ST	0.19574	ug/m^3		376104.66	3763701.59	74.91	1.50	107.59	1/19/2022, 8
1-HR	1ST	0.20613	ug/m^3		376101.35	3763692.82	79.55	1.50	106.83	1/19/2022, 8
1-HR	1ST	0.20905	ug/m^3		376098.05	3763684.04	83.80	1.50	100.74	1/19/2022, 8
1-HR	1ST	0.21210	ug/m^3		376100.16	3763667.62	88.48	1.50	94.38	1/19/2022, 8
1-HR	1ST	0.21039	ug/m^3		376105.58	3763659.96	88.66	1.50	94.39	1/19/2022, 8
1-HR	1ST	0.20575	ug/m^3		376110.99	3763652.31	89.42	1.50	94.39	1/19/2022, 8
1-HR	1ST	0.20425	ug/m^3		376116.41	3763644.66	91.10	1.50	94.05	12/21/2021, 8

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.21409	ug/m^3		376121.82	3763637.00	92.21	1.50	94.00	12/21/2021, 8
1-HR	1ST	0.21830	ug/m^3		376127.24	3763629.35	92.29	1.50	93.99	12/21/2021, 8
1-HR	1ST	0.21932	ug/m^3		376132.65	3763621.69	91.79	1.50	94.43	1/11/2019, 8
1-HR	1ST	0.22350	ug/m^3		376138.06	3763614.04	90.87	1.50	94.55	1/11/2019, 8
1-HR	1ST	0.22688	ug/m^3		376143.48	3763606.39	88.90	1.50	94.55	2/9/2021, 8
1-HR	1ST	0.13340	ug/m^3		376158.24	3763830.90	55.86	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.12844	ug/m^3		376165.57	3763837.36	55.43	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.12435	ug/m^3		376172.90	3763843.83	55.03	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.14364	ug/m^3		376180.23	3763850.30	52.70	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.16201	ug/m^3		376187.56	3763856.76	50.35	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.17755	ug/m^3		376194.89	3763863.23	48.52	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.19127	ug/m^3		376202.22	3763869.70	47.77	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.20321	ug/m^3		376209.56	3763876.17	47.45	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.21270	ug/m^3		376216.89	3763882.63	46.91	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.21998	ug/m^3		376224.22	3763889.10	46.53	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.22521	ug/m^3		376231.55	3763895.57	46.53	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.22706	ug/m^3		376238.88	3763902.03	45.81	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.22547	ug/m^3		376246.21	3763908.50	44.61	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.22186	ug/m^3		376253.54	3763914.97	43.98	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.21625	ug/m^3		376260.88	3763921.43	43.89	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.20777	ug/m^3		376268.21	3763927.90	43.79	1.50	107.59	12/27/2022, 16

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.19590	ug/m^3		376275.54	3763934.37	43.14	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.18155	ug/m^3		376282.87	3763940.84	42.39	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.16543	ug/m^3		376290.20	3763947.30	41.73	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.14811	ug/m^3		376297.53	3763953.77	41.19	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.17384	ug/m^3		376114.55	3763778.01	64.95	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.18391	ug/m^3		376111.25	3763769.24	67.22	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.18428	ug/m^3		376107.94	3763760.46	67.24	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.18220	ug/m^3		376104.64	3763751.69	67.15	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.18269	ug/m^3		376101.34	3763742.91	68.12	1.50	107.59	1/2/2023, 8
1-HR	1ST	0.18347	ug/m^3		376098.03	3763734.14	69.91	1.50	107.59	1/2/2023, 8
1-HR	1ST	0.18063	ug/m^3		376094.73	3763725.36	72.68	1.50	107.59	12/3/2021, 8
1-HR	1ST	0.17578	ug/m^3		376091.43	3763716.59	75.75	1.50	107.59	12/1/2022, 8
1-HR	1ST	0.18495	ug/m^3		376088.12	3763707.82	78.78	1.50	107.59	1/19/2022, 8
1-HR	1ST	0.19137	ug/m^3		376084.82	3763699.04	81.98	1.50	106.59	1/19/2022, 8
1-HR	1ST	0.19584	ug/m^3		376081.52	3763690.27	86.08	1.50	94.05	1/19/2022, 8
1-HR	1ST	0.19972	ug/m^3		376078.21	3763681.49	89.79	1.50	91.83	1/19/2022, 8
1-HR	1ST	0.11427	ug/m^3		376145.00	3763845.90	55.34	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.10878	ug/m^3		376152.34	3763852.36	55.18	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.11020	ug/m^3		376159.67	3763858.83	54.42	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.12710	ug/m^3		376167.00	3763865.30	52.10	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.14243	ug/m^3		376174.33	3763871.76	50.98	1.50	107.59	12/27/2022, 16

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.15650	ug/m^3		376181.66	3763878.23	50.06	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.16904	ug/m^3		376188.99	3763884.70	47.79	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.17939	ug/m^3		376196.33	3763891.16	46.76	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.18759	ug/m^3		376203.66	3763897.63	45.74	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.19417	ug/m^3		376210.99	3763904.10	45.21	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.19892	ug/m^3		376218.32	3763910.57	45.00	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.20122	ug/m^3		376225.65	3763917.03	44.65	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.20101	ug/m^3		376232.98	3763923.50	44.18	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.19773	ug/m^3		376240.31	3763929.97	43.20	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.19237	ug/m^3		376247.65	3763936.43	42.51	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.18529	ug/m^3		376254.98	3763942.90	42.34	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.17605	ug/m^3		376262.31	3763949.37	42.26	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.16433	ug/m^3		376269.64	3763955.83	41.73	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.15106	ug/m^3		376276.97	3763962.30	41.29	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.13655	ug/m^3		376284.30	3763968.77	40.78	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.16279	ug/m^3		376098.02	3763784.23	65.38	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.17117	ug/m^3		376094.71	3763775.46	67.19	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.17333	ug/m^3		376091.41	3763766.69	67.70	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.17554	ug/m^3		376088.11	3763757.91	69.39	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.17336	ug/m^3		376084.80	3763749.14	72.73	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.17053	ug/m^3		376081.50	3763740.36	75.84	1.50	107.59	12/3/2021, 8

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.16845	ug/m^3		376078.20	3763731.59	77.97	1.50	107.59	1/16/2020, 8
1-HR	1ST	0.16615	ug/m^3		376074.89	3763722.82	80.74	1.50	107.35	12/15/2021, 8
1-HR	1ST	0.17380	ug/m^3		376071.59	3763714.04	84.06	1.50	105.99	12/15/2021, 8
1-HR	1ST	0.18006	ug/m^3		376068.29	3763705.27	87.79	1.50	92.35	12/15/2021, 8
1-HR	1ST	0.10229	ug/m^3		376124.44	3763854.43	55.29	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.09758	ug/m^3		376131.77	3763860.89	55.06	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.09188	ug/m^3		376139.11	3763867.36	54.86	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.09845	ug/m^3		376146.44	3763873.83	54.38	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.11341	ug/m^3		376153.77	3763880.30	51.68	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.12712	ug/m^3		376161.10	3763886.76	49.40	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.13934	ug/m^3		376168.43	3763893.23	48.37	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.15040	ug/m^3		376175.76	3763899.70	47.65	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.15977	ug/m^3		376183.10	3763906.16	46.55	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.16751	ug/m^3		376190.43	3763912.63	45.72	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.17330	ug/m^3		376197.76	3763919.10	44.79	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.17736	ug/m^3		376205.09	3763925.56	44.12	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.17953	ug/m^3		376212.42	3763932.03	43.61	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.17953	ug/m^3		376219.75	3763938.50	43.03	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.17736	ug/m^3		376227.08	3763944.97	42.43	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.17323	ug/m^3		376234.42	3763951.43	41.96	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.16695	ug/m^3		376241.75	3763957.90	41.41	1.50	107.59	12/27/2022, 16

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.15923	ug/m^3		376249.08	3763964.37	41.31	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.14973	ug/m^3		376256.41	3763970.83	41.14	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.13881	ug/m^3		376263.74	3763977.30	41.01	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.12663	ug/m^3		376271.07	3763983.77	40.66	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.09448	ug/m^3		376107.91	3763860.65	55.44	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.14801	ug/m^3		376081.48	3763790.46	64.66	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.15986	ug/m^3		376078.18	3763781.68	67.23	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.16154	ug/m^3		376074.88	3763772.91	67.41	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.16417	ug/m^3		376071.57	3763764.14	68.66	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.16407	ug/m^3		376068.27	3763755.36	73.84	1.50	107.59	12/30/2022, 8
1-HR	1ST	0.16903	ug/m^3		376064.97	3763746.59	78.65	1.50	107.59	1/16/2020, 8
1-HR	1ST	0.16893	ug/m^3		376061.66	3763737.81	82.40	1.50	106.73	1/16/2020, 8
1-HR	1ST	0.16319	ug/m^3		376058.36	3763729.04	85.98	1.50	105.70	1/16/2020, 8
1-HR	1ST	0.08800	ug/m^3		376111.21	3763869.43	55.00	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.08310	ug/m^3		376118.54	3763875.89	54.77	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.07748	ug/m^3		376125.88	3763882.36	54.54	1.50	107.59	1/2/2023, 16
1-HR	1ST	0.08890	ug/m^3		376133.21	3763888.83	53.86	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.10167	ug/m^3		376140.54	3763895.29	51.78	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.11389	ug/m^3		376147.87	3763901.76	49.44	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.12479	ug/m^3		376155.20	3763908.23	48.04	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.13470	ug/m^3		376162.53	3763914.70	47.64	1.50	107.59	12/27/2022, 16

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	0.14340	ug/m^3		376169.87	3763921.16	47.03	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.15063	ug/m^3		376177.20	3763927.63	46.30	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.15608	ug/m^3		376184.53	3763934.10	45.24	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.15986	ug/m^3		376191.86	3763940.56	44.35	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.16202	ug/m^3		376199.19	3763947.03	43.75	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.16230	ug/m^3		376206.52	3763953.50	43.12	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.16065	ug/m^3		376213.85	3763959.96	42.43	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.15720	ug/m^3		376221.19	3763966.43	41.83	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.15193	ug/m^3		376228.52	3763972.90	41.20	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.14530	ug/m^3		376235.85	3763979.37	40.92	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.13746	ug/m^3		376243.18	3763985.83	41.00	1.50	107.59	12/27/2022, 16
1-HR	1ST	0.12827	ug/m^3		376250.51	3763992.30	41.01	1.50	107.59	12/27/2022, 16
PERIOD		0.00131	ug/m^3		376293.16	3763971.70	40.36	1.50	107.59	
PERIOD		0.00112	ug/m^3		376288.47	3763989.52	39.66	1.50	107.59	
PERIOD		0.00110	ug/m^3		376279.77	3763986.64	40.03	1.50	107.59	
PERIOD		0.00106	ug/m^3		376326.45	3764021.45	38.62	1.50	107.59	
PERIOD		0.00104	ug/m^3		376317.87	3764018.61	38.95	1.50	107.59	
PERIOD		0.00101	ug/m^3		376300.72	3764012.94	39.20	1.50	107.59	
PERIOD		0.00099	ug/m^3		376292.15	3764010.11	39.25	1.50	107.59	
PERIOD		0.00097	ug/m^3		376283.57	3764007.27	39.17	1.50	107.59	
PERIOD		0.00095	ug/m^3		376266.42	3764001.60	40.00	1.50	107.59	

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.01620	ug/m^3		376524.21	3763751.88	47.40	1.50	94.81	
PERIOD		0.01090	ug/m^3		376530.08	3763734.29	47.79	1.50	94.85	
PERIOD		0.01227	ug/m^3		376532.11	3763744.38	47.57	1.50	94.81	
PERIOD		0.01366	ug/m^3		376534.15	3763754.47	47.30	1.50	94.66	
PERIOD		0.01596	ug/m^3		376532.29	3763763.78	47.08	1.50	94.55	
PERIOD		0.00860	ug/m^3		376538.43	3763729.04	47.81	1.50	94.85	
PERIOD		0.00975	ug/m^3		376540.61	3763739.86	47.40	1.50	94.81	
PERIOD		0.01094	ug/m^3		376542.79	3763750.67	46.93	1.50	94.66	
PERIOD		0.01352	ug/m^3		376541.89	3763766.05	46.70	1.50	94.55	
PERIOD		0.01660	ug/m^3		376535.72	3763775.19	46.66	1.50	94.55	
PERIOD		0.00792	ug/m^3		376534.07	3763718.82	47.90	1.50	94.88	
PERIOD		0.00556	ug/m^3		376554.96	3763717.72	46.70	1.50	94.88	
PERIOD		0.00622	ug/m^3		376557.10	3763728.31	46.36	1.50	94.85	
PERIOD		0.00697	ug/m^3		376559.24	3763738.91	46.19	1.50	94.81	
PERIOD		0.00777	ug/m^3		376561.38	3763749.50	45.95	1.50	94.66	
PERIOD		0.00858	ug/m^3		376563.51	3763760.10	45.60	1.50	94.55	
PERIOD		0.00991	ug/m^3		376561.56	3763769.88	45.66	1.50	94.55	
PERIOD		0.01196	ug/m^3		376555.52	3763778.84	45.86	1.50	94.55	
PERIOD		0.01410	ug/m^3		376549.47	3763787.80	45.88	1.50	94.55	
PERIOD		0.00518	ug/m^3		376550.63	3763707.60	47.41	1.50	94.88	
PERIOD		0.00383	ug/m^3		376571.60	3763706.88	45.80	1.50	94.93	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00428	ug/m^3		376573.89	3763718.23	45.50	1.50	94.88	
PERIOD		0.00478	ug/m^3		376576.18	3763729.58	45.23	1.50	94.85	
PERIOD		0.00536	ug/m^3		376578.47	3763740.94	45.08	1.50	94.66	
PERIOD		0.00599	ug/m^3		376580.76	3763752.29	45.06	1.50	94.55	
PERIOD		0.00663	ug/m^3		376583.05	3763763.64	45.05	1.50	94.46	
PERIOD		0.00765	ug/m^3		376580.96	3763774.11	45.12	1.50	94.46	
PERIOD		0.00923	ug/m^3		376574.48	3763783.71	45.43	1.50	94.46	
PERIOD		0.01092	ug/m^3		376568.00	3763793.31	45.57	1.50	94.46	
PERIOD		0.01255	ug/m^3		376561.53	3763802.91	45.29	1.50	94.48	
PERIOD		0.00358	ug/m^3		376567.19	3763696.39	46.30	1.50	94.98	
PERIOD		0.00276	ug/m^3		376588.13	3763695.54	45.00	1.50	94.93	
PERIOD		0.00304	ug/m^3		376590.37	3763706.64	44.72	1.50	94.88	
PERIOD		0.00336	ug/m^3		376592.61	3763717.74	44.58	1.50	94.85	
PERIOD		0.00372	ug/m^3		376594.85	3763728.84	44.47	1.50	94.81	
PERIOD		0.00413	ug/m^3		376597.09	3763739.94	44.45	1.50	94.46	
PERIOD		0.00459	ug/m^3		376599.33	3763751.03	44.56	1.50	94.43	
PERIOD		0.00505	ug/m^3		376601.57	3763762.13	44.49	1.50	94.21	
PERIOD		0.00602	ug/m^3		376600.64	3763777.93	44.16	1.50	94.13	
PERIOD		0.00714	ug/m^3		376594.31	3763787.31	44.26	1.50	93.62	
PERIOD		0.00838	ug/m^3		376587.98	3763796.70	44.80	1.50	89.10	
PERIOD		0.00965	ug/m^3		376581.64	3763806.09	44.93	1.50	88.81	

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.01084	ug/m^3		376575.31	3763815.47	44.62	1.50	94.17	
PERIOD		0.00261	ug/m^3		376583.75	3763685.17	45.54	1.50	94.98	
PERIOD		0.00208	ug/m^3		376604.67	3763684.24	44.42	1.50	94.93	
PERIOD		0.00225	ug/m^3		376606.88	3763695.17	44.21	1.50	94.88	
PERIOD		0.00246	ug/m^3		376609.08	3763706.10	44.11	1.50	94.85	
PERIOD		0.00270	ug/m^3		376611.29	3763717.03	44.01	1.50	94.81	
PERIOD		0.00296	ug/m^3		376613.50	3763727.96	43.77	1.50	94.66	
PERIOD		0.00326	ug/m^3		376615.70	3763738.89	43.60	1.50	94.45	
PERIOD		0.00359	ug/m^3		376617.91	3763749.82	43.49	1.50	94.40	
PERIOD		0.00394	ug/m^3		376620.11	3763760.75	43.42	1.50	94.21	
PERIOD		0.00430	ug/m^3		376622.32	3763771.69	43.44	1.50	93.46	
PERIOD		0.00486	ug/m^3		376620.30	3763781.77	43.49	1.50	90.06	
PERIOD		0.00569	ug/m^3		376614.07	3763791.02	43.47	1.50	89.10	
PERIOD		0.00661	ug/m^3		376607.83	3763800.26	43.68	1.50	87.64	
PERIOD		0.00758	ug/m^3		376601.59	3763809.51	44.04	1.50	87.64	
PERIOD		0.00856	ug/m^3		376595.36	3763818.75	44.23	1.50	87.64	
PERIOD		0.00945	ug/m^3		376589.12	3763827.99	43.96	1.50	87.64	
PERIOD		0.00198	ug/m^3		376600.31	3763673.95	44.81	1.50	94.98	
PERIOD		0.01704	ug/m^3		376500.32	3763723.24	48.73	1.50	94.95	
PERIOD		0.01261	ug/m^3		376508.32	3763717.25	48.82	1.50	94.95	
PERIOD		0.00965	ug/m^3		376516.33	3763711.25	48.47	1.50	94.98	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00759	ug/m^3		376524.33	3763705.26	48.02	1.50	94.98	
PERIOD		0.00504	ug/m^3		376545.44	3763700.08	47.81	1.50	94.93	
PERIOD		0.00350	ug/m^3		376561.45	3763688.09	46.93	1.50	94.98	
PERIOD		0.00256	ug/m^3		376577.46	3763676.10	45.90	1.50	94.99	
PERIOD		0.00195	ug/m^3		376593.47	3763664.11	45.31	1.50	94.99	
PERIOD		0.01686	ug/m^3		376494.60	3763716.01	49.02	1.50	94.98	
PERIOD		0.01238	ug/m^3		376502.44	3763709.80	49.23	1.50	94.98	
PERIOD		0.00945	ug/m^3		376510.28	3763703.60	48.98	1.50	94.98	
PERIOD		0.00744	ug/m^3		376518.13	3763697.39	48.42	1.50	94.99	
PERIOD		0.00494	ug/m^3		376539.20	3763691.79	47.66	1.50	94.99	
PERIOD		0.00345	ug/m^3		376554.88	3763679.38	47.54	1.50	94.99	
PERIOD		0.00253	ug/m^3		376570.56	3763666.96	46.59	1.50	94.99	
PERIOD		0.00193	ug/m^3		376586.25	3763654.55	45.80	1.50	94.99	
PERIOD		0.01647	ug/m^3		376488.41	3763708.12	49.28	1.50	94.99	
PERIOD		0.01210	ug/m^3		376496.27	3763701.94	49.47	1.50	94.99	
PERIOD		0.00924	ug/m^3		376504.13	3763695.76	49.30	1.50	94.99	
PERIOD		0.00727	ug/m^3		376511.99	3763689.59	48.97	1.50	94.99	
PERIOD		0.00485	ug/m^3		376530.84	3763681.20	47.78	1.50	94.99	
PERIOD		0.00340	ug/m^3		376546.56	3763668.84	47.38	1.50	94.99	
PERIOD		0.00251	ug/m^3		376562.29	3763656.48	47.28	1.50	94.99	
PERIOD		0.00193	ug/m^3		376578.01	3763644.12	46.61	1.50	94.99	

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.01597	ug/m^3		376479.03	3763697.21	49.78	1.50	94.99	
PERIOD		0.01176	ug/m^3		376486.60	3763690.68	49.91	1.50	94.99	
PERIOD		0.00902	ug/m^3		376494.18	3763684.16	49.64	1.50	94.99	
PERIOD		0.00711	ug/m^3		376501.75	3763677.63	49.45	1.50	94.99	
PERIOD		0.00476	ug/m^3		376521.30	3763669.67	48.69	1.50	94.99	
PERIOD		0.00338	ug/m^3		376540.85	3763661.72	47.40	1.50	94.99	
PERIOD		0.00337	ug/m^3		376532.05	3763651.51	48.13	1.50	94.99	
PERIOD		0.00250	ug/m^3		376556.00	3763648.67	47.17	1.50	94.99	
PERIOD		0.00250	ug/m^3		376547.20	3763638.46	47.17	1.50	94.99	
PERIOD		0.00193	ug/m^3		376571.15	3763635.61	47.18	1.50	94.99	
PERIOD		0.00193	ug/m^3		376562.35	3763625.40	46.88	1.50	94.99	
PERIOD		0.00468	ug/m^3		376511.03	3763657.82	49.42	1.50	94.99	
PERIOD		0.00251	ug/m^3		376541.21	3763631.57	47.66	1.50	94.99	
PERIOD		0.00194	ug/m^3		376556.31	3763618.44	46.89	1.50	94.99	
PERIOD		0.01547	ug/m^3		376472.37	3763689.62	50.27	1.50	94.99	
PERIOD		0.01140	ug/m^3		376479.45	3763682.56	50.50	1.50	94.99	
PERIOD		0.00879	ug/m^3		376486.52	3763675.50	50.28	1.50	94.99	
PERIOD		0.00696	ug/m^3		376493.60	3763668.43	50.06	1.50	94.99	
PERIOD		0.00465	ug/m^3		376502.94	3763649.47	50.07	1.50	94.99	
PERIOD		0.00334	ug/m^3		376521.92	3763640.18	49.09	1.50	94.99	
PERIOD		0.00251	ug/m^3		376531.25	3763621.22	48.83	1.50	94.99	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00196	ug/m^3		376545.41	3763607.09	48.17	1.50	94.99	
PERIOD		0.01496	ug/m^3		376460.71	3763677.97	50.84	1.50	94.99	
PERIOD		0.01106	ug/m^3		376467.78	3763670.89	51.24	1.50	94.99	
PERIOD		0.00854	ug/m^3		376474.84	3763663.82	51.28	1.50	94.99	
PERIOD		0.00680	ug/m^3		376481.91	3763656.74	51.18	1.50	94.99	
PERIOD		0.00462	ug/m^3		376496.04	3763642.59	50.70	1.50	94.99	
PERIOD		0.00333	ug/m^3		376510.17	3763628.43	50.07	1.50	94.99	
PERIOD		0.00252	ug/m^3		376524.30	3763614.28	49.33	1.50	94.99	
PERIOD		0.00196	ug/m^3		376538.44	3763600.13	48.88	1.50	94.99	
PERIOD		0.01109	ug/m^3		376460.71	3763664.84	51.29	1.50	94.99	
PERIOD		0.00855	ug/m^3		376467.12	3763657.16	51.47	1.50	94.99	
PERIOD		0.00681	ug/m^3		376473.53	3763649.49	51.49	1.50	94.99	
PERIOD		0.00463	ug/m^3		376486.36	3763634.14	51.28	1.50	94.99	
PERIOD		0.00335	ug/m^3		376499.18	3763618.79	50.95	1.50	94.99	
PERIOD		0.00253	ug/m^3		376517.10	3763607.70	49.82	1.50	94.99	
PERIOD		0.00198	ug/m^3		376529.92	3763592.35	49.37	1.50	94.99	
PERIOD		0.01448	ug/m^3		376439.96	3763660.66	51.52	1.50	94.99	
PERIOD		0.01095	ug/m^3		376453.23	3763657.98	51.24	1.50	94.99	
PERIOD		0.01097	ug/m^3		376445.86	3763652.59	51.44	1.50	94.99	
PERIOD		0.00852	ug/m^3		376459.13	3763649.90	51.28	1.50	94.99	
PERIOD		0.00859	ug/m^3		376451.76	3763644.51	51.36	1.50	94.99	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00680	ug/m^3		376465.04	3763641.83	51.44	1.50	94.99	
PERIOD		0.00689	ug/m^3		376457.67	3763636.44	51.33	1.50	94.99	
PERIOD		0.00462	ug/m^3		376476.84	3763625.69	51.63	1.50	94.99	
PERIOD		0.00470	ug/m^3		376469.47	3763620.30	51.42	1.50	94.99	
PERIOD		0.00335	ug/m^3		376488.65	3763609.55	51.52	1.50	94.99	
PERIOD		0.00339	ug/m^3		376481.28	3763604.16	51.59	1.50	94.99	
PERIOD		0.00255	ug/m^3		376505.90	3763597.95	50.65	1.50	94.99	
PERIOD		0.00257	ug/m^3		376493.09	3763588.01	51.60	1.50	94.99	
PERIOD		0.00200	ug/m^3		376518.69	3763582.63	50.30	1.50	94.99	
PERIOD		0.00201	ug/m^3		376504.89	3763571.87	51.53	1.50	94.99	
PERIOD		0.00854	ug/m^3		376444.42	3763639.23	51.79	1.50	94.99	
PERIOD		0.00688	ug/m^3		376450.26	3763631.11	51.69	1.50	94.99	
PERIOD		0.00472	ug/m^3		376461.94	3763614.87	51.68	1.50	94.99	
PERIOD		0.00343	ug/m^3		376473.61	3763598.64	51.55	1.50	94.99	
PERIOD		0.00260	ug/m^3		376485.29	3763582.40	51.57	1.50	94.99	
PERIOD		0.00203	ug/m^3		376496.97	3763566.17	51.73	1.50	94.99	
PERIOD		0.01385	ug/m^3		376425.88	3763650.17	52.41	1.50	96.17	
PERIOD		0.01042	ug/m^3		376431.98	3763642.25	52.92	1.50	94.99	
PERIOD		0.01370	ug/m^3		376415.87	3763643.73	52.65	1.50	100.74	
PERIOD		0.01032	ug/m^3		376421.22	3763635.29	53.29	1.50	94.99	
PERIOD		0.00815	ug/m^3		376435.08	3763632.23	53.21	1.50	94.99	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00813	ug/m^3		376426.57	3763626.84	53.49	1.50	94.99	
PERIOD		0.00666	ug/m^3		376440.43	3763623.78	52.92	1.50	94.99	
PERIOD		0.00662	ug/m^3		376431.92	3763618.39	53.37	1.50	94.99	
PERIOD		0.00464	ug/m^3		376453.75	3763608.72	52.58	1.50	94.99	
PERIOD		0.00460	ug/m^3		376442.63	3763601.49	53.35	1.50	94.99	
PERIOD		0.00340	ug/m^3		376465.20	3763592.34	52.27	1.50	94.99	
PERIOD		0.00336	ug/m^3		376457.58	3763587.29	53.28	1.50	94.99	
PERIOD		0.00260	ug/m^3		376476.65	3763575.97	51.94	1.50	94.99	
PERIOD		0.00255	ug/m^3		376468.28	3763570.40	53.43	1.50	94.99	
PERIOD		0.00204	ug/m^3		376486.48	3763558.46	52.03	1.50	94.99	
PERIOD		0.00197	ug/m^3		376474.73	3763550.81	54.34	1.50	94.99	
PERIOD		0.01334	ug/m^3		376405.06	3763636.91	53.07	1.50	101.70	
PERIOD		0.01005	ug/m^3		376410.40	3763628.46	53.90	1.50	96.17	
PERIOD		0.00789	ug/m^3		376415.73	3763620.00	54.34	1.50	94.99	
PERIOD		0.00645	ug/m^3		376421.07	3763611.54	54.27	1.50	94.99	
PERIOD		0.00446	ug/m^3		376431.74	3763594.63	54.62	1.50	94.99	
PERIOD		0.00328	ug/m^3		376447.80	3763581.11	54.56	1.50	94.99	
PERIOD		0.00247	ug/m^3		376458.47	3763564.19	55.05	1.50	94.99	
PERIOD		0.00190	ug/m^3		376463.75	3763543.88	56.20	1.50	94.99	
PERIOD		0.01299	ug/m^3		376394.41	3763630.79	53.57	1.50	102.88	
PERIOD		0.00957	ug/m^3		376399.38	3763622.12	55.06	1.50	96.17	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00722	ug/m^3		376404.35	3763613.44	56.66	1.50	94.99	
PERIOD		0.00592	ug/m^3		376409.31	3763604.76	56.73	1.50	94.99	
PERIOD		0.00415	ug/m^3		376419.25	3763587.40	57.02	1.50	94.99	
PERIOD		0.00309	ug/m^3		376439.11	3763575.73	56.75	1.50	94.99	
PERIOD		0.00291	ug/m^3		376429.19	3763570.05	58.85	1.50	94.99	
PERIOD		0.00233	ug/m^3		376449.05	3763558.37	57.33	1.50	94.99	
PERIOD		0.00218	ug/m^3		376439.13	3763552.69	60.00	1.50	94.99	
PERIOD		0.00177	ug/m^3		376454.03	3763538.17	59.04	1.50	94.99	
PERIOD		0.00967	ug/m^3		376390.62	3763618.00	54.91	1.50	101.19	
PERIOD		0.00734	ug/m^3		376394.75	3763608.89	56.42	1.50	94.99	
PERIOD		0.00586	ug/m^3		376398.88	3763599.78	57.26	1.50	94.99	
PERIOD		0.00394	ug/m^3		376407.14	3763581.57	58.94	1.50	94.99	
PERIOD		0.00269	ug/m^3		376415.40	3763563.36	62.36	1.50	94.99	
PERIOD		0.00206	ug/m^3		376429.90	3763547.97	62.70	1.50	94.99	
PERIOD		0.00167	ug/m^3		376443.62	3763532.55	61.77	1.50	94.99	
PERIOD		0.00156	ug/m^3		376431.92	3763526.93	65.92	1.50	94.99	
PERIOD		0.01278	ug/m^3		376379.25	3763623.61	53.88	1.50	105.99	
PERIOD		0.00192	ug/m^3		376418.31	3763542.53	66.42	1.50	94.99	
PERIOD		0.01234	ug/m^3		376370.52	3763619.54	54.39	1.50	105.99	
PERIOD		0.00873	ug/m^3		376374.74	3763610.47	57.15	1.50	96.73	
PERIOD		0.00652	ug/m^3		376378.97	3763601.41	59.37	1.50	94.99	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00533	ug/m^3		376383.20	3763592.35	59.79	1.50	94.99	
PERIOD		0.00360	ug/m^3		376391.65	3763574.22	62.14	1.50	94.99	
PERIOD		0.00243	ug/m^3		376400.11	3763556.10	66.93	1.50	94.99	
PERIOD		0.00179	ug/m^3		376408.56	3763537.97	70.11	1.50	94.85	
PERIOD		0.00145	ug/m^3		376417.02	3763519.85	70.28	1.50	94.88	
PERIOD		0.01183	ug/m^3		376362.20	3763615.72	54.75	1.50	106.28	
PERIOD		0.01084	ug/m^3		376350.28	3763610.89	55.66	1.50	106.65	
PERIOD		0.00805	ug/m^3		376365.96	3763606.46	58.82	1.50	94.99	
PERIOD		0.00769	ug/m^3		376354.04	3763601.63	59.22	1.50	96.73	
PERIOD		0.00580	ug/m^3		376369.71	3763597.19	62.52	1.50	94.99	
PERIOD		0.00563	ug/m^3		376357.79	3763592.36	62.87	1.50	94.99	
PERIOD		0.00469	ug/m^3		376373.47	3763587.92	63.72	1.50	94.99	
PERIOD		0.00458	ug/m^3		376361.55	3763583.09	64.07	1.50	94.99	
PERIOD		0.00317	ug/m^3		376380.98	3763569.38	66.86	1.50	94.99	
PERIOD		0.00301	ug/m^3		376369.06	3763564.55	68.71	1.50	94.98	
PERIOD		0.00223	ug/m^3		376388.49	3763550.85	70.77	1.50	94.85	
PERIOD		0.00204	ug/m^3		376376.57	3763546.02	75.03	1.50	94.40	
PERIOD		0.00167	ug/m^3		376396.00	3763532.31	73.73	1.50	94.45	
PERIOD		0.00163	ug/m^3		376384.08	3763527.48	75.12	1.50	94.45	
PERIOD		0.00138	ug/m^3		376403.51	3763513.78	73.03	1.50	94.81	
PERIOD		0.00130	ug/m^3		376391.59	3763508.95	76.60	1.50	94.40	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.01024	ug/m^3		376341.20	3763607.38	55.52	1.50	107.20	
PERIOD		0.00738	ug/m^3		376344.80	3763598.05	59.26	1.50	101.19	
PERIOD		0.00551	ug/m^3		376348.41	3763588.72	62.71	1.50	94.99	
PERIOD		0.00450	ug/m^3		376352.02	3763579.40	64.08	1.50	94.99	
PERIOD		0.00294	ug/m^3		376359.23	3763560.74	69.38	1.50	94.98	
PERIOD		0.00198	ug/m^3		376366.45	3763542.09	76.23	1.50	94.40	
PERIOD		0.00159	ug/m^3		376373.66	3763523.44	76.58	1.50	94.40	
PERIOD		0.00124	ug/m^3		376380.88	3763504.78	79.60	1.50	90.49	
PERIOD		0.00922	ug/m^3		376331.96	3763603.57	55.90	1.50	107.20	
PERIOD		0.00700	ug/m^3		376335.76	3763594.32	59.02	1.50	105.21	
PERIOD		0.00526	ug/m^3		376339.57	3763585.07	63.03	1.50	94.99	
PERIOD		0.00436	ug/m^3		376343.38	3763575.83	64.11	1.50	94.99	
PERIOD		0.00716	ug/m^3		376317.97	3763594.60	56.52	1.50	107.45	
PERIOD		0.00579	ug/m^3		376314.26	3763585.48	58.55	1.50	106.83	
PERIOD		0.00562	ug/m^3		376326.92	3763585.28	61.02	1.50	101.19	
PERIOD		0.00509	ug/m^3		376299.38	3763581.32	59.67	1.50	106.83	
PERIOD		0.00464	ug/m^3		376310.43	3763576.35	62.63	1.50	101.19	
PERIOD		0.00460	ug/m^3		376323.61	3763576.14	63.23	1.50	94.99	
PERIOD		0.00427	ug/m^3		376279.01	3763576.36	57.78	1.50	112.65	
PERIOD		0.00378	ug/m^3		376287.32	3763567.29	64.18	1.50	101.70	
PERIOD		0.00301	ug/m^3		376301.79	3763558.12	71.10	1.50	94.99	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00317	ug/m^3		376314.09	3763557.92	68.49	1.50	94.99	
PERIOD		0.00328	ug/m^3		376326.39	3763557.73	66.36	1.50	94.99	
PERIOD		0.00309	ug/m^3		376338.69	3763557.53	68.09	1.50	94.99	
PERIOD		0.00329	ug/m^3		376269.95	3763559.06	62.88	1.50	106.65	
PERIOD		0.00274	ug/m^3		376278.69	3763549.52	69.69	1.50	94.99	
PERIOD		0.00219	ug/m^3		376293.90	3763539.87	76.98	1.50	94.81	
PERIOD		0.00214	ug/m^3		376306.84	3763539.67	77.91	1.50	94.66	
PERIOD		0.00215	ug/m^3		376319.79	3763539.46	76.74	1.50	94.81	
PERIOD		0.00208	ug/m^3		376332.73	3763539.25	77.22	1.50	94.45	
PERIOD		0.00201	ug/m^3		376345.67	3763539.05	77.26	1.50	94.45	
PERIOD		0.00284	ug/m^3		376252.10	3763551.35	61.10	1.50	112.65	
PERIOD		0.00252	ug/m^3		376261.15	3763541.48	67.52	1.50	94.99	
PERIOD		0.00213	ug/m^3		376270.19	3763531.61	72.76	1.50	94.99	
PERIOD		0.00168	ug/m^3		376285.92	3763521.63	82.48	1.50	94.40	
PERIOD		0.00166	ug/m^3		376299.31	3763521.42	82.62	1.50	94.13	
PERIOD		0.00165	ug/m^3		376312.69	3763521.20	81.67	1.50	94.21	
PERIOD		0.00164	ug/m^3		376326.08	3763520.99	80.89	1.50	94.21	
PERIOD		0.00161	ug/m^3		376339.46	3763520.77	79.89	1.50	94.21	
PERIOD		0.00159	ug/m^3		376352.84	3763520.56	78.79	1.50	94.40	
PERIOD		0.00241	ug/m^3		376233.98	3763543.93	59.62	1.50	112.66	
PERIOD		0.00229	ug/m^3		376243.24	3763533.82	64.79	1.50	110.63	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00199	ug/m^3		376252.51	3763523.71	70.95	1.50	94.99	
PERIOD		0.00169	ug/m^3		376261.77	3763513.60	76.41	1.50	94.99	
PERIOD		0.00134	ug/m^3		376277.88	3763503.39	87.64	1.50	87.64	
PERIOD		0.00134	ug/m^3		376291.59	3763503.17	86.58	1.50	89.10	
PERIOD		0.00135	ug/m^3		376305.30	3763502.95	84.73	1.50	93.62	
PERIOD		0.00135	ug/m^3		376319.01	3763502.73	82.95	1.50	94.13	
PERIOD		0.00134	ug/m^3		376332.72	3763502.51	81.74	1.50	94.21	
PERIOD		0.00129	ug/m^3		376346.43	3763502.29	82.18	1.50	93.46	
PERIOD		0.00123	ug/m^3		376360.14	3763502.07	82.85	1.50	87.64	
PERIOD		0.00227	ug/m^3		376180.41	3763579.26	70.83	1.50	107.20	
PERIOD		0.00352	ug/m^3		376202.29	3763630.57	69.96	1.50	106.83	
PERIOD		0.00337	ug/m^3		376195.89	3763638.11	70.56	1.50	106.83	
PERIOD		0.00298	ug/m^3		376199.84	3763602.56	70.13	1.50	106.83	
PERIOD		0.00289	ug/m^3		376193.45	3763610.09	71.59	1.50	106.28	
PERIOD		0.00278	ug/m^3		376187.05	3763617.63	72.91	1.50	105.99	
PERIOD		0.00262	ug/m^3		376180.65	3763625.16	75.09	1.50	102.88	
PERIOD		0.00243	ug/m^3		376184.60	3763589.61	71.78	1.50	106.65	
PERIOD		0.00233	ug/m^3		376178.20	3763597.15	74.55	1.50	105.21	
PERIOD		0.00219	ug/m^3		376171.81	3763604.68	77.99	1.50	94.55	
PERIOD		0.00205	ug/m^3		376165.41	3763612.21	82.04	1.50	94.55	
PERIOD		0.00211	ug/m^3		376175.76	3763569.13	69.76	1.50	107.59	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00197	ug/m^3		376162.96	3763584.20	74.88	1.50	105.99	
PERIOD		0.00183	ug/m^3		376156.56	3763591.73	80.34	1.50	94.55	
PERIOD		0.00169	ug/m^3		376150.16	3763599.26	86.34	1.50	94.55	
PERIOD		0.02841	ug/m^3		376315.40	3763756.18	53.52	1.50	107.59	
PERIOD		0.02941	ug/m^3		376322.73	3763762.64	52.91	1.50	107.59	
PERIOD		0.03016	ug/m^3		376330.06	3763769.11	52.05	1.50	107.59	
PERIOD		0.03068	ug/m^3		376337.39	3763775.58	51.22	1.50	107.59	
PERIOD		0.03101	ug/m^3		376344.72	3763782.04	50.59	1.50	107.59	
PERIOD		0.03115	ug/m^3		376352.05	3763788.51	50.18	1.50	107.59	
PERIOD		0.03103	ug/m^3		376359.39	3763794.98	49.41	1.50	107.59	
PERIOD		0.02041	ug/m^3		376308.78	3763763.68	53.18	1.50	107.59	
PERIOD		0.02112	ug/m^3		376316.11	3763770.14	52.48	1.50	107.59	
PERIOD		0.02166	ug/m^3		376323.44	3763776.61	51.59	1.50	107.59	
PERIOD		0.02203	ug/m^3		376330.78	3763783.08	50.68	1.50	107.59	
PERIOD		0.02224	ug/m^3		376338.11	3763789.54	49.89	1.50	107.59	
PERIOD		0.02235	ug/m^3		376345.44	3763796.01	49.37	1.50	107.59	
PERIOD		0.02228	ug/m^3		376352.77	3763802.48	48.80	1.50	107.59	
PERIOD		0.01521	ug/m^3		376302.17	3763771.17	52.88	1.50	107.59	
PERIOD		0.01571	ug/m^3		376309.50	3763777.64	51.98	1.50	107.59	
PERIOD		0.01608	ug/m^3		376316.83	3763784.11	51.08	1.50	107.59	
PERIOD		0.01633	ug/m^3		376324.16	3763790.58	50.18	1.50	107.59	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.01646	ug/m^3		376331.49	3763797.04	49.25	1.50	107.59	
PERIOD		0.01649	ug/m^3		376338.82	3763803.51	48.50	1.50	107.59	
PERIOD		0.01642	ug/m^3		376346.16	3763809.98	47.88	1.50	107.59	
PERIOD		0.01176	ug/m^3		376295.55	3763778.67	52.31	1.50	107.59	
PERIOD		0.01209	ug/m^3		376302.88	3763785.14	51.26	1.50	107.59	
PERIOD		0.01232	ug/m^3		376310.21	3763791.61	50.35	1.50	107.59	
PERIOD		0.01248	ug/m^3		376317.55	3763798.08	49.43	1.50	107.59	
PERIOD		0.01255	ug/m^3		376324.88	3763804.54	48.52	1.50	107.59	
PERIOD		0.01253	ug/m^3		376332.21	3763811.01	47.63	1.50	107.59	
PERIOD		0.01245	ug/m^3		376339.54	3763817.48	47.03	1.50	107.59	
PERIOD		0.00936	ug/m^3		376288.94	3763786.17	51.78	1.50	107.59	
PERIOD		0.00956	ug/m^3		376296.27	3763792.64	50.48	1.50	107.59	
PERIOD		0.00970	ug/m^3		376303.60	3763799.11	49.45	1.50	107.59	
PERIOD		0.00979	ug/m^3		376310.93	3763805.57	48.52	1.50	107.59	
PERIOD		0.00982	ug/m^3		376318.26	3763812.04	47.61	1.50	107.59	
PERIOD		0.00979	ug/m^3		376325.59	3763818.51	46.88	1.50	107.59	
PERIOD		0.00974	ug/m^3		376332.93	3763824.98	46.43	1.50	107.59	
PERIOD		0.00629	ug/m^3		376275.71	3763801.17	49.08	1.50	107.59	
PERIOD		0.00638	ug/m^3		376283.04	3763807.64	48.46	1.50	107.59	
PERIOD		0.00643	ug/m^3		376290.37	3763814.11	47.63	1.50	107.59	
PERIOD		0.00644	ug/m^3		376297.70	3763820.57	46.71	1.50	107.59	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00646	ug/m^3		376305.03	3763827.04	46.33	1.50	107.59	
PERIOD		0.00645	ug/m^3		376312.36	3763833.51	46.12	1.50	107.59	
PERIOD		0.00374	ug/m^3		376201.17	3763647.20	69.11	1.50	107.45	
PERIOD		0.00329	ug/m^3		376203.82	3763764.43	58.98	1.50	107.59	
PERIOD		0.00343	ug/m^3		376211.16	3763770.90	58.71	1.50	107.59	
PERIOD		0.00357	ug/m^3		376218.49	3763777.37	58.35	1.50	107.59	
PERIOD		0.00374	ug/m^3		376225.82	3763783.84	57.57	1.50	107.59	
PERIOD		0.00393	ug/m^3		376233.15	3763790.30	56.49	1.50	107.59	
PERIOD		0.00444	ug/m^3		376255.14	3763809.70	47.56	1.50	107.59	
PERIOD		0.00452	ug/m^3		376262.48	3763816.17	47.61	1.50	107.59	
PERIOD		0.00457	ug/m^3		376269.81	3763822.64	47.81	1.50	107.59	
PERIOD		0.00461	ug/m^3		376277.14	3763829.10	47.57	1.50	107.59	
PERIOD		0.00463	ug/m^3		376284.47	3763835.57	47.52	1.50	107.59	
PERIOD		0.00463	ug/m^3		376291.80	3763842.04	47.37	1.50	107.59	
PERIOD		0.00460	ug/m^3		376299.13	3763848.51	46.81	1.50	107.59	
PERIOD		0.00457	ug/m^3		376306.47	3763854.97	46.55	1.50	107.59	
PERIOD		0.00451	ug/m^3		376313.80	3763861.44	45.80	1.50	107.59	
PERIOD		0.00443	ug/m^3		376321.13	3763867.91	44.99	1.50	107.59	
PERIOD		0.00240	ug/m^3		376157.56	3763691.69	66.94	1.50	107.59	
PERIOD		0.00245	ug/m^3		376159.67	3763675.26	69.08	1.50	107.59	
PERIOD		0.00289	ug/m^3		376181.33	3763644.65	72.05	1.50	106.83	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00299	ug/m^3		376186.75	3763637.00	72.21	1.50	106.65	
PERIOD		0.00308	ug/m^3		376192.16	3763629.34	71.96	1.50	106.28	
PERIOD		0.00318	ug/m^3		376197.58	3763621.69	71.19	1.50	106.28	
PERIOD		0.00326	ug/m^3		376202.99	3763614.04	70.14	1.50	106.65	
PERIOD		0.00257	ug/m^3		376190.59	3763779.43	59.14	1.50	107.59	
PERIOD		0.00265	ug/m^3		376197.93	3763785.90	59.12	1.50	107.59	
PERIOD		0.00272	ug/m^3		376205.26	3763792.37	59.03	1.50	107.59	
PERIOD		0.00283	ug/m^3		376212.59	3763798.83	58.19	1.50	107.59	
PERIOD		0.00298	ug/m^3		376219.92	3763805.30	56.68	1.50	107.59	
PERIOD		0.00319	ug/m^3		376227.25	3763811.77	54.05	1.50	107.59	
PERIOD		0.00334	ug/m^3		376234.58	3763818.24	49.76	1.50	107.59	
PERIOD		0.00338	ug/m^3		376241.91	3763824.70	48.49	1.50	107.59	
PERIOD		0.00342	ug/m^3		376249.25	3763831.17	48.63	1.50	107.59	
PERIOD		0.00344	ug/m^3		376256.58	3763837.64	48.45	1.50	107.59	
PERIOD		0.00345	ug/m^3		376263.91	3763844.10	47.73	1.50	107.59	
PERIOD		0.00345	ug/m^3		376271.24	3763850.57	47.38	1.50	107.59	
PERIOD		0.00344	ug/m^3		376278.57	3763857.04	47.16	1.50	107.59	
PERIOD		0.00342	ug/m^3		376285.90	3763863.50	46.75	1.50	107.59	
PERIOD		0.00340	ug/m^3		376293.24	3763869.97	46.67	1.50	107.59	
PERIOD		0.00336	ug/m^3		376300.57	3763876.44	46.52	1.50	107.59	
PERIOD		0.00330	ug/m^3		376307.90	3763882.91	45.28	1.50	107.59	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00324	ug/m^3		376315.23	3763889.37	44.10	1.50	107.59	
PERIOD		0.00211	ug/m^3		376174.06	3763785.66	59.19	1.50	107.59	
PERIOD		0.00208	ug/m^3		376144.33	3763706.69	65.30	1.50	107.59	
PERIOD		0.00201	ug/m^3		376141.03	3763697.92	67.17	1.50	107.59	
PERIOD		0.00193	ug/m^3		376137.72	3763689.14	69.75	1.50	107.59	
PERIOD		0.00196	ug/m^3		376139.84	3763672.71	72.24	1.50	107.59	
PERIOD		0.00205	ug/m^3		376145.25	3763665.06	72.95	1.50	107.59	
PERIOD		0.00213	ug/m^3		376150.66	3763657.41	73.93	1.50	107.45	
PERIOD		0.00226	ug/m^3		376161.49	3763642.10	76.14	1.50	105.71	
PERIOD		0.00229	ug/m^3		376166.91	3763634.45	78.03	1.50	96.73	
PERIOD		0.00207	ug/m^3		376177.36	3763794.43	58.98	1.50	107.59	
PERIOD		0.00213	ug/m^3		376184.70	3763800.90	58.70	1.50	107.59	
PERIOD		0.00219	ug/m^3		376192.03	3763807.37	58.39	1.50	107.59	
PERIOD		0.00225	ug/m^3		376199.36	3763813.83	57.91	1.50	107.59	
PERIOD		0.00235	ug/m^3		376206.69	3763820.30	56.56	1.50	107.59	
PERIOD		0.00249	ug/m^3		376214.02	3763826.77	54.10	1.50	107.59	
PERIOD		0.00261	ug/m^3		376221.35	3763833.23	49.05	1.50	107.59	
PERIOD		0.00264	ug/m^3		376228.68	3763839.70	47.89	1.50	107.59	
PERIOD		0.00266	ug/m^3		376236.02	3763846.17	47.78	1.50	107.59	
PERIOD		0.00267	ug/m^3		376243.35	3763852.64	47.49	1.50	107.59	
PERIOD		0.00267	ug/m^3		376250.68	3763859.10	47.24	1.50	107.59	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00267	ug/m^3		376258.01	3763865.57	46.84	1.50	107.59	
PERIOD		0.00266	ug/m^3		376265.34	3763872.04	46.60	1.50	107.59	
PERIOD		0.00264	ug/m^3		376272.67	3763878.50	46.38	1.50	107.59	
PERIOD		0.00262	ug/m^3		376280.00	3763884.97	46.21	1.50	107.59	
PERIOD		0.00259	ug/m^3		376287.34	3763891.44	46.01	1.50	107.59	
PERIOD		0.00255	ug/m^3		376294.67	3763897.90	45.14	1.50	107.59	
PERIOD		0.00250	ug/m^3		376302.00	3763904.37	43.85	1.50	107.59	
PERIOD		0.00245	ug/m^3		376309.33	3763910.84	43.01	1.50	107.59	
PERIOD		0.00179	ug/m^3		376131.10	3763721.69	64.02	1.50	107.59	
PERIOD		0.00174	ug/m^3		376127.80	3763712.92	65.82	1.50	107.59	
PERIOD		0.00168	ug/m^3		376124.49	3763704.14	68.56	1.50	107.59	
PERIOD		0.00161	ug/m^3		376121.19	3763695.37	71.56	1.50	107.59	
PERIOD		0.00153	ug/m^3		376117.89	3763686.59	75.07	1.50	107.59	
PERIOD		0.00149	ug/m^3		376120.00	3763670.17	81.63	1.50	101.19	
PERIOD		0.00154	ug/m^3		376125.41	3763662.51	82.80	1.50	94.55	
PERIOD		0.00161	ug/m^3		376130.83	3763654.86	83.73	1.50	94.55	
PERIOD		0.00167	ug/m^3		376136.24	3763647.20	84.53	1.50	94.55	
PERIOD		0.00173	ug/m^3		376141.66	3763639.55	85.19	1.50	94.55	
PERIOD		0.00179	ug/m^3		376147.07	3763631.90	85.25	1.50	94.55	
PERIOD		0.00185	ug/m^3		376152.49	3763624.24	85.20	1.50	94.55	
PERIOD		0.00187	ug/m^3		376178.80	3763822.37	55.88	1.50	107.59	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00192	ug/m^3		376186.13	3763828.83	55.18	1.50	107.59	
PERIOD		0.00201	ug/m^3		376193.46	3763835.30	53.01	1.50	107.59	
PERIOD		0.00207	ug/m^3		376200.79	3763841.77	50.29	1.50	107.59	
PERIOD		0.00210	ug/m^3		376208.12	3763848.23	48.41	1.50	107.59	
PERIOD		0.00211	ug/m^3		376215.45	3763854.70	47.84	1.50	107.59	
PERIOD		0.00212	ug/m^3		376222.79	3763861.17	47.56	1.50	107.59	
PERIOD		0.00213	ug/m^3		376230.12	3763867.63	47.25	1.50	107.59	
PERIOD		0.00213	ug/m^3		376237.45	3763874.10	47.06	1.50	107.59	
PERIOD		0.00212	ug/m^3		376244.78	3763880.57	46.78	1.50	107.59	
PERIOD		0.00211	ug/m^3		376252.11	3763887.04	46.09	1.50	107.59	
PERIOD		0.00209	ug/m^3		376259.44	3763893.50	45.49	1.50	107.59	
PERIOD		0.00207	ug/m^3		376266.77	3763899.97	45.30	1.50	107.59	
PERIOD		0.00205	ug/m^3		376274.11	3763906.44	44.64	1.50	107.59	
PERIOD		0.00201	ug/m^3		376281.44	3763912.90	43.58	1.50	107.59	
PERIOD		0.00198	ug/m^3		376288.77	3763919.37	43.02	1.50	107.59	
PERIOD		0.00195	ug/m^3		376296.10	3763925.84	42.59	1.50	107.59	
PERIOD		0.00192	ug/m^3		376303.43	3763932.30	42.07	1.50	107.59	
PERIOD		0.00150	ug/m^3		376131.08	3763771.79	61.93	1.50	107.59	
PERIOD		0.00151	ug/m^3		376127.78	3763763.01	62.44	1.50	107.59	
PERIOD		0.00152	ug/m^3		376124.48	3763754.24	62.79	1.50	107.59	
PERIOD		0.00152	ug/m^3		376121.17	3763745.46	63.44	1.50	107.59	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00151	ug/m^3		376117.87	3763736.69	64.56	1.50	107.59	
PERIOD		0.00148	ug/m^3		376114.57	3763727.91	66.16	1.50	107.59	
PERIOD		0.00145	ug/m^3		376111.26	3763719.14	68.17	1.50	107.59	
PERIOD		0.00140	ug/m^3		376107.96	3763710.37	71.15	1.50	107.59	
PERIOD		0.00134	ug/m^3		376104.66	3763701.59	74.91	1.50	107.59	
PERIOD		0.00127	ug/m^3		376101.35	3763692.82	79.55	1.50	106.83	
PERIOD		0.00120	ug/m^3		376098.05	3763684.04	83.80	1.50	100.74	
PERIOD		0.00120	ug/m^3		376100.16	3763667.62	88.48	1.50	94.38	
PERIOD		0.00126	ug/m^3		376105.58	3763659.96	88.66	1.50	94.39	
PERIOD		0.00131	ug/m^3		376110.99	3763652.31	89.42	1.50	94.39	
PERIOD		0.00135	ug/m^3		376116.41	3763644.66	91.10	1.50	94.05	
PERIOD		0.00140	ug/m^3		376121.82	3763637.00	92.21	1.50	94.00	
PERIOD		0.00145	ug/m^3		376127.24	3763629.35	92.29	1.50	93.99	
PERIOD		0.00150	ug/m^3		376132.65	3763621.69	91.79	1.50	94.43	
PERIOD		0.00155	ug/m^3		376138.06	3763614.04	90.87	1.50	94.55	
PERIOD		0.00161	ug/m^3		376143.48	3763606.39	88.90	1.50	94.55	
PERIOD		0.00152	ug/m^3		376158.24	3763830.90	55.86	1.50	107.59	
PERIOD		0.00155	ug/m^3		376165.57	3763837.36	55.43	1.50	107.59	
PERIOD		0.00158	ug/m^3		376172.90	3763843.83	55.03	1.50	107.59	
PERIOD		0.00165	ug/m^3		376180.23	3763850.30	52.70	1.50	107.59	
PERIOD		0.00169	ug/m^3		376187.56	3763856.76	50.35	1.50	107.59	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00172	ug/m^3		376194.89	3763863.23	48.52	1.50	107.59	
PERIOD		0.00173	ug/m^3		376202.22	3763869.70	47.77	1.50	107.59	
PERIOD		0.00173	ug/m^3		376209.56	3763876.17	47.45	1.50	107.59	
PERIOD		0.00173	ug/m^3		376216.89	3763882.63	46.91	1.50	107.59	
PERIOD		0.00173	ug/m^3		376224.22	3763889.10	46.53	1.50	107.59	
PERIOD		0.00173	ug/m^3		376231.55	3763895.57	46.53	1.50	107.59	
PERIOD		0.00171	ug/m^3		376238.88	3763902.03	45.81	1.50	107.59	
PERIOD		0.00170	ug/m^3		376246.21	3763908.50	44.61	1.50	107.59	
PERIOD		0.00168	ug/m^3		376253.54	3763914.97	43.98	1.50	107.59	
PERIOD		0.00166	ug/m^3		376260.88	3763921.43	43.89	1.50	107.59	
PERIOD		0.00164	ug/m^3		376268.21	3763927.90	43.79	1.50	107.59	
PERIOD		0.00162	ug/m^3		376275.54	3763934.37	43.14	1.50	107.59	
PERIOD		0.00159	ug/m^3		376282.87	3763940.84	42.39	1.50	107.59	
PERIOD		0.00157	ug/m^3		376290.20	3763947.30	41.73	1.50	107.59	
PERIOD		0.00154	ug/m^3		376297.53	3763953.77	41.19	1.50	107.59	
PERIOD		0.00124	ug/m^3		376114.55	3763778.01	64.95	1.50	107.59	
PERIOD		0.00122	ug/m^3		376111.25	3763769.24	67.22	1.50	107.59	
PERIOD		0.00123	ug/m^3		376107.94	3763760.46	67.24	1.50	107.59	
PERIOD		0.00125	ug/m^3		376104.64	3763751.69	67.15	1.50	107.59	
PERIOD		0.00124	ug/m^3		376101.34	3763742.91	68.12	1.50	107.59	
PERIOD		0.00123	ug/m^3		376098.03	3763734.14	69.91	1.50	107.59	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00119	ug/m^3		376094.73	3763725.36	72.68	1.50	107.59	
PERIOD		0.00116	ug/m^3		376091.43	3763716.59	75.75	1.50	107.59	
PERIOD		0.00112	ug/m^3		376088.12	3763707.82	78.78	1.50	107.59	
PERIOD		0.00108	ug/m^3		376084.82	3763699.04	81.98	1.50	106.59	
PERIOD		0.00104	ug/m^3		376081.52	3763690.27	86.08	1.50	94.05	
PERIOD		0.00100	ug/m^3		376078.21	3763681.49	89.79	1.50	91.83	
PERIOD		0.00128	ug/m^3		376145.00	3763845.90	55.34	1.50	107.59	
PERIOD		0.00130	ug/m^3		376152.34	3763852.36	55.18	1.50	107.59	
PERIOD		0.00133	ug/m^3		376159.67	3763858.83	54.42	1.50	107.59	
PERIOD		0.00138	ug/m^3		376167.00	3763865.30	52.10	1.50	107.59	
PERIOD		0.00141	ug/m^3		376174.33	3763871.76	50.98	1.50	107.59	
PERIOD		0.00142	ug/m^3		376181.66	3763878.23	50.06	1.50	107.59	
PERIOD		0.00143	ug/m^3		376188.99	3763884.70	47.79	1.50	107.59	
PERIOD		0.00144	ug/m^3		376196.33	3763891.16	46.76	1.50	107.59	
PERIOD		0.00143	ug/m^3		376203.66	3763897.63	45.74	1.50	107.59	
PERIOD		0.00143	ug/m^3		376210.99	3763904.10	45.21	1.50	107.59	
PERIOD		0.00143	ug/m^3		376218.32	3763910.57	45.00	1.50	107.59	
PERIOD		0.00142	ug/m^3		376225.65	3763917.03	44.65	1.50	107.59	
PERIOD		0.00141	ug/m^3		376232.98	3763923.50	44.18	1.50	107.59	
PERIOD		0.00139	ug/m^3		376240.31	3763929.97	43.20	1.50	107.59	
PERIOD		0.00137	ug/m^3		376247.65	3763936.43	42.51	1.50	107.59	

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00136	ug/m^3		376254.98	3763942.90	42.34	1.50	107.59	
PERIOD		0.00134	ug/m^3		376262.31	3763949.37	42.26	1.50	107.59	
PERIOD		0.00132	ug/m^3		376269.64	3763955.83	41.73	1.50	107.59	
PERIOD		0.00130	ug/m^3		376276.97	3763962.30	41.29	1.50	107.59	
PERIOD		0.00129	ug/m^3		376284.30	3763968.77	40.78	1.50	107.59	
PERIOD		0.00107	ug/m^3		376098.02	3763784.23	65.38	1.50	107.59	
PERIOD		0.00106	ug/m^3		376094.71	3763775.46	67.19	1.50	107.59	
PERIOD		0.00107	ug/m^3		376091.41	3763766.69	67.70	1.50	107.59	
PERIOD		0.00106	ug/m^3		376088.11	3763757.91	69.39	1.50	107.59	
PERIOD		0.00103	ug/m^3		376084.80	3763749.14	72.73	1.50	107.59	
PERIOD		0.00100	ug/m^3		376081.50	3763740.36	75.84	1.50	107.59	
PERIOD		0.00098	ug/m^3		376078.20	3763731.59	77.97	1.50	107.59	
PERIOD		0.00096	ug/m^3		376074.89	3763722.82	80.74	1.50	107.35	
PERIOD		0.00093	ug/m^3		376071.59	3763714.04	84.06	1.50	105.99	
PERIOD		0.00090	ug/m^3		376068.29	3763705.27	87.79	1.50	92.35	
PERIOD		0.00108	ug/m^3		376124.44	3763854.43	55.29	1.50	107.59	
PERIOD		0.00110	ug/m^3		376131.77	3763860.89	55.06	1.50	107.59	
PERIOD		0.00111	ug/m^3		376139.11	3763867.36	54.86	1.50	107.59	
PERIOD		0.00113	ug/m^3		376146.44	3763873.83	54.38	1.50	107.59	
PERIOD		0.00117	ug/m^3		376153.77	3763880.30	51.68	1.50	107.59	
PERIOD		0.00120	ug/m^3		376161.10	3763886.76	49.40	1.50	107.59	

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00120	ug/m^3		376168.43	3763893.23	48.37	1.50	107.59	
PERIOD		0.00121	ug/m^3		376175.76	3763899.70	47.65	1.50	107.59	
PERIOD		0.00121	ug/m^3		376183.10	3763906.16	46.55	1.50	107.59	
PERIOD		0.00121	ug/m^3		376190.43	3763912.63	45.72	1.50	107.59	
PERIOD		0.00120	ug/m^3		376197.76	3763919.10	44.79	1.50	107.59	
PERIOD		0.00120	ug/m^3		376205.09	3763925.56	44.12	1.50	107.59	
PERIOD		0.00119	ug/m^3		376212.42	3763932.03	43.61	1.50	107.59	
PERIOD		0.00118	ug/m^3		376219.75	3763938.50	43.03	1.50	107.59	
PERIOD		0.00117	ug/m^3		376227.08	3763944.97	42.43	1.50	107.59	
PERIOD		0.00116	ug/m^3		376234.42	3763951.43	41.96	1.50	107.59	
PERIOD		0.00114	ug/m^3		376241.75	3763957.90	41.41	1.50	107.59	
PERIOD		0.00113	ug/m^3		376249.08	3763964.37	41.31	1.50	107.59	
PERIOD		0.00112	ug/m^3		376256.41	3763970.83	41.14	1.50	107.59	
PERIOD		0.00110	ug/m^3		376263.74	3763977.30	41.01	1.50	107.59	
PERIOD		0.00109	ug/m^3		376271.07	3763983.77	40.66	1.50	107.59	
PERIOD		0.00095	ug/m^3		376107.91	3763860.65	55.44	1.50	107.59	
PERIOD		0.00094	ug/m^3		376081.48	3763790.46	64.66	1.50	107.59	
PERIOD		0.00093	ug/m^3		376078.18	3763781.68	67.23	1.50	107.59	
PERIOD		0.00094	ug/m^3		376074.88	3763772.91	67.41	1.50	107.59	
PERIOD		0.00093	ug/m^3		376071.57	3763764.14	68.66	1.50	107.59	
PERIOD		0.00089	ug/m^3		376068.27	3763755.36	73.84	1.50	107.59	

Sensitive Receptor Summary

C:\~Local TAHA Files\2022-019 Stocker St Creative\2022-019 Stocker S

PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00086	ug/m^3		376064.97	3763746.59	78.65	1.50	107.59	
PERIOD		0.00083	ug/m^3		376061.66	3763737.81	82.40	1.50	106.73	
PERIOD		0.00081	ug/m^3		376058.36	3763729.04	85.98	1.50	105.70	
PERIOD		0.00093	ug/m^3		376111.21	3763869.43	55.00	1.50	107.59	
PERIOD		0.00094	ug/m^3		376118.54	3763875.89	54.77	1.50	107.59	
PERIOD		0.00096	ug/m^3		376125.88	3763882.36	54.54	1.50	107.59	
PERIOD		0.00097	ug/m^3		376133.21	3763888.83	53.86	1.50	107.59	
PERIOD		0.00100	ug/m^3		376140.54	3763895.29	51.78	1.50	107.59	
PERIOD		0.00102	ug/m^3		376147.87	3763901.76	49.44	1.50	107.59	
PERIOD		0.00103	ug/m^3		376155.20	3763908.23	48.04	1.50	107.59	
PERIOD		0.00103	ug/m^3		376162.53	3763914.70	47.64	1.50	107.59	
PERIOD		0.00103	ug/m^3		376169.87	3763921.16	47.03	1.50	107.59	
PERIOD		0.00103	ug/m^3		376177.20	3763927.63	46.30	1.50	107.59	
PERIOD		0.00103	ug/m^3		376184.53	3763934.10	45.24	1.50	107.59	
PERIOD		0.00102	ug/m^3		376191.86	3763940.56	44.35	1.50	107.59	
PERIOD		0.00102	ug/m^3		376199.19	3763947.03	43.75	1.50	107.59	
PERIOD		0.00101	ug/m^3		376206.52	3763953.50	43.12	1.50	107.59	
PERIOD		0.00100	ug/m^3		376213.85	3763959.96	42.43	1.50	107.59	
PERIOD		0.00099	ug/m^3		376221.19	3763966.43	41.83	1.50	107.59	
PERIOD		0.00098	ug/m^3		376228.52	3763972.90	41.20	1.50	107.59	
PERIOD		0.00097	ug/m^3		376235.85	3763979.37	40.92	1.50	107.59	

Sensitive Receptor Summary

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PM10 - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	Receptor ID	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.00096	ug/m^3		376243.18	3763985.83	41.00	1.50	107.59	
PERIOD		0.00095	ug/m^3		376250.51	3763992.30	41.01	1.50	107.59	

Stocker Street Creative Campus Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Stocker Street Creative Campus
Construction Start Date	6/1/2026
Operational Year	2029
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50000
Precipitation (days)	18.4000
Location	34.00694939890681, -118.33858716362877
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4449
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.37

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Office Park	44.4000	1000sqft	0.55000	44,400.0	0.00000	0.00000	—	BLDG B Support

Unenclosed Parking with Elevator	122.200	1000sqft	0.67000	122,200	0.00000	0.00000	—	BLDG F
Strip Mall	0.50000	1000sqft	0.01148	500.000	0.00000	0.00000	—	BLDG A
Arena	32.0000	1000sqft	0.75000	32,000.0	0.00000	0.00000	—	BLDG D
General Office Building	90.0600	1000sqft	0.00000	90,060.0	0.00000	0.00000	—	BLDG B Office
High Turnover (Sit Down Restaurant)	9.50000	1000sqft	0.21809	9,500.00	0.00000	0.00000	—	BLDG A
High Turnover (Sit Down Restaurant)	9.00000	1000sqft	0.00000	9,000.00	2,500.00	2,500.00	—	BLDG B Rooftop Restaurant
Office Park	0.30000	1000sqft	0.00689	300.000	0.00000	0.00000	—	BLDG C
Arena	19.2000	1000sqft	0.44000	19,200.0	0.00000	0.00000	—	BLDG E Studio
Manufacturing	13.0000	1000sqft	0.00000	13,000.0	0.00000	0.00000	—	BLDG E Workshop
Office Park	7.60000	1000sqft	0.00000	7,600.00	0.00000	0.00000	—	BLDG E Support
Strip Mall	3.00000	1000sqft	0.00000	3,000.00	0.00000	0.00000	—	BLDG F Retail
Office Park	2.70000	1000sqft	0.00000	2,700.00	0.00000	0.00000	—	BLDG F Support
Other Non-Asphalt Surfaces	81.5000	1000sqft	1.87098	0.00000	23,500.0	23,500.0	—	Ground level hardscape

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-4*	Use Local and Sustainable Building Materials
Construction	C-5	Use Advanced Engine Tiers
Construction	C-12	Sweep Paved Roads
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Transportation	T-31-A*	Locate Project in Area with High Destination Accessibility
Transportation	T-34*	Provide Bike Parking
Transportation	T-53*	Electrify Loading Docks

Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Energy	E-2	Require Energy Efficient Appliances
Water	W-4	Require Low-Flow Water Fixtures
Water	W-5	Design Water-Efficient Landscapes

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	30.2520	22.8542	39.6765	0.10584	0.46328	5.88706	6.35033	0.43731	1.39915	1.83647	—	16,190.6	16,190.6	0.86172	2.29356	35.5632	16,931.2
Mit.	29.8756	19.7394	41.1971	0.10584	0.27515	5.88700	6.16215	0.26521	1.39914	1.66435	—	16,190.6	16,190.6	0.86172	2.29356	35.5632	16,931.2
% Reduced	1%	14%	-4%	—	41%	—	3%	39%	—	9%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	29.3123	23.5849	34.4298	0.10584	0.60910	5.88706	6.35033	0.54828	1.39915	1.83647	—	16,140.3	16,140.3	0.86348	2.29356	0.92290	16,846.3
Mit.	29.1336	20.4700	38.6878	0.10584	0.31855	5.88700	6.16215	0.28567	1.39914	1.66435	—	16,140.3	16,140.3	0.86348	2.29356	0.92290	16,846.3
% Reduced	1%	13%	-12%	—	48%	—	3%	48%	—	9%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.81904	8.58557	17.4040	0.02656	0.17318	1.86851	2.02555	0.15789	0.45407	0.60282	—	4,382.77	4,382.77	0.14460	0.26665	3.61257	4,467.29
Mit.	3.76730	6.00702	18.1898	0.02656	0.11278	1.86851	1.97619	0.10606	0.45407	0.55888	—	4,382.77	4,382.77	0.14460	0.26665	3.61257	4,467.29

% Reduced	1%	30%	-5%	—	35%	—	2%	33%	—	7%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.69697	1.56687	3.17623	0.00485	0.03161	0.34100	0.36966	0.02882	0.08287	0.11002	—	725.618	725.618	0.02394	0.04415	0.59810	739.610
Mit.	0.68753	1.09628	3.31965	0.00485	0.02058	0.34100	0.36065	0.01936	0.08287	0.10200	—	725.618	725.618	0.02394	0.04415	0.59810	739.610
% Reduced	1%	30%	-5%	—	35%	—	2%	33%	—	7%	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0000	100.0000	550.000	150.000	—	—	150.000	—	—	55.0000	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0000	100.0000	550.000	150.000	—	—	150.000	—	—	55.0000	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.18852	22.8542	18.6664	0.10584	0.46328	5.88706	6.35033	0.43731	1.39915	1.83647	—	16,190.6	16,190.6	0.86172	2.29356	35.5632	16,931.2
2027	1.61309	11.7846	25.4059	0.03708	0.22701	2.63893	2.86594	0.21000	0.64150	0.85149	—	6,216.14	6,216.14	0.25944	0.36348	11.7294	6,342.67
2028	1.53541	11.4393	24.7375	0.03708	0.19735	2.63893	2.83628	0.18271	0.64150	0.82421	—	6,132.26	6,132.26	0.17626	0.36207	10.7900	6,255.36

2029	30.2520	19.9348	39.6765	0.05978	0.39427	4.17500	4.56927	0.36432	0.97184	1.33616	—	9,382.67	9,382.67	0.27663	0.51463	14.2526	9,557.20
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.76768	23.5849	34.4298	0.10584	0.60910	5.88706	6.35033	0.54828	1.39915	1.83647	—	16,140.3	16,140.3	0.86348	2.29356	0.92290	16,846.3
2027	1.59968	12.0065	23.9625	0.03708	0.22701	2.63893	2.86594	0.21000	0.64150	0.85149	—	6,106.77	6,106.77	0.19771	0.36348	0.30424	6,220.34
2028	1.52906	11.6009	23.3947	0.03708	0.19735	2.63893	2.83628	0.18271	0.64150	0.82421	—	6,025.08	6,025.08	0.17979	0.36348	0.27931	6,138.17
2029	29.3123	13.9047	27.5841	0.04353	0.20998	3.23021	3.44019	0.19448	0.78296	0.97743	—	7,056.61	7,056.61	0.20902	0.41945	0.30553	7,187.13
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.68457	6.49733	9.28307	0.02038	0.17318	1.34089	1.51407	0.15789	0.29526	0.45316	—	3,083.30	3,083.30	0.14460	0.26665	2.45587	3,168.83
2027	1.14364	8.58557	17.4040	0.02649	0.16215	1.86340	2.02555	0.15000	0.45283	0.60282	—	4,382.77	4,382.77	0.14122	0.25963	3.61257	4,467.29
2028	1.09366	8.31502	16.9983	0.02656	0.14135	1.86851	2.00986	0.13087	0.45407	0.58493	—	4,335.88	4,335.88	0.12877	0.26034	3.33351	4,420.02
2029	3.81904	3.25433	6.45932	0.01018	0.05482	0.71993	0.77475	0.05073	0.17255	0.22328	—	1,624.29	1,624.29	0.04861	0.09508	1.13773	1,654.98
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.12493	1.18576	1.69416	0.00372	0.03161	0.24471	0.27632	0.02882	0.05389	0.08270	—	510.475	510.475	0.02394	0.04415	0.40660	524.636
2027	0.20871	1.56687	3.17623	0.00483	0.02959	0.34007	0.36966	0.02737	0.08264	0.11002	—	725.618	725.618	0.02338	0.04299	0.59810	739.610
2028	0.19959	1.51749	3.10219	0.00485	0.02580	0.34100	0.36680	0.02388	0.08287	0.10675	—	717.855	717.855	0.02132	0.04310	0.55190	731.784
2029	0.69697	0.59392	1.17883	0.00186	0.01000	0.13139	0.14139	0.00926	0.03149	0.04075	—	268.920	268.920	0.00805	0.01574	0.18836	274.000

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.87515	19.7394	18.7703	0.10584	0.27515	5.88700	6.16215	0.26521	1.39914	1.66435	—	16,190.6	16,190.6	0.86172	2.29356	35.5632	16,931.2
2027	1.41568	8.17462	26.5060	0.03708	0.15790	2.63893	2.79683	0.14848	0.64150	0.78998	—	6,216.14	6,216.14	0.25944	0.36348	11.7294	6,342.67
2028	1.34793	7.94861	25.8498	0.03708	0.13821	2.63893	2.77714	0.13037	0.64150	0.77186	—	6,132.26	6,132.26	0.17626	0.36207	10.7900	6,255.36
2029	29.8756	13.9827	41.1971	0.05978	0.25686	4.17500	4.43186	0.24116	0.97184	1.21300	—	9,382.67	9,382.67	0.27663	0.51463	14.2526	9,557.20

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.07723	20.4700	38.6878	0.10584	0.31855	5.88700	6.16215	0.28567	1.39914	1.66435	—	16,140.3	16,140.3	0.86348	2.29356	0.92290	16,846.3
2027	1.40227	8.39657	25.0626	0.03708	0.15790	2.63893	2.79683	0.14848	0.64150	0.78998	—	6,106.77	6,106.77	0.19771	0.36348	0.30424	6,220.34
2028	1.34158	8.11024	24.5070	0.03708	0.13821	2.63893	2.77714	0.13037	0.64150	0.77186	—	6,025.08	6,025.08	0.17979	0.36348	0.27931	6,138.17
2029	29.1336	10.4727	28.7124	0.04353	0.15657	3.23021	3.38678	0.14740	0.78296	0.93036	—	7,056.61	7,056.61	0.20902	0.41945	0.30553	7,187.13
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.50214	4.31088	9.93700	0.02038	0.08522	1.34087	1.42610	0.07799	0.29526	0.37325	—	3,083.30	3,083.30	0.14460	0.26665	2.45587	3,168.83
2027	1.00263	6.00702	18.1898	0.02649	0.11278	1.86340	1.97619	0.10606	0.45283	0.55888	—	4,382.77	4,382.77	0.14122	0.25963	3.61257	4,467.29
2028	0.95938	5.81486	17.7950	0.02656	0.09899	1.86851	1.96750	0.09337	0.45407	0.54744	—	4,335.88	4,335.88	0.12877	0.26034	3.33351	4,420.02
2029	3.76730	2.33044	6.73915	0.01018	0.03799	0.71993	0.75792	0.03578	0.17255	0.20833	—	1,624.29	1,624.29	0.04861	0.09508	1.13773	1,654.98
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.09164	0.78674	1.81350	0.00372	0.01555	0.24471	0.26026	0.01423	0.05388	0.06812	—	510.475	510.475	0.02394	0.04415	0.40660	524.636
2027	0.18298	1.09628	3.31965	0.00483	0.02058	0.34007	0.36065	0.01936	0.08264	0.10200	—	725.618	725.618	0.02338	0.04299	0.59810	739.610
2028	0.17509	1.06121	3.24759	0.00485	0.01807	0.34100	0.35907	0.01704	0.08287	0.09991	—	717.855	717.855	0.02132	0.04310	0.55190	731.784
2029	0.68753	0.42530	1.22990	0.00186	0.00693	0.13139	0.13832	0.00653	0.03149	0.03802	—	268.920	268.920	0.00805	0.01574	0.18836	274.000

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	20.9987	21.0618	88.7702	0.17174	0.92249	13.7418	14.6643	0.90788	3.49064	4.39853	311.467	22,857.9	23,169.3	32.7542	0.94284	69.0511	24,338.2
Mit.	20.9986	21.0608	88.7693	0.17174	0.92241	13.7418	14.6643	0.90781	3.49064	4.39845	301.526	22,799.1	23,100.6	31.7292	0.91783	69.0511	24,236.4
% Reduced	—	< 0.5%	—	—	—	—	—	—	—	—	3%	< 0.5%	< 0.5%	3%	3%	—	< 0.5%

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	18.3970	21.3796	69.4570	0.16493	0.89524	13.7418	14.6371	0.88730	3.49064	4.37795	311.467	22,198.4	22,509.9	32.7838	0.97095	33.9324	23,652.7
Mit.	18.3970	21.3786	69.4561	0.16492	0.89517	13.7418	14.6370	0.88722	3.49064	4.37787	301.526	22,139.6	22,441.1	31.7587	0.94594	33.9324	23,550.9
% Reduced	—	< 0.5%	—	—	—	—	—	—	—	—	3%	< 0.5%	< 0.5%	3%	3%	—	< 0.5%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.3043	6.45894	63.8761	0.13205	0.13754	12.6101	12.7476	0.12554	3.20376	3.32930	311.467	18,706.6	19,018.0	32.6194	0.90761	47.4532	20,151.4
Mit.	14.3043	6.45793	63.8752	0.13204	0.13747	12.6101	12.7475	0.12546	3.20376	3.32923	301.526	18,647.8	18,949.3	31.5944	0.88260	47.4532	20,049.6
% Reduced	—	< 0.5%	—	—	—	—	—	—	—	—	3%	< 0.5%	< 0.5%	3%	3%	—	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.61054	1.17876	11.6574	0.02410	0.02510	2.30134	2.32644	0.02291	0.58469	0.60760	51.5669	3,097.09	3,148.65	5.40051	0.15026	7.85642	3,336.30
Mit.	2.61053	1.17857	11.6572	0.02410	0.02509	2.30134	2.32643	0.02290	0.58469	0.60758	49.9211	3,087.35	3,137.28	5.23081	0.14612	7.85642	3,319.45
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	3%	< 0.5%	< 0.5%	3%	3%	—	1%
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0000	55.0000	550.000	150.000	—	—	150.000	—	—	55.0000	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0000	55.0000	550.000	150.000	—	—	150.000	—	—	55.0000	—	—	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,000.00
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Yes
Mit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Yes

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.50199	4.84881	57.8521	0.14216	0.08316	13.7418	13.8250	0.07741	3.49064	3.56806	—	14,540.4	14,540.4	0.70987	0.58238	36.0534	14,767.8
Area	8.08112	0.12935	15.3728	0.00092	0.02731	—	0.02731	0.02064	—	0.02064	—	63.2151	63.2151	0.00265	0.00054	—	63.4431
Energy	0.00181	0.03300	0.02772	0.00020	0.00251	—	0.00251	0.00251	—	0.00251	—	4,681.49	4,681.49	0.45568	0.06388	—	4,711.92
Water	—	—	—	—	—	—	—	—	—	—	108.686	536.934	645.620	11.1968	0.27217	—	1,006.65
Waste	—	—	—	—	—	—	—	—	—	—	202.781	0.00000	202.781	20.2672	0.00000	—	709.462
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32.9976	32.9976
Off-Road	0.09739	1.18964	1.96018	0.00292	0.02735	—	0.02735	0.02517	—	0.02517	—	315.780	315.780	0.01281	0.00256	—	316.864
Stationary	5.31635	14.8610	13.5574	0.02555	0.78216	0.00000	0.78216	0.78216	0.00000	0.78216	0.00000	2,720.03	2,720.03	0.10921	0.02131	0.00000	2,729.11
Total	20.9987	21.0618	88.7702	0.17174	0.92249	13.7418	14.6643	0.90788	3.49064	4.39853	311.467	22,857.9	23,169.3	32.7542	0.94284	69.0511	24,338.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.42602	5.29599	53.9117	0.13627	0.08322	13.7418	13.8251	0.07747	3.49064	3.56812	—	13,944.2	13,944.2	0.74205	0.61103	0.93481	14,145.7
Area	5.55546	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00181	0.03300	0.02772	0.00020	0.00251	—	0.00251	0.00251	—	0.00251	—	4,681.49	4,681.49	0.45568	0.06388	—	4,711.92
Water	—	—	—	—	—	—	—	—	—	—	108.686	536.934	645.620	11.1968	0.27217	—	1,006.65
Waste	—	—	—	—	—	—	—	—	—	—	202.781	0.00000	202.781	20.2672	0.00000	—	709.462

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32.9976	32.9976
Off-Road	0.09739	1.18964	1.96018	0.00292	0.02735	—	0.02735	0.02517	—	0.02517	—	315.780	315.780	0.01281	0.00256	—	316.864
Stationary	5.31635	14.8610	13.5574	0.02555	0.78216	0.00000	0.78216	0.78216	0.00000	0.78216	0.00000	2,720.03	2,720.03	0.10921	0.02131	0.00000	2,729.11
Total	18.3970	21.3796	69.4570	0.16493	0.89524	13.7418	14.6371	0.88730	3.49064	4.37795	311.467	22,198.4	22,509.9	32.7838	0.97095	33.9324	23,652.7
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.83635	4.95231	51.2166	0.12801	0.07725	12.6101	12.6873	0.07191	3.20376	3.27567	—	13,097.3	13,097.3	0.68379	0.56838	14.4556	13,298.3
Area	7.28537	0.08859	10.5293	0.00063	0.01870	—	0.01870	0.01414	—	0.01414	—	43.2980	43.2980	0.00182	0.00037	—	43.4542
Energy	0.00181	0.03300	0.02772	0.00020	0.00251	—	0.00251	0.00251	—	0.00251	—	4,681.49	4,681.49	0.45568	0.06388	—	4,711.92
Water	—	—	—	—	—	—	—	—	—	—	108.686	536.934	645.620	11.1968	0.27217	—	1,006.65
Waste	—	—	—	—	—	—	—	—	—	—	202.781	0.00000	202.781	20.2672	0.00000	—	709.462
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32.9976	32.9976
Off-Road	0.09339	1.14075	1.87963	0.00280	0.02623	—	0.02623	0.02413	—	0.02413	—	302.803	302.803	0.01228	0.00246	—	303.842
Stationary	0.08739	0.24429	0.22286	0.00042	0.01286	0.00000	0.01286	0.01286	0.00000	0.01286	0.00000	44.7128	44.7128	0.00180	0.00035	0.00000	44.8620
Total	14.3043	6.45894	63.8761	0.13205	0.13754	12.6101	12.7476	0.12554	3.20376	3.32930	311.467	18,706.6	19,018.0	32.6194	0.90761	47.4532	20,151.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.24763	0.90380	9.34702	0.02336	0.01410	2.30134	2.31544	0.01312	0.58469	0.59781	—	2,168.41	2,168.41	0.11321	0.09410	2.39329	2,201.68
Area	1.32958	0.01617	1.92160	0.00011	0.00341	—	0.00341	0.00258	—	0.00258	—	7.16848	7.16848	0.00030	0.00006	—	7.19433
Energy	0.00033	0.00602	0.00506	0.00004	0.00046	—	0.00046	0.00046	—	0.00046	—	775.075	775.075	0.07544	0.01058	—	780.113
Water	—	—	—	—	—	—	—	—	—	—	17.9942	88.8956	106.890	1.85376	0.04506	—	166.662
Waste	—	—	—	—	—	—	—	—	—	—	33.5727	0.00000	33.5727	3.35547	0.00000	—	117.460
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.46313	5.46313
Off-Road	0.01704	0.20819	0.34303	0.00051	0.00479	—	0.00479	0.00440	—	0.00440	—	50.1324	50.1324	0.00203	0.00041	—	50.3045
Stationary	0.01595	0.04458	0.04067	0.00008	0.00235	0.00000	0.00235	0.00235	0.00000	0.00235	0.00000	7.40271	7.40271	0.00030	0.00006	0.00000	7.42742
Total	2.61054	1.17876	11.6574	0.02410	0.02510	2.30134	2.32644	0.02291	0.58469	0.60760	51.5669	3,097.09	3,148.65	5.40051	0.15026	7.85642	3,336.30

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.50199	4.84881	57.8521	0.14216	0.08316	13.7418	13.8250	0.07741	3.49064	3.56806	—	14,540.4	14,540.4	0.70987	0.58238	36.0534	14,767.8
Area	8.08112	0.12935	15.3728	0.00092	0.02731	—	0.02731	0.02064	—	0.02064	—	63.2151	63.2151	0.00265	0.00054	—	63.4431
Energy	0.00176	0.03199	0.02687	0.00019	0.00243	—	0.00243	0.00243	—	0.00243	—	4,678.59	4,678.59	0.45540	0.06385	—	4,709.00
Water	—	—	—	—	—	—	—	—	—	—	98.7451	481.057	579.802	10.1720	0.24718	—	907.764
Waste	—	—	—	—	—	—	—	—	—	—	202.781	0.00000	202.781	20.2672	0.00000	—	709.462
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32.9976	32.9976
Off-Road	0.09739	1.18964	1.96018	0.00292	0.02735	—	0.02735	0.02517	—	0.02517	—	315.780	315.780	0.01281	0.00256	—	316.864
Stationary	5.31635	14.8610	13.5574	0.02555	0.78216	0.00000	0.78216	0.78216	0.00000	0.78216	0.00000	2,720.03	2,720.03	0.10921	0.02131	0.00000	2,729.11
Total	20.9986	21.0608	88.7693	0.17174	0.92241	13.7418	14.6643	0.90781	3.49064	4.39845	301.526	22,799.1	23,100.6	31.7292	0.91783	69.0511	24,236.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.42602	5.29599	53.9117	0.13627	0.08322	13.7418	13.8251	0.07747	3.49064	3.56812	—	13,944.2	13,944.2	0.74205	0.61103	0.93481	14,145.7
Area	5.55546	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00176	0.03199	0.02687	0.00019	0.00243	—	0.00243	0.00243	—	0.00243	—	4,678.59	4,678.59	0.45540	0.06385	—	4,709.00
Water	—	—	—	—	—	—	—	—	—	—	98.7451	481.057	579.802	10.1720	0.24718	—	907.764
Waste	—	—	—	—	—	—	—	—	—	—	202.781	0.00000	202.781	20.2672	0.00000	—	709.462
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32.9976	32.9976
Off-Road	0.09739	1.18964	1.96018	0.00292	0.02735	—	0.02735	0.02517	—	0.02517	—	315.780	315.780	0.01281	0.00256	—	316.864
Stationary	5.31635	14.8610	13.5574	0.02555	0.78216	0.00000	0.78216	0.78216	0.00000	0.78216	0.00000	2,720.03	2,720.03	0.10921	0.02131	0.00000	2,729.11
Total	18.3970	21.3786	69.4561	0.16492	0.89517	13.7418	14.6370	0.88722	3.49064	4.37787	301.526	22,139.6	22,441.1	31.7587	0.94594	33.9324	23,550.9

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.83635	4.95231	51.2166	0.12801	0.07725	12.6101	12.6873	0.07191	3.20376	3.27567	—	13,097.3	13,097.3	0.68379	0.56838	14.4556	13,298.3
Area	7.28537	0.08859	10.5293	0.00063	0.01870	—	0.01870	0.01414	—	0.01414	—	43.2980	43.2980	0.00182	0.00037	—	43.4542
Energy	0.00176	0.03199	0.02687	0.00019	0.00243	—	0.00243	0.00243	—	0.00243	—	4,678.59	4,678.59	0.45540	0.06385	—	4,709.00
Water	—	—	—	—	—	—	—	—	—	—	98.7451	481.057	579.802	10.1720	0.24718	—	907.764
Waste	—	—	—	—	—	—	—	—	—	—	202.781	0.00000	202.781	20.2672	0.00000	—	709.462
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32.9976	32.9976
Off-Road	0.09339	1.14075	1.87963	0.00280	0.02623	—	0.02623	0.02413	—	0.02413	—	302.803	302.803	0.01228	0.00246	—	303.842
Stationary	0.08739	0.24429	0.22286	0.00042	0.01286	0.00000	0.01286	0.01286	0.00000	0.01286	0.00000	44.7128	44.7128	0.00180	0.00035	0.00000	44.8620
Total	14.3043	6.45793	63.8752	0.13204	0.13747	12.6101	12.7475	0.12546	3.20376	3.32923	301.526	18,647.8	18,949.3	31.5944	0.88260	47.4532	20,049.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.24763	0.90380	9.34702	0.02336	0.01410	2.30134	2.31544	0.01312	0.58469	0.59781	—	2,168.41	2,168.41	0.11321	0.09410	2.39329	2,201.68
Area	1.32958	0.01617	1.92160	0.00011	0.00341	—	0.00341	0.00258	—	0.00258	—	7.16848	7.16848	0.00030	0.00006	—	7.19433
Energy	0.00032	0.00584	0.00490	0.00004	0.00044	—	0.00044	0.00044	—	0.00044	—	774.593	774.593	0.07540	0.01057	—	779.629
Water	—	—	—	—	—	—	—	—	—	—	16.3484	79.6445	95.9928	1.68410	0.04092	—	150.291
Waste	—	—	—	—	—	—	—	—	—	—	33.5727	0.00000	33.5727	3.35547	0.00000	—	117.460
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.46313	5.46313
Off-Road	0.01704	0.20819	0.34303	0.00051	0.00479	—	0.00479	0.00440	—	0.00440	—	50.1324	50.1324	0.00203	0.00041	—	50.3045
Stationary	0.01595	0.04458	0.04067	0.00008	0.00235	0.00000	0.00235	0.00235	0.00000	0.00235	0.00000	7.40271	7.40271	0.00030	0.00006	0.00000	7.42742
Total	2.61053	1.17857	11.6572	0.02410	0.02509	2.30134	2.32643	0.02290	0.58469	0.60758	49.9211	3,087.35	3,137.28	5.23081	0.14612	7.85642	3,319.45

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80182	7.32744	10.0936	0.01413	0.30104	—	0.30104	0.27696	—	0.27696	—	1,458.62	1,458.62	0.05917	0.01183	—	1,463.63
Dust From Material Movement	—	—	—	—	—	0.13787	0.13787	—	0.01489	0.01489	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	1.13981	1.13981	—	0.17260	0.17260	—	—	—	—	—	—	—
Onsite truck	0.00068	0.02068	0.01276	0.00007	0.00009	0.28598	0.28607	0.00009	0.02876	0.02885	—	8.30790	8.30790	0.00099	0.00134	0.01526	8.74872
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14279	1.30489	1.79750	0.00252	0.05361	—	0.05361	0.04932	—	0.04932	—	259.755	259.755	0.01054	0.00211	—	260.646
Dust From Material Movement	—	—	—	—	—	0.02455	0.02455	—	0.00265	0.00265	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	0.20298	0.20298	—	0.03074	0.03074	—	—	—	—	—	—	—
Onsite truck	0.00012	0.00380	0.00230	0.00001	0.00002	0.04837	0.04839	0.00002	0.00487	0.00488	—	1.48164	1.48164	0.00018	0.00024	0.00117	1.55859
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02606	0.23814	0.32804	0.00046	0.00978	—	0.00978	0.00900	—	0.00900	—	43.0054	43.0054	0.00174	0.00035	—	43.1529
Dust From Material Movement	—	—	—	—	—	0.00448	0.00448	—	0.00048	0.00048	—	—	—	—	—	—	—

Demoliti	—	—	—	—	—	0.03704	0.03704	—	0.00561	0.00561	—	—	—	—	—	—	—
Onsite truck	0.00002	0.00069	0.00042	< 0.000005	< 0.000005	0.00883	0.00883	< 0.000005	0.00089	0.00089	—	0.24530	0.24530	0.00003	0.00004	0.00019	0.25804
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29454	0.31041	5.16675	0.00000	0.00000	1.04568	1.04568	0.00000	0.24510	0.24510	—	1,083.89	1,083.89	0.04497	0.03792	3.66737	1,099.99
Vendor	0.01496	0.54999	0.26604	0.00360	0.00720	0.13689	0.14409	0.00360	0.03782	0.04142	—	498.834	498.834	0.02074	0.07118	1.34801	521.913
Hauling	0.02593	1.96300	0.77303	0.01111	0.02116	0.44496	0.46612	0.02116	0.12182	0.14299	—	1,632.51	1,632.51	0.09048	0.26085	3.66207	1,716.17
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05182	0.06753	0.82180	0.00000	0.00000	0.18402	0.18402	0.00000	0.04310	0.04310	—	185.687	185.687	0.00832	0.00675	0.28251	188.190
Vendor	0.00260	0.10299	0.04800	0.00064	0.00128	0.02414	0.02542	0.00064	0.00667	0.00732	—	88.8523	88.8523	0.00369	0.01268	0.10354	92.8258
Hauling	0.00452	0.36776	0.13823	0.00198	0.00377	0.07853	0.08229	0.00377	0.02152	0.02528	—	290.772	290.772	0.01611	0.04645	0.28026	305.298
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00946	0.01232	0.14998	0.00000	0.00000	0.03358	0.03358	0.00000	0.00787	0.00787	—	30.7426	30.7426	0.00138	0.00112	0.04677	31.1570
Vendor	0.00047	0.01880	0.00876	0.00012	0.00023	0.00440	0.00464	0.00012	0.00122	0.00134	—	14.7105	14.7105	0.00061	0.00210	0.01714	15.3684
Hauling	0.00083	0.06712	0.02523	0.00036	0.00069	0.01433	0.01502	0.00069	0.00393	0.00461	—	48.1407	48.1407	0.00267	0.00769	0.04640	50.5456

3.2. Demolition (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.44439	3.27608	10.5225	0.01413	0.09730	—	0.09730	0.09103	—	0.09103	—	1,458.62	1,458.62	0.05917	0.01183	—	1,463.63
Dust From Material Movement	—	—	—	—	—	0.13787	0.13787	—	0.01489	0.01489	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	1.13981	1.13981	—	0.17260	0.17260	—	—	—	—	—	—	—
Onsite truck	0.00068	0.02068	0.01276	0.00007	0.00009	0.28592	0.28601	0.00009	0.02875	0.02883	—	8.30790	8.30790	0.00099	0.00134	0.01526	8.74872
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07914	0.58341	1.87387	0.00252	0.01733	—	0.01733	0.01621	—	0.01621	—	259.755	259.755	0.01054	0.00211	—	260.646
Dust From Material Movement	—	—	—	—	—	0.02455	0.02455	—	0.00265	0.00265	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	0.20298	0.20298	—	0.03074	0.03074	—	—	—	—	—	—	—
Onsite truck	0.00012	0.00380	0.00230	0.00001	0.00002	0.04836	0.04837	0.00002	0.00486	0.00488	—	1.48164	1.48164	0.00018	0.00024	0.00117	1.55859
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01444	0.10647	0.34198	0.00046	0.00316	—	0.00316	0.00296	—	0.00296	—	43.0054	43.0054	0.00174	0.00035	—	43.1529
Dust From Material Movement	—	—	—	—	—	0.00448	0.00448	—	0.00048	0.00048	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	0.03704	0.03704	—	0.00561	0.00561	—	—	—	—	—	—	—
Onsite truck	0.00002	0.00069	0.00042	< 0.000005	< 0.000005	0.00883	0.00883	< 0.000005	0.00089	0.00089	—	0.24530	0.24530	0.00003	0.00004	0.00019	0.25804

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29454	0.31041	5.16675	0.00000	0.00000	1.04568	1.04568	0.00000	0.24510	0.24510	—	1,083.89	1,083.89	0.04497	0.03792	3.66737	1,099.99
Vendor	0.01496	0.54999	0.26604	0.00360	0.00720	0.13689	0.14409	0.00360	0.03782	0.04142	—	498.834	498.834	0.02074	0.07118	1.34801	521.913
Hauling	0.02593	1.96300	0.77303	0.01111	0.02116	0.44496	0.46612	0.02116	0.12182	0.14299	—	1,632.51	1,632.51	0.09048	0.26085	3.66207	1,716.17
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05182	0.06753	0.82180	0.00000	0.00000	0.18402	0.18402	0.00000	0.04310	0.04310	—	185.687	185.687	0.00832	0.00675	0.28251	188.190
Vendor	0.00260	0.10299	0.04800	0.00064	0.00128	0.02414	0.02542	0.00064	0.00667	0.00732	—	88.8523	88.8523	0.00369	0.01268	0.10354	92.8258
Hauling	0.00452	0.36776	0.13823	0.00198	0.00377	0.07853	0.08229	0.00377	0.02152	0.02528	—	290.772	290.772	0.01611	0.04645	0.28026	305.298
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00946	0.01232	0.14998	0.00000	0.00000	0.03358	0.03358	0.00000	0.00787	0.00787	—	30.7426	30.7426	0.00138	0.00112	0.04677	31.1570
Vendor	0.00047	0.01880	0.00876	0.00012	0.00023	0.00440	0.00464	0.00012	0.00122	0.00134	—	14.7105	14.7105	0.00061	0.00210	0.01714	15.3684
Hauling	0.00083	0.06712	0.02523	0.00036	0.00069	0.01433	0.01502	0.00069	0.00393	0.00461	—	48.1407	48.1407	0.00267	0.00769	0.04640	50.5456

3.3. Site Preparation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66879	6.23728	10.0384	0.01485	0.17125	—	0.17125	0.15755	—	0.15755	—	1,464.11	1,464.11	0.05939	0.01188	—	1,469.14

Dust From Material Movement	—	—	—	—	—	0.00064	0.00064	—	0.00010	0.00010	—	—	—	—	—	—	—
Onsite truck	0.00068	0.02068	0.01276	0.00007	0.00009	0.42804	0.42813	0.00009	0.04289	0.04297	—	8.30790	8.30790	0.00099	0.00134	0.01526	8.74872
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02748	0.25633	0.41254	0.00061	0.00704	—	0.00704	0.00647	—	0.00647	—	60.1691	60.1691	0.00244	0.00049	—	60.3755
Dust From Material Movement	—	—	—	—	—	0.00003	0.00003	—	< 0.000005	< 0.000005	—	—	—	—	—	—	—
Onsite truck	0.00003	0.00088	0.00053	< 0.000005	< 0.000005	0.01671	0.01671	< 0.000005	0.00167	0.00168	—	0.34192	0.34192	0.00004	0.00006	0.00027	0.35967
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00502	0.04678	0.07529	0.00011	0.00128	—	0.00128	0.00118	—	0.00118	—	9.96167	9.96167	0.00040	0.00008	—	9.99586
Dust From Material Movement	—	—	—	—	—	< 0.000005	< 0.000005	—	< 0.000005	< 0.000005	—	—	—	—	—	—	—
Onsite truck	< 0.000005	0.00016	0.00010	< 0.000005	< 0.000005	0.00305	0.00305	< 0.000005	0.00031	0.00031	—	0.05661	0.05661	0.00001	0.00001	0.00004	0.05955
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29454	0.31041	5.16675	0.00000	0.00000	1.04568	1.04568	0.00000	0.24510	0.24510	—	1,083.89	1,083.89	0.04497	0.03792	3.66737	1,099.99
Vendor	0.01496	0.54999	0.26604	0.00360	0.00720	0.13689	0.14409	0.00360	0.03782	0.04142	—	498.834	498.834	0.02074	0.07118	1.34801	521.913
Hauling	0.02593	1.96300	0.77303	0.01111	0.02116	0.44496	0.46612	0.02116	0.12182	0.14299	—	1,632.51	1,632.51	0.09048	0.26085	3.66207	1,716.17

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01196	0.01558	0.18965	0.00000	0.00000	0.04247	0.04247	0.00000	0.00995	0.00995	—	42.8509	42.8509	0.00192	0.00156	0.06519	43.4285
Vendor	0.00060	0.02377	0.01108	0.00015	0.00030	0.00557	0.00587	0.00015	0.00154	0.00169	—	20.5044	20.5044	0.00085	0.00293	0.02389	21.4213
Hauling	0.00104	0.08487	0.03190	0.00046	0.00087	0.01812	0.01899	0.00087	0.00497	0.00583	—	67.1013	67.1013	0.00372	0.01072	0.06468	70.4535
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00218	0.00284	0.03461	0.00000	0.00000	0.00775	0.00775	0.00000	0.00182	0.00182	—	7.09446	7.09446	0.00032	0.00026	0.01079	7.19008
Vendor	0.00011	0.00434	0.00202	0.00003	0.00005	0.00102	0.00107	0.00003	0.00028	0.00031	—	3.39474	3.39474	0.00014	0.00048	0.00396	3.54655
Hauling	0.00019	0.01549	0.00582	0.00008	0.00016	0.00331	0.00347	0.00016	0.00091	0.00106	—	11.1094	11.1094	0.00062	0.00177	0.01071	11.6644

3.4. Site Preparation (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.37548	3.31797	10.6060	0.01485	0.07614	—	0.07614	0.07177	—	0.07177	—	1,464.11	1,464.11	0.05939	0.01188	—	1,469.14
Dust From Material Movement	—	—	—	—	—	0.00064	0.00064	—	0.00010	0.00010	—	—	—	—	—	—	—
Onsite truck	0.00068	0.02068	0.01276	0.00007	0.00009	0.42801	0.42810	0.00009	0.04288	0.04297	—	8.30790	8.30790	0.00099	0.00134	0.01526	8.74872
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01543	0.13635	0.43586	0.00061	0.00313	—	0.00313	0.00295	—	0.00295	—	60.1691	60.1691	0.00244	0.00049	—	60.3755
Dust From Material Movement	—	—	—	—	—	0.00003	0.00003	—	< 0.000005	< 0.000005	—	—	—	—	—	—	—
Onsite truck	0.00003	0.00088	0.00053	< 0.000005	< 0.000005	0.01670	0.01671	< 0.000005	0.00167	0.00168	—	0.34192	0.34192	0.00004	0.00006	0.00027	0.35967
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00282	0.02488	0.07955	0.00011	0.00057	—	0.00057	0.00054	—	0.00054	—	9.96167	9.96167	0.00040	0.00008	—	9.99586
Dust From Material Movement	—	—	—	—	—	< 0.000005	< 0.000005	—	< 0.000005	< 0.000005	—	—	—	—	—	—	—
Onsite truck	< 0.000005	0.00016	0.00010	< 0.000005	< 0.000005	0.00305	0.00305	< 0.000005	0.00031	0.00031	—	0.05661	0.05661	0.00001	0.00001	0.00004	0.05955
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29454	0.31041	5.16675	0.00000	0.00000	1.04568	1.04568	0.00000	0.24510	0.24510	—	1,083.89	1,083.89	0.04497	0.03792	3.66737	1,099.99
Vendor	0.01496	0.54999	0.26604	0.00360	0.00720	0.13689	0.14409	0.00360	0.03782	0.04142	—	498.834	498.834	0.02074	0.07118	1.34801	521.913
Hauling	0.02593	1.96300	0.77303	0.01111	0.02116	0.44496	0.46612	0.02116	0.12182	0.14299	—	1,632.51	1,632.51	0.09048	0.26085	3.66207	1,716.17
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01196	0.01558	0.18965	0.00000	0.00000	0.04247	0.04247	0.00000	0.00995	0.00995	—	42.8509	42.8509	0.00192	0.00156	0.06519	43.4285
Vendor	0.00060	0.02377	0.01108	0.00015	0.00030	0.00557	0.00587	0.00015	0.00154	0.00169	—	20.5044	20.5044	0.00085	0.00293	0.02389	21.4213
Hauling	0.00104	0.08487	0.03190	0.00046	0.00087	0.01812	0.01899	0.00087	0.00497	0.00583	—	67.1013	67.1013	0.00372	0.01072	0.06468	70.4535
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00218	0.00284	0.03461	0.00000	0.00000	0.00775	0.00775	0.00000	0.00182	0.00182	—	7.09446	7.09446	0.00032	0.00026	0.01079	7.19008

Vendor	0.00011	0.00434	0.00202	0.00003	0.00005	0.00102	0.00107	0.00003	0.00028	0.00031	—	3.39474	3.39474	0.00014	0.00048	0.00396	3.54655
Hauling	0.00019	0.01549	0.00582	0.00008	0.00016	0.00331	0.00347	0.00016	0.00091	0.00106	—	11.1094	11.1094	0.00062	0.00177	0.01071	11.6644

3.5. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66161	5.59415	6.76621	0.00952	0.27953	—	0.27953	0.25717	—	0.25717	—	987.047	987.047	0.04004	0.00801	—	990.434
Dust From Material Movement	—	—	—	—	—	0.14040	0.14040	—	0.01527	0.01527	—	—	—	—	—	—	—
Onsite truck	0.00137	0.04136	0.02553	0.00013	0.00018	0.85608	0.85626	0.00018	0.08577	0.08595	—	16.6158	16.6158	0.00198	0.00269	0.03052	17.4974
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66161	5.59415	6.76621	0.00952	0.27953	—	0.27953	0.25717	—	0.25717	—	987.047	987.047	0.04004	0.00801	—	990.434
Dust From Material Movement	—	—	—	—	—	0.14040	0.14040	—	0.01527	0.01527	—	—	—	—	—	—	—
Onsite truck	0.00123	0.04325	0.02619	0.00013	0.00018	0.85608	0.85626	0.00018	0.08577	0.08595	—	16.6732	16.6732	0.00198	0.00269	0.00079	17.5251
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03625	0.30653	0.37075	0.00052	0.01532	—	0.01532	0.01409	—	0.01409	—	54.0847	54.0847	0.00219	0.00044	—	54.2703

Dust From Material Movement	—	—	—	—	—	0.00769	0.00769	—	0.00084	0.00084	—	—	—	—	—	—	—
Onsite truck	0.00007	0.00234	0.00141	0.00001	0.00001	0.04455	0.04456	0.00001	0.00446	0.00447	—	0.91178	0.91178	0.00011	0.00015	0.00072	0.95913
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00662	0.05594	0.06766	0.00010	0.00280	—	0.00280	0.00257	—	0.00257	—	8.95435	8.95435	0.00036	0.00007	—	8.98507
Dust From Material Movement	—	—	—	—	—	0.00140	0.00140	—	0.00015	0.00015	—	—	—	—	—	—	—
Onsite truck	0.00001	0.00043	0.00026	< 0.000005	< 0.000005	0.00813	0.00813	< 0.000005	0.00081	0.00082	—	0.15095	0.15095	0.00002	0.00002	0.00012	0.15880
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29454	0.31041	5.16675	0.00000	0.00000	1.04568	1.04568	0.00000	0.24510	0.24510	—	1,083.89	1,083.89	0.04497	0.03792	3.66737	1,099.99
Vendor	0.01496	0.54999	0.26604	0.00360	0.00720	0.13689	0.14409	0.00360	0.03782	0.04142	—	498.834	498.834	0.02074	0.07118	1.34801	521.913
Hauling	0.21605	16.3583	6.44191	0.09259	0.17637	3.70800	3.88437	0.17637	1.01518	1.19155	—	13,604.2	13,604.2	0.75398	2.17376	30.5173	14,301.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29277	0.34833	4.40925	0.00000	0.00000	1.04568	1.04568	0.00000	0.24510	0.24510	—	1,027.54	1,027.54	0.04674	0.03792	0.09518	1,040.11
Vendor	0.01425	0.57504	0.27239	0.00360	0.00720	0.13689	0.14409	0.00360	0.03782	0.04142	—	499.089	499.089	0.02074	0.07118	0.03499	520.855
Hauling	0.20283	17.0241	6.50805	0.09259	0.17637	3.70800	3.88437	0.17637	1.01518	1.19155	—	13,610.0	13,610.0	0.75398	2.17376	0.79194	14,277.4
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01595	0.02078	0.25286	0.00000	0.00000	0.05662	0.05662	0.00000	0.01326	0.01326	—	57.1345	57.1345	0.00256	0.00208	0.08693	57.9047
Vendor	0.00080	0.03169	0.01477	0.00020	0.00039	0.00743	0.00782	0.00020	0.00205	0.00225	—	27.3392	27.3392	0.00114	0.00390	0.03186	28.5618
Hauling	0.01160	0.94297	0.35443	0.00507	0.00966	0.20135	0.21101	0.00966	0.05517	0.06483	—	745.570	745.570	0.04131	0.11911	0.71862	782.816
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00291	0.00379	0.04615	0.00000	0.00000	0.01033	0.01033	0.00000	0.00242	0.00242	—	9.45927	9.45927	0.00042	0.00034	0.01439	9.58678
Vendor	0.00015	0.00578	0.00270	0.00004	0.00007	0.00136	0.00143	0.00004	0.00037	0.00041	—	4.52631	4.52631	0.00019	0.00065	0.00527	4.72873
Hauling	0.00212	0.17209	0.06468	0.00093	0.00176	0.03675	0.03851	0.00176	0.01007	0.01183	—	123.438	123.438	0.00684	0.01972	0.11898	129.604

3.6. Grading (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34823	2.47932	6.87004	0.00952	0.09141	—	0.09141	0.08506	—	0.08506	—	987.047	987.047	0.04004	0.00801	—	990.434
Dust From Material Movement	—	—	—	—	—	0.14040	0.14040	—	0.01527	0.01527	—	—	—	—	—	—	—
Onsite truck	0.00137	0.04136	0.02553	0.00013	0.00018	0.85603	0.85620	0.00018	0.08576	0.08593	—	16.6158	16.6158	0.00198	0.00269	0.03052	17.4974
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34823	2.47932	6.87004	0.00952	0.09141	—	0.09141	0.08506	—	0.08506	—	987.047	987.047	0.04004	0.00801	—	990.434
Dust From Material Movement	—	—	—	—	—	0.14040	0.14040	—	0.01527	0.01527	—	—	—	—	—	—	—
Onsite truck	0.00123	0.04325	0.02619	0.00013	0.00018	0.85603	0.85620	0.00018	0.08576	0.08593	—	16.6732	16.6732	0.00198	0.00269	0.00079	17.5251
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01908	0.13585	0.37644	0.00052	0.00501	—	0.00501	0.00466	—	0.00466	—	54.0847	54.0847	0.00219	0.00044	—	54.2703

Dust From Material Movement	—	—	—	—	—	0.00769	0.00769	—	0.00084	0.00084	—	—	—	—	—	—	—
Onsite truck	0.00007	0.00234	0.00141	0.00001	0.00001	0.04455	0.04455	0.00001	0.00446	0.00447	—	0.91178	0.91178	0.00011	0.00015	0.00072	0.95913
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00348	0.02479	0.06870	0.00010	0.00091	—	0.00091	0.00085	—	0.00085	—	8.95435	8.95435	0.00036	0.00007	—	8.98507
Dust From Material Movement	—	—	—	—	—	0.00140	0.00140	—	0.00015	0.00015	—	—	—	—	—	—	—
Onsite truck	0.00001	0.00043	0.00026	< 0.000005	< 0.000005	0.00813	0.00813	< 0.000005	0.00081	0.00082	—	0.15095	0.15095	0.00002	0.00002	0.00012	0.15880
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29454	0.31041	5.16675	0.00000	0.00000	1.04568	1.04568	0.00000	0.24510	0.24510	—	1,083.89	1,083.89	0.04497	0.03792	3.66737	1,099.99
Vendor	0.01496	0.54999	0.26604	0.00360	0.00720	0.13689	0.14409	0.00360	0.03782	0.04142	—	498.834	498.834	0.02074	0.07118	1.34801	521.913
Hauling	0.21605	16.3583	6.44191	0.09259	0.17637	3.70800	3.88437	0.17637	1.01518	1.19155	—	13,604.2	13,604.2	0.75398	2.17376	30.5173	14,301.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29277	0.34833	4.40925	0.00000	0.00000	1.04568	1.04568	0.00000	0.24510	0.24510	—	1,027.54	1,027.54	0.04674	0.03792	0.09518	1,040.11
Vendor	0.01425	0.57504	0.27239	0.00360	0.00720	0.13689	0.14409	0.00360	0.03782	0.04142	—	499.089	499.089	0.02074	0.07118	0.03499	520.855
Hauling	0.20283	17.0241	6.50805	0.09259	0.17637	3.70800	3.88437	0.17637	1.01518	1.19155	—	13,610.0	13,610.0	0.75398	2.17376	0.79194	14,277.4
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01595	0.02078	0.25286	0.00000	0.00000	0.05662	0.05662	0.00000	0.01326	0.01326	—	57.1345	57.1345	0.00256	0.00208	0.08693	57.9047
Vendor	0.00080	0.03169	0.01477	0.00020	0.00039	0.00743	0.00782	0.00020	0.00205	0.00225	—	27.3392	27.3392	0.00114	0.00390	0.03186	28.5618
Hauling	0.01160	0.94297	0.35443	0.00507	0.00966	0.20135	0.21101	0.00966	0.05517	0.06483	—	745.570	745.570	0.04131	0.11911	0.71862	782.816
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00291	0.00379	0.04615	0.00000	0.00000	0.01033	0.01033	0.00000	0.00242	0.00242	—	9.45927	9.45927	0.00042	0.00034	0.01439	9.58678
Vendor	0.00015	0.00578	0.00270	0.00004	0.00007	0.00136	0.00143	0.00004	0.00037	0.00041	—	4.52631	4.52631	0.00019	0.00065	0.00527	4.72873
Hauling	0.00212	0.17209	0.06468	0.00093	0.00176	0.03675	0.03851	0.00176	0.01007	0.01183	—	123.438	123.438	0.00684	0.01972	0.11898	129.604

3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.12513	18.8055	24.5217	0.04574	0.58032	—	0.58032	0.53389	—	0.53389	—	4,410.84	4,410.84	0.17892	0.03578	—	4,425.98
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26200	2.31849	3.02323	0.00564	0.07155	—	0.07155	0.06582	—	0.06582	—	543.802	543.802	0.02206	0.00441	—	545.668
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04782	0.42312	0.55174	0.00103	0.01306	—	0.01306	0.01201	—	0.01201	—	90.0326	90.0326	0.00365	0.00073	—	90.3416
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58555	0.69666	8.81849	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	2,055.09	2,055.09	0.09348	0.07584	0.19037	2,080.21
Vendor	0.05700	2.30014	1.08954	0.01439	0.02878	0.54758	0.57636	0.01439	0.15129	0.16568	—	1,996.35	1,996.35	0.08296	0.28473	0.13995	2,083.42
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07176	0.09350	1.13788	0.00000	0.00000	0.25479	0.25479	0.00000	0.05968	0.05968	—	257.105	257.105	0.01152	0.00935	0.39117	260.571
Vendor	0.00720	0.28521	0.13294	0.00177	0.00355	0.06684	0.07039	0.00177	0.01848	0.02026	—	246.053	246.053	0.01023	0.03510	0.28671	257.056
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01310	0.01706	0.20766	0.00000	0.00000	0.04650	0.04650	0.00000	0.01089	0.01089	—	42.5667	42.5667	0.00191	0.00155	0.06476	43.1405
Vendor	0.00131	0.05205	0.02426	0.00032	0.00065	0.01220	0.01285	0.00032	0.00337	0.00370	—	40.7368	40.7368	0.00169	0.00581	0.04747	42.5586
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.8. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.43468	9.92649	28.7798	0.04574	0.28977	—	0.28977	0.27128	—	0.27128	—	4,410.84	4,410.84	0.17892	0.03578	—	4,425.98
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.17688	1.22381	3.54819	0.00564	0.03572	—	0.03572	0.03345	—	0.03345	—	543.802	543.802	0.02206	0.00441	—	545.668
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03228	0.22335	0.64754	0.00103	0.00652	—	0.00652	0.00610	—	0.00610	—	90.0326	90.0326	0.00365	0.00073	—	90.3416
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58555	0.69666	8.81849	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	2,055.09	2,055.09	0.09348	0.07584	0.19037	2,080.21
Vendor	0.05700	2.30014	1.08954	0.01439	0.02878	0.54758	0.57636	0.01439	0.15129	0.16568	—	1,996.35	1,996.35	0.08296	0.28473	0.13995	2,083.42
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07176	0.09350	1.13788	0.00000	0.00000	0.25479	0.25479	0.00000	0.05968	0.05968	—	257.105	257.105	0.01152	0.00935	0.39117	260.571
Vendor	0.00720	0.28521	0.13294	0.00177	0.00355	0.06684	0.07039	0.00177	0.01848	0.02026	—	246.053	246.053	0.01023	0.03510	0.28671	257.056
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01310	0.01706	0.20766	0.00000	0.00000	0.04650	0.04650	0.00000	0.01089	0.01089	—	42.5667	42.5667	0.00191	0.00155	0.06476	43.1405
Vendor	0.00131	0.05205	0.02426	0.00032	0.00065	0.01220	0.01285	0.00032	0.00337	0.00370	—	40.7368	40.7368	0.00169	0.00581	0.04747	42.5586
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.9. BC2 (No Cranes) (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03072	9.35115	14.8379	0.02270	0.24155	—	0.24155	0.22223	—	0.22223	—	2,133.55	2,133.55	0.08655	0.01731	—	2,140.87
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02219	0.20130	0.31941	0.00049	0.00520	—	0.00520	0.00478	—	0.00478	—	45.9276	45.9276	0.00186	0.00037	—	46.0852
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00405	0.03674	0.05829	0.00009	0.00095	—	0.00095	0.00087	—	0.00087	—	7.60384	7.60384	0.00031	0.00006	—	7.62993
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58555	0.69666	8.81849	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	2,055.09	2,055.09	0.09348	0.07584	0.19037	2,080.21
Vendor	0.05700	2.30014	1.08954	0.01439	0.02878	0.54758	0.57636	0.01439	0.15129	0.16568	—	1,996.35	1,996.35	0.08296	0.28473	0.13995	2,083.42
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01253	0.01633	0.19868	0.00000	0.00000	0.04449	0.04449	0.00000	0.01042	0.01042	—	44.8914	44.8914	0.00201	0.00163	0.06830	45.4965
Vendor	0.00126	0.04980	0.02321	0.00031	0.00062	0.01167	0.01229	0.00031	0.00323	0.00354	—	42.9616	42.9616	0.00179	0.00613	0.05006	44.8828
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00229	0.00298	0.03626	0.00000	0.00000	0.00812	0.00812	0.00000	0.00190	0.00190	—	7.43229	7.43229	0.00033	0.00027	0.01131	7.53247
Vendor	0.00023	0.00909	0.00424	0.00006	0.00011	0.00213	0.00224	0.00006	0.00059	0.00065	—	7.11278	7.11278	0.00030	0.00101	0.00829	7.43086
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.10. BC2 (No Cranes) (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82507	5.65091	15.9329	0.02270	0.16540	—	0.16540	0.15423	—	0.15423	—	2,133.55	2,133.55	0.08655	0.01731	—	2,140.87
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01776	0.12164	0.34298	0.00049	0.00356	—	0.00356	0.00332	—	0.00332	—	45.9276	45.9276	0.00186	0.00037	—	46.0852
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.00324	0.02220	0.06259	0.00009	0.00065	—	0.00065	0.00061	—	0.00061	—	7.60384	7.60384	0.00031	0.00006	—	7.62993
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58555	0.69666	8.81849	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	2,055.09	2,055.09	0.09348	0.07584	0.19037	2,080.21
Vendor	0.05700	2.30014	1.08954	0.01439	0.02878	0.54758	0.57636	0.01439	0.15129	0.16568	—	1,996.35	1,996.35	0.08296	0.28473	0.13995	2,083.42
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01253	0.01633	0.19868	0.00000	0.00000	0.04449	0.04449	0.00000	0.01042	0.01042	—	44.8914	44.8914	0.00201	0.00163	0.06830	45.4965
Vendor	0.00126	0.04980	0.02321	0.00031	0.00062	0.01167	0.01229	0.00031	0.00323	0.00354	—	42.9616	42.9616	0.00179	0.00613	0.05006	44.8828
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00229	0.00298	0.03626	0.00000	0.00000	0.00812	0.00812	0.00000	0.00190	0.00190	—	7.43229	7.43229	0.00033	0.00027	0.01131	7.53247
Vendor	0.00023	0.00909	0.00424	0.00006	0.00011	0.00213	0.00224	0.00006	0.00059	0.00065	—	7.11278	7.11278	0.00030	0.00101	0.00829	7.43086
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.11. BC2 (No Cranes) (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.98535	9.12599	14.7931	0.02269	0.21261	—	0.21261	0.19561	—	0.19561	—	2,133.13	2,133.13	0.08653	0.01731	—	2,140.45
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.98535	9.12599	14.7931	0.02269	0.21261	—	0.21261	0.19561	—	0.19561	—	2,133.13	2,133.13	0.08653	0.01731	—	2,140.45
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.70382	6.51857	10.5665	0.01621	0.15187	—	0.15187	0.13972	—	0.13972	—	1,523.66	1,523.66	0.06181	0.01236	—	1,528.89
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12845	1.18964	1.92839	0.00296	0.02772	—	0.02772	0.02550	—	0.02550	—	252.260	252.260	0.01023	0.00205	—	253.126
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.56791	0.55204	9.61039	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	2,126.29	2,126.29	0.08995	0.07584	6.62553	2,157.77
Vendor	0.05982	2.10656	1.00234	0.01439	0.01439	0.54758	0.56197	0.01439	0.15129	0.16568	—	1,956.72	1,956.72	0.08296	0.27034	5.10390	2,044.46
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55733	0.68961	8.14299	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	2,015.84	2,015.84	0.02822	0.07584	0.17170	2,039.32
Vendor	0.05700	2.19094	1.02633	0.01439	0.01439	0.54758	0.56197	0.01439	0.15129	0.16568	—	1,957.80	1,957.80	0.08296	0.27034	0.13254	2,040.56

Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.39809	0.49258	6.11247	0.00000	0.00000	1.47617	1.47617	0.00000	0.34574	0.34574	—	1,461.13	1,461.13	0.02016	0.05417	2.03965	1,479.82
Vendor	0.04172	1.57443	0.72503	0.01028	0.01028	0.38723	0.39751	0.01028	0.10709	0.11737	—	1,397.98	1,397.98	0.05926	0.19310	1.57292	1,458.57
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07265	0.08990	1.11553	0.00000	0.00000	0.26940	0.26940	0.00000	0.06310	0.06310	—	241.907	241.907	0.00334	0.00897	0.33769	245.001
Vendor	0.00761	0.28733	0.13232	0.00188	0.00188	0.07067	0.07255	0.00188	0.01954	0.02142	—	231.451	231.451	0.00981	0.03197	0.26041	241.484
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.12. BC2 (No Cranes) (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78794	5.51602	15.8933	0.02269	0.14351	—	0.14351	0.13409	—	0.13409	—	2,133.13	2,133.13	0.08653	0.01731	—	2,140.45
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78794	5.51602	15.8933	0.02269	0.14351	—	0.14351	0.13409	—	0.13409	—	2,133.13	2,133.13	0.08653	0.01731	—	2,140.45
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.56282	3.94002	11.3523	0.01621	0.10250	—	0.10250	0.09578	—	0.09578	—	1,523.66	1,523.66	0.06181	0.01236	—	1,528.89
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10271	0.71905	2.07180	0.00296	0.01871	—	0.01871	0.01748	—	0.01748	—	252.260	252.260	0.01023	0.00205	—	253.126
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.56791	0.55204	9.61039	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	2,126.29	2,126.29	0.08995	0.07584	6.62553	2,157.77
Vendor	0.05982	2.10656	1.00234	0.01439	0.01439	0.54758	0.56197	0.01439	0.15129	0.16568	—	1,956.72	1,956.72	0.08296	0.27034	5.10390	2,044.46
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55733	0.68961	8.14299	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	2,015.84	2,015.84	0.02822	0.07584	0.17170	2,039.32
Vendor	0.05700	2.19094	1.02633	0.01439	0.01439	0.54758	0.56197	0.01439	0.15129	0.16568	—	1,957.80	1,957.80	0.08296	0.27034	0.13254	2,040.56
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.39809	0.49258	6.11247	0.00000	0.00000	1.47617	1.47617	0.00000	0.34574	0.34574	—	1,461.13	1,461.13	0.02016	0.05417	2.03965	1,479.82
Vendor	0.04172	1.57443	0.72503	0.01028	0.01028	0.38723	0.39751	0.01028	0.10709	0.11737	—	1,397.98	1,397.98	0.05926	0.19310	1.57292	1,458.57
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07265	0.08990	1.11553	0.00000	0.00000	0.26940	0.26940	0.00000	0.06310	0.06310	—	241.907	241.907	0.00334	0.00897	0.33769	245.001
Vendor	0.00761	0.28733	0.13232	0.00188	0.00188	0.07067	0.07255	0.00188	0.01954	0.02142	—	231.451	231.451	0.00981	0.03197	0.26041	241.484
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.13. BC2 (No Cranes) (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94323	8.88396	14.7433	0.02269	0.18296	—	0.18296	0.16832	—	0.16832	—	2,132.96	2,132.96	0.08652	0.01730	—	2,140.28
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94323	8.88396	14.7433	0.02269	0.18296	—	0.18296	0.16832	—	0.16832	—	2,132.96	2,132.96	0.08652	0.01730	—	2,140.28
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67558	6.36307	10.5598	0.01625	0.13104	—	0.13104	0.12056	—	0.12056	—	1,527.72	1,527.72	0.06197	0.01239	—	1,532.96
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12329	1.16126	1.92717	0.00297	0.02392	—	0.02392	0.02200	—	0.02200	—	252.931	252.931	0.01026	0.00205	—	253.799
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.54675	0.54498	9.02484	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	2,088.23	2,088.23	0.02116	0.07584	5.95364	2,117.31
Vendor	0.04543	2.01033	0.96933	0.01439	0.01439	0.54758	0.56197	0.01439	0.15129	0.16568	—	1,911.07	1,911.07	0.06857	0.26893	4.83636	1,997.77
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.54322	0.62082	7.67385	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	1,979.91	1,979.91	0.02469	0.07584	0.15397	2,003.28
Vendor	0.04261	2.09612	0.97751	0.01439	0.01439	0.54758	0.56197	0.01439	0.15129	0.16568	—	1,912.21	1,912.21	0.06857	0.27034	0.12533	1,994.61
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38655	0.44213	5.74646	0.00000	0.00000	1.48021	1.48021	0.00000	0.34668	0.34668	—	1,439.03	1,439.03	0.01769	0.05432	1.84472	1,457.50
Vendor	0.03153	1.50982	0.69205	0.01031	0.01031	0.38830	0.39860	0.01031	0.10738	0.11769	—	1,369.14	1,369.14	0.04911	0.19363	1.48879	1,429.56
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07055	0.08069	1.04873	0.00000	0.00000	0.27014	0.27014	0.00000	0.06327	0.06327	—	238.247	238.247	0.00293	0.00899	0.30542	241.306
Vendor	0.00575	0.27554	0.12630	0.00188	0.00188	0.07086	0.07275	0.00188	0.01960	0.02148	—	226.677	226.677	0.00813	0.03206	0.24649	236.679
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.14. BC2 (No Cranes) (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75575	5.39330	15.8557	0.02269	0.12382	—	0.12382	0.11597	—	0.11597	—	2,132.96	2,132.96	0.08652	0.01730	—	2,140.28
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75575	5.39330	15.8557	0.02269	0.12382	—	0.12382	0.11597	—	0.11597	—	2,132.96	2,132.96	0.08652	0.01730	—	2,140.28
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.54130	3.86291	11.3565	0.01625	0.08868	—	0.08868	0.08307	—	0.08307	—	1,527.72	1,527.72	0.06197	0.01239	—	1,532.96
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09879	0.70498	2.07256	0.00297	0.01618	—	0.01618	0.01516	—	0.01516	—	252.931	252.931	0.01026	0.00205	—	253.799
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.54675	0.54498	9.02484	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	2,088.23	2,088.23	0.02116	0.07584	5.95364	2,117.31
Vendor	0.04543	2.01033	0.96933	0.01439	0.01439	0.54758	0.56197	0.01439	0.15129	0.16568	—	1,911.07	1,911.07	0.06857	0.26893	4.83636	1,997.77
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.54322	0.62082	7.67385	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	1,979.91	1,979.91	0.02469	0.07584	0.15397	2,003.28
Vendor	0.04261	2.09612	0.97751	0.01439	0.01439	0.54758	0.56197	0.01439	0.15129	0.16568	—	1,912.21	1,912.21	0.06857	0.27034	0.12533	1,994.61
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38655	0.44213	5.74646	0.00000	0.00000	1.48021	1.48021	0.00000	0.34668	0.34668	—	1,439.03	1,439.03	0.01769	0.05432	1.84472	1,457.50

Vendor	0.03153	1.50982	0.69205	0.01031	0.01031	0.38830	0.39860	0.01031	0.10738	0.11769	—	1,369.14	1,369.14	0.04911	0.19363	1.48879	1,429.56
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07055	0.08069	1.04873	0.00000	0.00000	0.27014	0.27014	0.00000	0.06327	0.06327	—	238.247	238.247	0.00293	0.00899	0.30542	241.306
Vendor	0.00575	0.27554	0.12630	0.00188	0.00188	0.07086	0.07275	0.00188	0.01960	0.02148	—	226.677	226.677	0.00813	0.03206	0.24649	236.679
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.15. BC2 (No Cranes) (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.90794	8.75076	14.6944	0.02269	0.16381	—	0.16381	0.15071	—	0.15071	—	2,133.00	2,133.00	0.08652	0.01730	—	2,140.32
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.90794	8.75076	14.6944	0.02269	0.16381	—	0.16381	0.15071	—	0.15071	—	2,133.00	2,133.00	0.08652	0.01730	—	2,140.32
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20788	2.00360	3.36447	0.00520	0.03751	—	0.03751	0.03451	—	0.03451	—	488.378	488.378	0.01981	0.00396	—	490.054
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03794	0.36566	0.61402	0.00095	0.00684	—	0.00684	0.00630	—	0.00630	—	80.8566	80.8566	0.00328	0.00066	—	81.1341
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.52558	0.47620	8.43930	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	2,052.68	2,052.68	0.02116	0.07584	5.32842	2,081.14
Vendor	0.04402	1.91270	0.92192	0.01439	0.01439	0.54758	0.56197	0.01439	0.15129	0.16568	—	1,860.51	1,860.51	0.06716	0.26893	4.54823	1,946.88
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51853	0.54851	7.14298	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	1,946.42	1,946.42	0.02469	0.07584	0.13811	1,969.77
Vendor	0.04120	1.99989	0.94308	0.01439	0.01439	0.54758	0.56197	0.01439	0.15129	0.16568	—	1,861.69	1,861.69	0.06716	0.27034	0.11813	1,944.05
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11792	0.12559	1.71624	0.00000	0.00000	0.47318	0.47318	0.00000	0.11083	0.11083	—	452.216	452.216	0.00565	0.01736	0.52774	458.059
Vendor	0.00976	0.46061	0.21335	0.00330	0.00330	0.12413	0.12742	0.00330	0.03433	0.03762	—	426.102	426.102	0.01538	0.06157	0.45001	445.286
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02152	0.02292	0.31321	0.00000	0.00000	0.08636	0.08636	0.00000	0.02023	0.02023	—	74.8695	74.8695	0.00094	0.00287	0.08737	75.8369
Vendor	0.00178	0.08406	0.03894	0.00060	0.00060	0.02265	0.02325	0.00060	0.00626	0.00687	—	70.5460	70.5460	0.00255	0.01019	0.07450	73.7221
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.16. BC2 (No Cranes) (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72932	5.31868	15.8227	0.02269	0.11040	—	0.11040	0.10363	—	0.10363	—	2,133.00	2,133.00	0.08652	0.01730	—	2,140.32
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72932	5.31868	15.8227	0.02269	0.11040	—	0.11040	0.10363	—	0.10363	—	2,133.00	2,133.00	0.08652	0.01730	—	2,140.32
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16699	1.21778	3.62281	0.00520	0.02528	—	0.02528	0.02373	—	0.02373	—	488.378	488.378	0.01981	0.00396	—	490.054
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03048	0.22224	0.66116	0.00095	0.00461	—	0.00461	0.00433	—	0.00433	—	80.8566	80.8566	0.00328	0.00066	—	81.1341
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.52558	0.47620	8.43930	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	2,052.68	2,052.68	0.02116	0.07584	5.32842	2,081.14
Vendor	0.04402	1.91270	0.92192	0.01439	0.01439	0.54758	0.56197	0.01439	0.15129	0.16568	—	1,860.51	1,860.51	0.06716	0.26893	4.54823	1,946.88
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.51853	0.54851	7.14298	0.00000	0.00000	2.09135	2.09135	0.00000	0.49021	0.49021	—	1,946.42	1,946.42	0.02469	0.07584	0.13811	1,969.77
Vendor	0.04120	1.99989	0.94308	0.01439	0.01439	0.54758	0.56197	0.01439	0.15129	0.16568	—	1,861.69	1,861.69	0.06716	0.27034	0.11813	1,944.05
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11792	0.12559	1.71624	0.00000	0.00000	0.47318	0.47318	0.00000	0.11083	0.11083	—	452.216	452.216	0.00565	0.01736	0.52774	458.059
Vendor	0.00976	0.46061	0.21335	0.00330	0.00330	0.12413	0.12742	0.00330	0.03433	0.03762	—	426.102	426.102	0.01538	0.06157	0.45001	445.286
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02152	0.02292	0.31321	0.00000	0.00000	0.08636	0.08636	0.00000	0.02023	0.02023	—	74.8695	74.8695	0.00094	0.00287	0.08737	75.8369
Vendor	0.00178	0.08406	0.03894	0.00060	0.00060	0.02265	0.02325	0.00060	0.00626	0.00687	—	70.5460	70.5460	0.00255	0.01019	0.07450	73.7221
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.17. Paving (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63180	5.60489	8.14389	0.01261	0.18065	—	0.18065	0.16620	—	0.16620	—	1,211.57	1,211.57	0.04915	0.00983	—	1,215.72
Paving	0.15294	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00066	0.01640	0.01164	0.00004	0.00004	0.28505	0.28510	0.00004	0.02851	0.02855	—	4.70691	4.70691	0.00079	0.00075	0.00612	4.95624
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03462	0.30712	0.44624	0.00069	0.00990	—	0.00990	0.00911	—	0.00911	—	66.3871	66.3871	0.00269	0.00054	—	66.6150
Paving	0.00838	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00003	0.00093	0.00065	< 0.000005	< 0.000005	0.01483	0.01484	< 0.000005	0.00148	0.00149	—	0.25862	0.25862	0.00004	0.00004	0.00014	0.27209
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00632	0.05605	0.08144	0.00013	0.00181	—	0.00181	0.00166	—	0.00166	—	10.9911	10.9911	0.00045	0.00009	—	11.0289
Paving	0.00153	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00001	0.00017	0.00012	< 0.000005	< 0.000005	0.00271	0.00271	< 0.000005	0.00027	0.00027	—	0.04282	0.04282	0.00001	0.00001	0.00002	0.04505
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13140	0.11905	2.10982	0.00000	0.00000	0.52284	0.52284	0.00000	0.12255	0.12255	—	513.170	513.170	0.00529	0.01896	1.33210	520.284
Vendor	0.01101	0.47817	0.23048	0.00360	0.00360	0.13689	0.14049	0.00360	0.03782	0.04142	—	465.127	465.127	0.01679	0.06723	1.13706	486.719
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00705	0.00751	0.10268	0.00000	0.00000	0.02831	0.02831	0.00000	0.00663	0.00663	—	27.0556	27.0556	0.00034	0.00104	0.03157	27.4053
Vendor	0.00058	0.02756	0.01276	0.00020	0.00020	0.00743	0.00762	0.00020	0.00205	0.00225	—	25.4933	25.4933	0.00092	0.00368	0.02692	26.6410
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00129	0.00137	0.01874	0.00000	0.00000	0.00517	0.00517	0.00000	0.00121	0.00121	—	4.47937	4.47937	0.00006	0.00017	0.00523	4.53725
Vendor	0.00011	0.00503	0.00233	0.00004	0.00004	0.00136	0.00139	0.00004	0.00037	0.00041	—	4.22070	4.22070	0.00015	0.00061	0.00446	4.41073
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.18. Paving (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43396	3.08493	8.53615	0.01261	0.09665	—	0.09665	0.09012	—	0.09012	—	1,211.57	1,211.57	0.04915	0.00983	—	1,215.72
Paving	0.15294	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00066	0.01640	0.01164	0.00004	0.00004	0.28505	0.28510	0.00004	0.02851	0.02855	—	4.70691	4.70691	0.00079	0.00075	0.00612	4.95624
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02378	0.16904	0.46773	0.00069	0.00530	—	0.00530	0.00494	—	0.00494	—	66.3871	66.3871	0.00269	0.00054	—	66.6150
Paving	0.00838	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00003	0.00093	0.00065	< 0.000005	< 0.000005	0.01483	0.01484	< 0.000005	0.00148	0.00149	—	0.25862	0.25862	0.00004	0.00004	0.00014	0.27209
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00434	0.03085	0.08536	0.00013	0.00097	—	0.00097	0.00090	—	0.00090	—	10.9911	10.9911	0.00045	0.00009	—	11.0289
Paving	0.00153	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00001	0.00017	0.00012	< 0.000005	< 0.000005	0.00271	0.00271	< 0.000005	0.00027	0.00027	—	0.04282	0.04282	0.00001	0.00001	0.00002	0.04505
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13140	0.11905	2.10982	0.00000	0.00000	0.52284	0.52284	0.00000	0.12255	0.12255	—	513.170	513.170	0.00529	0.01896	1.33210	520.284

Vendor	0.01101	0.47817	0.23048	0.00360	0.00360	0.13689	0.14049	0.00360	0.03782	0.04142	—	465.127	465.127	0.01679	0.06723	1.13706	486.719
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00705	0.00751	0.10268	0.00000	0.00000	0.02831	0.02831	0.00000	0.00663	0.00663	—	27.0556	27.0556	0.00034	0.00104	0.03157	27.4053
Vendor	0.00058	0.02756	0.01276	0.00020	0.00020	0.00743	0.00762	0.00020	0.00205	0.00225	—	25.4933	25.4933	0.00092	0.00368	0.02692	26.6410
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00129	0.00137	0.01874	0.00000	0.00000	0.00517	0.00517	0.00000	0.00121	0.00121	—	4.47937	4.47937	0.00006	0.00017	0.00523	4.53725
Vendor	0.00011	0.00503	0.00233	0.00004	0.00004	0.00136	0.00139	0.00004	0.00037	0.00041	—	4.22070	4.22070	0.00015	0.00061	0.00446	4.41073
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.19. Architectural Coating (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23787	2.21847	2.90004	0.00465	0.02998	—	0.02998	0.02758	—	0.02758	—	396.175	396.175	0.01607	0.00321	—	397.535
Architectural Coatings	27.4719	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.23787	2.21847	2.90004	0.00465	0.02998	—	0.02998	0.02758	—	0.02758	—	396.175	396.175	0.01607	0.00321	—	397.535
Architectural Coatings	27.4719	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02933	0.27351	0.35754	0.00057	0.00370	—	0.00370	0.00340	—	0.00340	—	48.8435	48.8435	0.00198	0.00040	—	49.0112
Architectural Coatings	3.38695	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00535	0.04992	0.06525	0.00010	0.00067	—	0.00067	0.00062	—	0.00062	—	8.08661	8.08661	0.00033	0.00007	—	8.11436
Architectural Coatings	0.61812	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13140	0.11905	2.10982	0.00000	0.00000	0.52284	0.52284	0.00000	0.12255	0.12255	—	513.170	513.170	0.00529	0.01896	1.33210	520.284
Vendor	0.00550	0.23909	0.11524	0.00180	0.00180	0.06845	0.07025	0.00180	0.01891	0.02071	—	232.564	232.564	0.00840	0.03362	0.56853	243.360
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12963	0.13713	1.78574	0.00000	0.00000	0.52284	0.52284	0.00000	0.12255	0.12255	—	486.605	486.605	0.00617	0.01896	0.03453	492.444

Vendor	0.00515	0.24999	0.11789	0.00180	0.00180	0.06845	0.07025	0.00180	0.01891	0.02071	—	232.712	232.712	0.00840	0.03379	0.01477	243.006
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01587	0.01691	0.23103	0.00000	0.00000	0.06370	0.06370	0.00000	0.01492	0.01492	—	60.8752	60.8752	0.00076	0.00234	0.07104	61.6618
Vendor	0.00066	0.03100	0.01436	0.00022	0.00022	0.00835	0.00858	0.00022	0.00231	0.00253	—	28.6799	28.6799	0.00104	0.00414	0.03029	29.9712
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00290	0.00309	0.04216	0.00000	0.00000	0.01162	0.01162	0.00000	0.00272	0.00272	—	10.0786	10.0786	0.00013	0.00039	0.01176	10.2088
Vendor	0.00012	0.00566	0.00262	0.00004	0.00004	0.00152	0.00157	0.00004	0.00042	0.00046	—	4.74829	4.74829	0.00017	0.00069	0.00501	4.96207
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.20. Architectural Coating (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23787	2.21847	2.90004	0.00465	0.02998	—	0.02998	0.02758	—	0.02758	—	396.175	396.175	0.01607	0.00321	—	397.535
Architectural Coatings	27.4719	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23787	2.21847	2.90004	0.00465	0.02998	—	0.02998	0.02758	—	0.02758	—	396.175	396.175	0.01607	0.00321	—	397.535

Architectural	27.4719	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02933	0.27351	0.35754	0.00057	0.00370	—	0.00370	0.00340	—	0.00340	—	48.8435	48.8435	0.00198	0.00040	—	49.0112
Architectural Coatings	3.38695	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00535	0.04992	0.06525	0.00010	0.00067	—	0.00067	0.00062	—	0.00062	—	8.08661	8.08661	0.00033	0.00007	—	8.11436
Architectural Coatings	0.61812	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13140	0.11905	2.10982	0.00000	0.00000	0.52284	0.52284	0.00000	0.12255	0.12255	—	513.170	513.170	0.00529	0.01896	1.33210	520.284
Vendor	0.00550	0.23909	0.11524	0.00180	0.00180	0.06845	0.07025	0.00180	0.01891	0.02071	—	232.564	232.564	0.00840	0.03362	0.56853	243.360
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12963	0.13713	1.78574	0.00000	0.00000	0.52284	0.52284	0.00000	0.12255	0.12255	—	486.605	486.605	0.00617	0.01896	0.03453	492.444
Vendor	0.00515	0.24999	0.11789	0.00180	0.00180	0.06845	0.07025	0.00180	0.01891	0.02071	—	232.712	232.712	0.00840	0.03379	0.01477	243.006
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01587	0.01691	0.23103	0.00000	0.00000	0.06370	0.06370	0.00000	0.01492	0.01492	—	60.8752	60.8752	0.00076	0.00234	0.07104	61.6618
Vendor	0.00066	0.03100	0.01436	0.00022	0.00022	0.00835	0.00858	0.00022	0.00231	0.00253	—	28.6799	28.6799	0.00104	0.00414	0.03029	29.9712
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00290	0.00309	0.04216	0.00000	0.00000	0.01162	0.01162	0.00000	0.00272	0.00272	—	10.0786	10.0786	0.00013	0.00039	0.01176	10.2088
Vendor	0.00012	0.00566	0.00262	0.00004	0.00004	0.00152	0.00157	0.00004	0.00042	0.00046	—	4.74829	4.74829	0.00017	0.00069	0.00501	4.96207
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	4,168.51	4,168.51	0.40606	0.05730	—	4,195.74

Unenclosed	—	—	—	—	—	—	—	—	—	—	—	473.612	473.612	0.04613	0.00651	—	476.706
Total	—	—	—	—	—	—	—	—	—	—	—	4,642.12	4,642.12	0.45219	0.06381	—	4,672.44
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	4,168.51	4,168.51	0.40606	0.05730	—	4,195.74
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	473.612	473.612	0.04613	0.00651	—	476.706
Total	—	—	—	—	—	—	—	—	—	—	—	4,642.12	4,642.12	0.45219	0.06381	—	4,672.44
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	690.145	690.145	0.06723	0.00949	—	694.652
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	78.4119	78.4119	0.00764	0.00108	—	78.9241
Total	—	—	—	—	—	—	—	—	—	—	—	768.557	768.557	0.07487	0.01056	—	773.576

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	4,166.80	4,166.80	0.40589	0.05727	—	4,194.02

Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	473.612	473.612	0.04613	0.00651	—	476.706
Total	—	—	—	—	—	—	—	—	—	—	—	4,640.42	4,640.42	0.45202	0.06378	—	4,670.72
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	4,166.80	4,166.80	0.40589	0.05727	—	4,194.02
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	473.612	473.612	0.04613	0.00651	—	476.706
Total	—	—	—	—	—	—	—	—	—	—	—	4,640.42	4,640.42	0.45202	0.06378	—	4,670.72
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	689.862	689.862	0.06720	0.00948	—	694.368
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	78.4119	78.4119	0.00764	0.00108	—	78.9241
Total	—	—	—	—	—	—	—	—	—	—	—	768.274	768.274	0.07484	0.01056	—	773.292

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.00181	0.03300	0.02772	0.00020	0.00251	—	0.00251	0.00251	—	0.00251	—	39.3703	39.3703	0.00348	0.00007	—	39.4795

Unenclo Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00181	0.03300	0.02772	0.00020	0.00251	—	0.00251	0.00251	—	0.00251	—	39.3703	39.3703	0.00348	0.00007	—	39.4795
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.00181	0.03300	0.02772	0.00020	0.00251	—	0.00251	0.00251	—	0.00251	—	39.3703	39.3703	0.00348	0.00007	—	39.4795
Unenclo sed Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00181	0.03300	0.02772	0.00020	0.00251	—	0.00251	0.00251	—	0.00251	—	39.3703	39.3703	0.00348	0.00007	—	39.4795
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.00033	0.00602	0.00506	0.00004	0.00046	—	0.00046	0.00046	—	0.00046	—	6.51821	6.51821	0.00058	0.00001	—	6.53629
Unenclo sed Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00033	0.00602	0.00506	0.00004	0.00046	—	0.00046	0.00046	—	0.00046	—	6.51821	6.51821	0.00058	0.00001	—	6.53629

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.00176	0.03199	0.02687	0.00019	0.00243	—	0.00243	0.00243	—	0.00243	—	38.1694	38.1694	0.00338	0.00007	—	38.2753

Unenclo Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00176	0.03199	0.02687	0.00019	0.00243	—	0.00243	0.00243	—	0.00243	—	38.1694	38.1694	0.00338	0.00007	—	38.2753
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.00176	0.03199	0.02687	0.00019	0.00243	—	0.00243	0.00243	—	0.00243	—	38.1694	38.1694	0.00338	0.00007	—	38.2753
Unenclo sed Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00176	0.03199	0.02687	0.00019	0.00243	—	0.00243	0.00243	—	0.00243	—	38.1694	38.1694	0.00338	0.00007	—	38.2753
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	0.00032	0.00584	0.00490	0.00004	0.00044	—	0.00044	0.00044	—	0.00044	—	6.31938	6.31938	0.00056	0.00001	—	6.33691
Unenclo sed Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00032	0.00584	0.00490	0.00004	0.00044	—	0.00044	0.00044	—	0.00044	—	6.31938	6.31938	0.00056	0.00001	—	6.33691

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer	4.95767	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.59780	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.52565	0.12935	15.3728	0.00092	0.02731	—	0.02731	0.02064	—	0.02064	—	63.2151	63.2151	0.00265	0.00054	—	63.4431
Total	8.08112	0.12935	15.3728	0.00092	0.02731	—	0.02731	0.02064	—	0.02064	—	63.2151	63.2151	0.00265	0.00054	—	63.4431
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	4.95767	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.59780	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.55546	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.90477	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.10910	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.31571	0.01617	1.92160	0.00011	0.00341	—	0.00341	0.00258	—	0.00258	—	7.16848	7.16848	0.00030	0.00006	—	7.19433
Total	1.32958	0.01617	1.92160	0.00011	0.00341	—	0.00341	0.00258	—	0.00258	—	7.16848	7.16848	0.00030	0.00006	—	7.19433

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	4.95767	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.59780	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.52565	0.12935	15.3728	0.00092	0.02731	—	0.02731	0.02064	—	0.02064	—	63.2151	63.2151	0.00265	0.00054	—	63.4431
Total	8.08112	0.12935	15.3728	0.00092	0.02731	—	0.02731	0.02064	—	0.02064	—	63.2151	63.2151	0.00265	0.00054	—	63.4431
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	4.95767	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.59780	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.55546	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.90477	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.10910	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.31571	0.01617	1.92160	0.00011	0.00341	—	0.00341	0.00258	—	0.00258	—	7.16848	7.16848	0.00030	0.00006	—	7.19433

Total	1.32958	0.01617	1.92160	0.00011	0.00341	—	0.00341	0.00258	—	0.00258	—	7.16848	7.16848	0.00030	0.00006	—	7.19433

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	18.7319	91.5208	110.253	1.92966	0.04689	—	172.469
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.49679	2.42724	2.92403	0.05118	0.00124	—	4.57407
Arena	—	—	—	—	—	—	—	—	—	—	42.2634	206.492	248.755	4.35374	0.10580	—	389.128
General Office Building	—	—	—	—	—	—	—	—	—	—	30.6726	149.861	180.534	3.15972	0.07679	—	282.409
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	10.7604	53.1421	63.9024	1.10853	0.02695	—	99.6455
Manufacturing	—	—	—	—	—	—	—	—	—	—	5.76068	28.1457	33.9064	0.59343	0.01442	—	53.0399
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00000	5.34548	5.34548	0.00052	0.00007	—	5.38039
Total	—	—	—	—	—	—	—	—	—	—	108.686	536.934	645.620	11.1968	0.27217	—	1,006.65

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	18.7319	91.5208	110.253	1.92966	0.04689	—	172.469
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.49679	2.42724	2.92403	0.05118	0.00124	—	4.57407
Arena	—	—	—	—	—	—	—	—	—	—	42.2634	206.492	248.755	4.35374	0.10580	—	389.128
General Office Building	—	—	—	—	—	—	—	—	—	—	30.6726	149.861	180.534	3.15972	0.07679	—	282.409
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	10.7604	53.1421	63.9024	1.10853	0.02695	—	99.6455
Manufacturing	—	—	—	—	—	—	—	—	—	—	5.76068	28.1457	33.9064	0.59343	0.01442	—	53.0399
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00000	5.34548	5.34548	0.00052	0.00007	—	5.38039
Total	—	—	—	—	—	—	—	—	—	—	108.686	536.934	645.620	11.1968	0.27217	—	1,006.65
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	3.10128	15.1523	18.2536	0.31948	0.00776	—	28.5541
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.08225	0.40186	0.48411	0.00847	0.00021	—	0.75729
Arena	—	—	—	—	—	—	—	—	—	—	6.99719	34.1871	41.1843	0.72081	0.01752	—	64.4246

General Office Building	—	—	—	—	—	—	—	—	—	—	5.07820	24.8112	29.8894	0.52313	0.01271	—	46.7561
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	1.78150	8.79828	10.5798	0.18353	0.00446	—	16.4975
Manufacturing	—	—	—	—	—	—	—	—	—	—	0.95375	4.65985	5.61359	0.09825	0.00239	—	8.78136
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00000	0.88500	0.88500	0.00009	0.00001	—	0.89079
Total	—	—	—	—	—	—	—	—	—	—	17.9942	88.8956	106.890	1.85376	0.04506	—	166.662

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	16.9898	83.0094	99.9992	1.75020	0.04253	—	156.429
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.45079	2.20248	2.65327	0.04644	0.00113	—	4.15051
Arena	—	—	—	—	—	—	—	—	—	—	38.3498	187.371	225.721	3.95059	0.09601	—	353.095
General Office Building	—	—	—	—	—	—	—	—	—	—	27.9427	136.524	164.466	2.87851	0.06995	—	257.275

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	9.76397	47.5710	57.3349	1.00582	0.02444	—	89.7640
Manufacturing	—	—	—	—	—	—	—	—	—	—	5.24798	25.6408	30.8887	0.54062	0.01314	—	48.3193
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00000	-1.26099	-1.26099	-0.00012	-0.00002	—	-1.26923
Total	—	—	—	—	—	—	—	—	—	—	98.7451	481.057	579.802	10.1720	0.24718	—	907.764
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	16.9898	83.0094	99.9992	1.75020	0.04253	—	156.429
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.45079	2.20248	2.65327	0.04644	0.00113	—	4.15051
Arena	—	—	—	—	—	—	—	—	—	—	38.3498	187.371	225.721	3.95059	0.09601	—	353.095
General Office Building	—	—	—	—	—	—	—	—	—	—	27.9427	136.524	164.466	2.87851	0.06995	—	257.275
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	9.76397	47.5710	57.3349	1.00582	0.02444	—	89.7640
Manufacturing	—	—	—	—	—	—	—	—	—	—	5.24798	25.6408	30.8887	0.54062	0.01314	—	48.3193
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00000	-1.26099	-1.26099	-0.00012	-0.00002	—	-1.26923
Total	—	—	—	—	—	—	—	—	—	—	98.7451	481.057	579.802	10.1720	0.24718	—	907.764
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Office Park	—	—	—	—	—	—	—	—	—	—	2.81286	13.7432	16.5560	0.28977	0.00704	—	25.8986
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.07463	0.36465	0.43928	0.00769	0.00019	—	0.68716
Arena	—	—	—	—	—	—	—	—	—	—	6.34925	31.0214	37.3706	0.65406	0.01589	—	58.4589
General Office Building	—	—	—	—	—	—	—	—	—	—	4.62624	22.6030	27.2293	0.47657	0.01158	—	42.5948
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	1.61654	7.87591	9.49245	0.16652	0.00405	—	14.8614
Manufacturing	—	—	—	—	—	—	—	—	—	—	0.86886	4.24512	5.11398	0.08951	0.00218	—	7.99981
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00000	-0.20877	-0.20877	-0.00002	> -0.000005	—	-0.21014
Total	—	—	—	—	—	—	—	—	—	—	16.3484	79.6445	95.9928	1.68410	0.04092	—	150.291

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	27.5667	0.00000	27.5667	2.75519	0.00000	—	96.4466

Unenclo Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	1.98060	0.00000	1.98060	0.19795	0.00000	—	6.92945
Arena	—	—	—	—	—	—	—	—	—	—	0.75938	0.00000	0.75938	0.07590	0.00000	—	2.65680
General Office Building	—	—	—	—	—	—	—	—	—	—	45.1393	0.00000	45.1393	4.51151	0.00000	—	157.927
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	118.647	0.00000	118.647	11.8584	0.00000	—	415.107
Manufacturing	—	—	—	—	—	—	—	—	—	—	8.68769	0.00000	8.68769	0.86830	0.00000	—	30.3953
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	202.781	0.00000	202.781	20.2672	0.00000	—	709.462
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	27.5667	0.00000	27.5667	2.75519	0.00000	—	96.4466
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	1.98060	0.00000	1.98060	0.19795	0.00000	—	6.92945
Arena	—	—	—	—	—	—	—	—	—	—	0.75938	0.00000	0.75938	0.07590	0.00000	—	2.65680
General Office Building	—	—	—	—	—	—	—	—	—	—	45.1393	0.00000	45.1393	4.51151	0.00000	—	157.927

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	118.647	0.00000	118.647	11.8584	0.00000	—	415.107
Manufacturing	—	—	—	—	—	—	—	—	—	—	8.68769	0.00000	8.68769	0.86830	0.00000	—	30.3953
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	202.781	0.00000	202.781	20.2672	0.00000	—	709.462
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	4.56399	0.00000	4.56399	0.45615	0.00000	—	15.9678
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.32791	0.00000	0.32791	0.03277	0.00000	—	1.14725
Arena	—	—	—	—	—	—	—	—	—	—	0.12572	0.00000	0.12572	0.01257	0.00000	—	0.43986
General Office Building	—	—	—	—	—	—	—	—	—	—	7.47332	0.00000	7.47332	0.74693	0.00000	—	26.1466
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	19.6434	0.00000	19.6434	1.96329	0.00000	—	68.7257
Manufacturing	—	—	—	—	—	—	—	—	—	—	1.43835	0.00000	1.43835	0.14376	0.00000	—	5.03229
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	33.5727	0.00000	33.5727	3.35547	0.00000	—	117.460

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	27.5667	0.00000	27.5667	2.75519	0.00000	—	96.4466
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	1.98060	0.00000	1.98060	0.19795	0.00000	—	6.92945
Arena	—	—	—	—	—	—	—	—	—	—	0.75938	0.00000	0.75938	0.07590	0.00000	—	2.65680
General Office Building	—	—	—	—	—	—	—	—	—	—	45.1393	0.00000	45.1393	4.51151	0.00000	—	157.927
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	118.647	0.00000	118.647	11.8584	0.00000	—	415.107
Manufacturing	—	—	—	—	—	—	—	—	—	—	8.68769	0.00000	8.68769	0.86830	0.00000	—	30.3953
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	202.781	0.00000	202.781	20.2672	0.00000	—	709.462
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	27.5667	0.00000	27.5667	2.75519	0.00000	—	96.4466

Unenclo Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	1.98060	0.00000	1.98060	0.19795	0.00000	—	6.92945
Arena	—	—	—	—	—	—	—	—	—	—	0.75938	0.00000	0.75938	0.07590	0.00000	—	2.65680
General Office Building	—	—	—	—	—	—	—	—	—	—	45.1393	0.00000	45.1393	4.51151	0.00000	—	157.927
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	118.647	0.00000	118.647	11.8584	0.00000	—	415.107
Manufacturing	—	—	—	—	—	—	—	—	—	—	8.68769	0.00000	8.68769	0.86830	0.00000	—	30.3953
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	202.781	0.00000	202.781	20.2672	0.00000	—	709.462
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	4.56399	0.00000	4.56399	0.45615	0.00000	—	15.9678
Unenclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.32791	0.00000	0.32791	0.03277	0.00000	—	1.14725
Arena	—	—	—	—	—	—	—	—	—	—	0.12572	0.00000	0.12572	0.01257	0.00000	—	0.43986
General Office Building	—	—	—	—	—	—	—	—	—	—	7.47332	0.00000	7.47332	0.74693	0.00000	—	26.1466

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	19.6434	0.00000	19.6434	1.96329	0.00000	—	68.7257
Manufacturing	—	—	—	—	—	—	—	—	—	—	1.43835	0.00000	1.43835	0.14376	0.00000	—	5.03229
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	33.5727	0.00000	33.5727	3.35547	0.00000	—	117.460

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13376	0.13376
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02180	0.02180
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.31889	0.31889
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.21903	0.21903
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.9202	28.9202
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.38396	3.38396
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32.9976	32.9976

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13376	0.13376
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02180	0.02180
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.31889	0.31889
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.21903	0.21903
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.9202	28.9202
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.38396	3.38396
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32.9976	32.9976
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02215	0.02215
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00361	0.00361
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05280	0.05280
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03626	0.03626
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.78807	4.78807
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.56025	0.56025
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.46313	5.46313

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13376	0.13376
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02180	0.02180
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.31889	0.31889
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.21903	0.21903
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.9202	28.9202
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.38396	3.38396
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32.9976	32.9976
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13376	0.13376
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02180	0.02180
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.31889	0.31889
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.21903	0.21903

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.9202	28.9202
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.38396	3.38396
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32.9976	32.9976
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02215	0.02215
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00361	0.00361
Arena	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05280	0.05280
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03626	0.03626
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.78807	4.78807
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.56025	0.56025
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.46313	5.46313

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Forklifts	0.06061	0.56564	1.03255	0.00141	0.02029	—	0.02029	0.01866	—	0.01866	—	152.455	152.455	0.00618	0.00124	—	152.978
Rough Terrain Forklifts	0.01784	0.26391	0.54151	0.00083	0.00461	—	0.00461	0.00424	—	0.00424	—	89.5216	89.5216	0.00363	0.00073	—	89.8288
Aerial Lifts	0.01895	0.36009	0.38613	0.00068	0.00245	—	0.00245	0.00226	—	0.00226	—	73.8034	73.8034	0.00299	0.00060	—	74.0567
Total	0.09739	1.18964	1.96018	0.00292	0.02735	—	0.02735	0.02517	—	0.02517	—	315.780	315.780	0.01281	0.00256	—	316.864
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.06061	0.56564	1.03255	0.00141	0.02029	—	0.02029	0.01866	—	0.01866	—	152.455	152.455	0.00618	0.00124	—	152.978
Rough Terrain Forklifts	0.01784	0.26391	0.54151	0.00083	0.00461	—	0.00461	0.00424	—	0.00424	—	89.5216	89.5216	0.00363	0.00073	—	89.8288
Aerial Lifts	0.01895	0.36009	0.38613	0.00068	0.00245	—	0.00245	0.00226	—	0.00226	—	73.8034	73.8034	0.00299	0.00060	—	74.0567
Total	0.09739	1.18964	1.96018	0.00292	0.02735	—	0.02735	0.02517	—	0.02517	—	315.780	315.780	0.01281	0.00256	—	316.864
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.01061	0.09899	0.18070	0.00025	0.00355	—	0.00355	0.00327	—	0.00327	—	24.2034	24.2034	0.00098	0.00020	—	24.2864
Rough Terrain Forklifts	0.00312	0.04618	0.09476	0.00014	0.00081	—	0.00081	0.00074	—	0.00074	—	14.2122	14.2122	0.00058	0.00012	—	14.2610
Aerial Lifts	0.00332	0.06302	0.06757	0.00012	0.00043	—	0.00043	0.00040	—	0.00040	—	11.7169	11.7169	0.00048	0.00010	—	11.7571
Total	0.01704	0.20819	0.34303	0.00051	0.00479	—	0.00479	0.00440	—	0.00440	—	50.1324	50.1324	0.00203	0.00041	—	50.3045

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Forklifts	0.06061	0.56564	1.03255	0.00141	0.02029	—	0.02029	0.01866	—	0.01866	—	152.455	152.455	0.00618	0.00124	—	152.978
Rough Terrain Forklifts	0.01784	0.26391	0.54151	0.00083	0.00461	—	0.00461	0.00424	—	0.00424	—	89.5216	89.5216	0.00363	0.00073	—	89.8288
Aerial Lifts	0.01895	0.36009	0.38613	0.00068	0.00245	—	0.00245	0.00226	—	0.00226	—	73.8034	73.8034	0.00299	0.00060	—	74.0567
Total	0.09739	1.18964	1.96018	0.00292	0.02735	—	0.02735	0.02517	—	0.02517	—	315.780	315.780	0.01281	0.00256	—	316.864
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.06061	0.56564	1.03255	0.00141	0.02029	—	0.02029	0.01866	—	0.01866	—	152.455	152.455	0.00618	0.00124	—	152.978
Rough Terrain Forklifts	0.01784	0.26391	0.54151	0.00083	0.00461	—	0.00461	0.00424	—	0.00424	—	89.5216	89.5216	0.00363	0.00073	—	89.8288
Aerial Lifts	0.01895	0.36009	0.38613	0.00068	0.00245	—	0.00245	0.00226	—	0.00226	—	73.8034	73.8034	0.00299	0.00060	—	74.0567
Total	0.09739	1.18964	1.96018	0.00292	0.02735	—	0.02735	0.02517	—	0.02517	—	315.780	315.780	0.01281	0.00256	—	316.864
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.01061	0.09899	0.18070	0.00025	0.00355	—	0.00355	0.00327	—	0.00327	—	24.2034	24.2034	0.00098	0.00020	—	24.2864
Rough Terrain Forklifts	0.00312	0.04618	0.09476	0.00014	0.00081	—	0.00081	0.00074	—	0.00074	—	14.2122	14.2122	0.00058	0.00012	—	14.2610
Aerial Lifts	0.00332	0.06302	0.06757	0.00012	0.00043	—	0.00043	0.00040	—	0.00040	—	11.7169	11.7169	0.00048	0.00010	—	11.7571
Total	0.01704	0.20819	0.34303	0.00051	0.00479	—	0.00479	0.00440	—	0.00440	—	50.1324	50.1324	0.00203	0.00041	—	50.3045

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	5.31635	14.8610	13.5574	0.02555	0.78216	0.00000	0.78216	0.78216	0.00000	0.78216	0.00000	2,720.03	2,720.03	0.10921	0.02131	0.00000	2,729.11
Total	5.31635	14.8610	13.5574	0.02555	0.78216	0.00000	0.78216	0.78216	0.00000	0.78216	0.00000	2,720.03	2,720.03	0.10921	0.02131	0.00000	2,729.11
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	5.31635	14.8610	13.5574	0.02555	0.78216	0.00000	0.78216	0.78216	0.00000	0.78216	0.00000	2,720.03	2,720.03	0.10921	0.02131	0.00000	2,729.11
Total	5.31635	14.8610	13.5574	0.02555	0.78216	0.00000	0.78216	0.78216	0.00000	0.78216	0.00000	2,720.03	2,720.03	0.10921	0.02131	0.00000	2,729.11
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.01595	0.04458	0.04067	0.00008	0.00235	0.00000	0.00235	0.00235	0.00000	0.00235	0.00000	7.40271	7.40271	0.00030	0.00006	0.00000	7.42742
Total	0.01595	0.04458	0.04067	0.00008	0.00235	0.00000	0.00235	0.00235	0.00000	0.00235	0.00000	7.40271	7.40271	0.00030	0.00006	0.00000	7.42742

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	5.31635	14.8610	13.5574	0.02555	0.78216	0.00000	0.78216	0.78216	0.00000	0.78216	0.00000	2,720.03	2,720.03	0.10921	0.02131	0.00000	2,729.11
Total	5.31635	14.8610	13.5574	0.02555	0.78216	0.00000	0.78216	0.78216	0.00000	0.78216	0.00000	2,720.03	2,720.03	0.10921	0.02131	0.00000	2,729.11

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	5.31635	14.8610	13.5574	0.02555	0.78216	0.00000	0.78216	0.78216	0.00000	0.78216	0.00000	2,720.03	2,720.03	0.10921	0.02131	0.00000	2,729.11
Total	5.31635	14.8610	13.5574	0.02555	0.78216	0.00000	0.78216	0.78216	0.00000	0.78216	0.00000	2,720.03	2,720.03	0.10921	0.02131	0.00000	2,729.11
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.01595	0.04458	0.04067	0.00008	0.00235	0.00000	0.00235	0.00235	0.00000	0.00235	0.00000	7.40271	7.40271	0.00030	0.00006	0.00000	7.42742
Total	0.01595	0.04458	0.04067	0.00008	0.00235	0.00000	0.00235	0.00235	0.00000	0.00235	0.00000	7.40271	7.40271	0.00030	0.00006	0.00000	7.42742

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	6/1/2026	8/28/2026	5.00000	65.0000	Demolish existing buildings & hardscape.
Site Preparation	Site Preparation	8/31/2026	9/18/2026	5.00000	15.0000	Utilities Trenching & Shoring.
Grading	Grading	9/21/2026	10/16/2026	5.00000	20.0000	Earthwork.
Building Construction	Building Construction	10/19/2026	12/18/2026	5.00000	45.0000	Construct buildings (w/ cranes).
BC2 (No Cranes)	Building Construction	12/21/2026	4/27/2029	5.00000	615.000	BC (no cranes)
Paving	Paving	04/02/2029	4/27/2029	5.00000	20.0000	Pave access & service areas.
Architectural Coating	Architectural Coating	2/26/2029	4/27/2029	5.00000	45.0000	Apply coatings & finishes to structures.

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Excavators	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Demolition	Crawler Tractors	Diesel	Average	1.000000	8.00000	87.0000	0.43000
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Demolition	Rough Terrain Forklifts	Diesel	Average	1.000000	8.00000	96.0000	0.40000
Demolition	Air Compressors	Diesel	Average	1.000000	8.00000	37.0000	0.48000
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Site Preparation	Excavators	Diesel	Average	1.000000	8.00000	36.0000	0.38000
Site Preparation	Bore/Drill Rigs	Diesel	Average	2.00000	7.00000	83.0000	0.50000
Site Preparation	Air Compressors	Diesel	Average	1.000000	8.00000	37.0000	0.48000

Site Preparation	Welders	Diesel	Average	1.000000	7.00000	46.0000	0.45000
Grading	Excavators	Diesel	Average	1.000000	8.00000	36.0000	0.38000
Grading	Crawler Tractors	Diesel	Average	1.000000	8.00000	87.0000	0.43000
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Grading	Rollers	Diesel	Average	1.000000	8.00000	36.0000	0.38000
Grading	Plate Compactors	Diesel	Average	1.000000	8.00000	15.0000	0.43000
Building Construction	Cranes	Diesel	Average	2.00000	7.00000	367.000	0.29000
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Building Construction	Welders	Diesel	Average	3.00000	7.00000	46.0000	0.45000
Building Construction	Rough Terrain Forklifts	Diesel	Average	3.00000	8.00000	96.0000	0.40000
Building Construction	Plate Compactors	Diesel	Average	1.000000	7.00000	15.0000	0.43000
Building Construction	Air Compressors	Diesel	Average	4.00000	8.00000	37.0000	0.48000
BC2 (No Cranes)	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
BC2 (No Cranes)	Rough Terrain Forklifts	Diesel	Average	3.00000	8.00000	96.0000	0.40000
BC2 (No Cranes)	Air Compressors	Diesel	Average	4.00000	8.00000	37.0000	0.48000
BC2 (No Cranes)	Plate Compactors	Diesel	Average	1.000000	7.00000	15.0000	0.43000
Paving	Pavers	Diesel	Average	1.000000	7.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Average	1.000000	7.00000	89.0000	0.36000
Paving	Rollers	Diesel	Average	1.000000	7.00000	36.0000	0.38000
Paving	Air Compressors	Diesel	Average	1.000000	7.00000	37.0000	0.48000
Paving	Plate Compactors	Diesel	Average	1.000000	7.00000	15.0000	0.43000
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	7.00000	84.0000	0.37000
Paving	Cement and Mortar Mixers	Diesel	Average	2.00000	6.00000	10.00000	0.56000
Architectural Coating	Air Compressors	Diesel	Average	2.00000	6.00000	37.0000	0.48000
Architectural Coating	Aerial Lifts	Diesel	Average	1.000000	7.00000	46.0000	0.31000

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Excavators	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Demolition	Crawler Tractors	Diesel	Tier 4 Final	1.000000	8.00000	87.0000	0.43000
Demolition	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.000000	8.00000	84.0000	0.37000
Demolition	Rough Terrain Forklifts	Diesel	Tier 4 Final	1.000000	8.00000	96.0000	0.40000
Demolition	Air Compressors	Diesel	Average	1.000000	8.00000	37.0000	0.48000
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.000000	8.00000	84.0000	0.37000
Site Preparation	Excavators	Diesel	Average	1.000000	8.00000	36.0000	0.38000
Site Preparation	Bore/Drill Rigs	Diesel	Tier 4 Final	2.00000	7.00000	83.0000	0.50000
Site Preparation	Air Compressors	Diesel	Average	1.000000	8.00000	37.0000	0.48000
Site Preparation	Welders	Diesel	Tier 4 Final	1.000000	7.00000	46.0000	0.45000
Grading	Excavators	Diesel	Average	1.000000	8.00000	36.0000	0.38000
Grading	Crawler Tractors	Diesel	Tier 4 Final	1.000000	8.00000	87.0000	0.43000
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.000000	8.00000	84.0000	0.37000
Grading	Rollers	Diesel	Average	1.000000	8.00000	36.0000	0.38000
Grading	Plate Compactors	Diesel	Average	1.000000	8.00000	15.0000	0.43000
Building Construction	Cranes	Diesel	Tier 4 Final	2.00000	7.00000	367.000	0.29000
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.000000	8.00000	84.0000	0.37000
Building Construction	Welders	Diesel	Average	3.00000	7.00000	46.0000	0.45000
Building Construction	Rough Terrain Forklifts	Diesel	Tier 4 Final	3.00000	8.00000	96.0000	0.40000
Building Construction	Plate Compactors	Diesel	Average	1.000000	7.00000	15.0000	0.43000
Building Construction	Air Compressors	Diesel	Average	4.00000	8.00000	37.0000	0.48000
BC2 (No Cranes)	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.000000	8.00000	84.0000	0.37000
BC2 (No Cranes)	Rough Terrain Forklifts	Diesel	Tier 4 Final	3.00000	8.00000	96.0000	0.40000

BC2 (No Cranes)	Air Compressors	Diesel	Average	4.00000	8.00000	37.0000	0.48000
BC2 (No Cranes)	Plate Compactors	Diesel	Average	1.000000	7.00000	15.0000	0.43000
Paving	Pavers	Diesel	Tier 4 Final	1.000000	7.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Tier 4 Final	1.000000	7.00000	89.0000	0.36000
Paving	Rollers	Diesel	Average	1.000000	7.00000	36.0000	0.38000
Paving	Air Compressors	Diesel	Average	1.000000	7.00000	37.0000	0.48000
Paving	Plate Compactors	Diesel	Average	1.000000	7.00000	15.0000	0.43000
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.000000	7.00000	84.0000	0.37000
Paving	Cement and Mortar Mixers	Diesel	Average	2.00000	6.00000	10.00000	0.56000
Architectural Coating	Air Compressors	Diesel	Average	2.00000	6.00000	37.0000	0.48000
Architectural Coating	Aerial Lifts	Diesel	Average	1.000000	7.00000	46.0000	0.31000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	80.0000	18.5000	LDA,LDT1,LDT2
Demolition	Vendor	16.0000	10.2000	HHDT,MHDT
Demolition	Hauling	24.0000	20.0000	HHDT
Demolition	Onsite truck	1.000000	2.00000	HHDT
Site Preparation	Worker	80.0000	18.5000	LDA,LDT1,LDT2
Site Preparation	Vendor	16.0000	10.2000	HHDT,MHDT
Site Preparation	Hauling	24.0000	20.0000	HHDT
Site Preparation	Onsite truck	1.000000	2.00000	HHDT
Grading	Worker	80.0000	18.5000	LDA,LDT1,LDT2
Grading	Vendor	16.0000	10.2000	HHDT,MHDT
Grading	Hauling	200.000	20.0000	HHDT

Grading	Onsite truck	2.00000	2.00000	HHDT
Building Construction	Worker	160.000	18.5000	LDA,LDT1,LDT2
Building Construction	Vendor	64.0000	10.2000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	0.00000	0.00000	HHDT
BC2 (No Cranes)	Worker	160.000	18.5000	LDA,LDT1,LDT2
BC2 (No Cranes)	Vendor	64.0000	10.2000	HHDT,MHDT
BC2 (No Cranes)	Hauling	0.00000	20.0000	HHDT
BC2 (No Cranes)	Onsite truck	0.00000	0.00000	HHDT
Paving	Worker	40.0000	18.5000	LDA,LDT1,LDT2
Paving	Vendor	16.0000	10.2000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	1.000000	1.000000	HHDT
Architectural Coating	Worker	40.0000	18.5000	LDA,LDT1,LDT2
Architectural Coating	Vendor	8.00000	10.2000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	0.00000	0.00000	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	80.0000	18.5000	LDA,LDT1,LDT2
Demolition	Vendor	16.0000	10.2000	HHDT,MHDT
Demolition	Hauling	24.0000	20.0000	HHDT
Demolition	Onsite truck	1.000000	2.00000	HHDT
Site Preparation	Worker	80.0000	18.5000	LDA,LDT1,LDT2
Site Preparation	Vendor	16.0000	10.2000	HHDT,MHDT
Site Preparation	Hauling	24.0000	20.0000	HHDT
Site Preparation	Onsite truck	1.000000	2.00000	HHDT

Grading	Worker	80.0000	18.5000	LDA,LDT1,LDT2
Grading	Vendor	16.0000	10.2000	HHDT,MHDT
Grading	Hauling	200.000	20.0000	HHDT
Grading	Onsite truck	2.00000	2.00000	HHDT
Building Construction	Worker	160.000	18.5000	LDA,LDT1,LDT2
Building Construction	Vendor	64.0000	10.2000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	0.00000	0.00000	HHDT
BC2 (No Cranes)	Worker	160.000	18.5000	LDA,LDT1,LDT2
BC2 (No Cranes)	Vendor	64.0000	10.2000	HHDT,MHDT
BC2 (No Cranes)	Hauling	0.00000	20.0000	HHDT
BC2 (No Cranes)	Onsite truck	0.00000	0.00000	HHDT
Paving	Worker	40.0000	18.5000	LDA,LDT1,LDT2
Paving	Vendor	16.0000	10.2000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	1.000000	1.000000	HHDT
Architectural Coating	Worker	40.0000	18.5000	LDA,LDT1,LDT2
Architectural Coating	Vendor	8.00000	10.2000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	0.00000	0.00000	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	57%	57%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00000	0.00000	200,000	60,000.0	6,641.11

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Ton of Debris)	Material Exported (Ton of Debris)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00000	0.00000	32.5000	123,000	0.00000
Site Preparation	0.00000	2,840.00	0.00000	0.00000	0.00000
Grading	0.00000	30,000.0	10.00000	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	2.67000

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Office Park	0.00000	0%
Paving	Unenclosed Parking with Elevator	0.67000	25%
Paving	Strip Mall	0.00000	0%
Paving	Arena	0.00000	0%
Paving	General Office Building	0.00000	0%

Paving	High Turnover (Sit Down Restaurant)	0.00000	0%
Paving	High Turnover (Sit Down Restaurant)	0.00000	0%
Paving	Office Park	0.00000	0%
Paving	Arena	0.00000	0%
Paving	Manufacturing	0.00000	0%
Paving	Office Park	0.00000	0%
Paving	Strip Mall	0.00000	0%
Paving	Office Park	0.00000	0%
Paving	Other Non-Asphalt Surfaces	2.00000	50%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00000	502.000	0.04890	0.00690
2027	0.00000	502.000	0.04890	0.00690
2028	0.00000	502.000	0.04890	0.00690
2029	0.00000	502.000	0.04890	0.00690

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	2,683.00	2,013.00	2,013.00	909,424	19,376.0	14,532.0	14,532.0	6,567,080

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	2,683.00	2,013.00	2,013.00	909,424	19,376.0	14,532.0	14,532.0	6,567,080

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Office Park	Wood Fireplaces	0	0
Office Park	Gas Fireplaces	0	0
Office Park	Propane Fireplaces	0	0
Office Park	Electric Fireplaces	0	0
Office Park	No Fireplaces	0	0
Office Park	Conventional Wood Stoves	0	0
Office Park	Catalytic Wood Stoves	0	0
Office Park	Non-Catalytic Wood Stoves	0	0
Office Park	Pellet Wood Stoves	0	0
Unenclosed Parking with Elevator	Wood Fireplaces	0	0
Unenclosed Parking with Elevator	Gas Fireplaces	0	0
Unenclosed Parking with Elevator	Propane Fireplaces	0	0
Unenclosed Parking with Elevator	Electric Fireplaces	0	0
Unenclosed Parking with Elevator	No Fireplaces	0	0
Unenclosed Parking with Elevator	Conventional Wood Stoves	0	0
Unenclosed Parking with Elevator	Catalytic Wood Stoves	0	0
Unenclosed Parking with Elevator	Non-Catalytic Wood Stoves	0	0
Unenclosed Parking with Elevator	Pellet Wood Stoves	0	0
Strip Mall	Wood Fireplaces	0	0
Strip Mall	Gas Fireplaces	0	0
Strip Mall	Propane Fireplaces	0	0
Strip Mall	Electric Fireplaces	0	0
Strip Mall	No Fireplaces	0	0
Strip Mall	Conventional Wood Stoves	0	0

Strip Mall	Catalytic Wood Stoves	0	0
Strip Mall	Non-Catalytic Wood Stoves	0	0
Strip Mall	Pellet Wood Stoves	0	0
Arena	Wood Fireplaces	0	0
Arena	Gas Fireplaces	0	0
Arena	Propane Fireplaces	0	0
Arena	Electric Fireplaces	0	0
Arena	No Fireplaces	0	0
Arena	Conventional Wood Stoves	0	0
Arena	Catalytic Wood Stoves	0	0
Arena	Non-Catalytic Wood Stoves	0	0
Arena	Pellet Wood Stoves	0	0
General Office Building	Wood Fireplaces	0	0
General Office Building	Gas Fireplaces	0	0
General Office Building	Propane Fireplaces	0	0
General Office Building	Electric Fireplaces	0	0
General Office Building	No Fireplaces	0	0
General Office Building	Conventional Wood Stoves	0	0
General Office Building	Catalytic Wood Stoves	0	0
General Office Building	Non-Catalytic Wood Stoves	0	0
General Office Building	Pellet Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Wood Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Gas Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Propane Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Electric Fireplaces	0	0
High Turnover (Sit Down Restaurant)	No Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Conventional Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Catalytic Wood Stoves	0	0

High Turnover (Sit Down Restaurant)	Non-Catalytic Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Pellet Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Wood Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Gas Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Propane Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Electric Fireplaces	0	0
High Turnover (Sit Down Restaurant)	No Fireplaces	0	0
High Turnover (Sit Down Restaurant)	Conventional Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Catalytic Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Non-Catalytic Wood Stoves	0	0
High Turnover (Sit Down Restaurant)	Pellet Wood Stoves	0	0
Office Park	Wood Fireplaces	0	0
Office Park	Gas Fireplaces	0	0
Office Park	Propane Fireplaces	0	0
Office Park	Electric Fireplaces	0	0
Office Park	No Fireplaces	0	0
Office Park	Conventional Wood Stoves	0	0
Office Park	Catalytic Wood Stoves	0	0
Office Park	Non-Catalytic Wood Stoves	0	0
Office Park	Pellet Wood Stoves	0	0
Arena	Wood Fireplaces	0	0
Arena	Gas Fireplaces	0	0
Arena	Propane Fireplaces	0	0
Arena	Electric Fireplaces	0	0
Arena	No Fireplaces	0	0
Arena	Conventional Wood Stoves	0	0
Arena	Catalytic Wood Stoves	0	0
Arena	Non-Catalytic Wood Stoves	0	0

Arena	Pellet Wood Stoves	0	0
Manufacturing	Wood Fireplaces	0	0
Manufacturing	Gas Fireplaces	0	0
Manufacturing	Propane Fireplaces	0	0
Manufacturing	Electric Fireplaces	0	0
Manufacturing	No Fireplaces	0	0
Manufacturing	Conventional Wood Stoves	0	0
Manufacturing	Catalytic Wood Stoves	0	0
Manufacturing	Non-Catalytic Wood Stoves	0	0
Manufacturing	Pellet Wood Stoves	0	0
Office Park	Wood Fireplaces	0	0
Office Park	Gas Fireplaces	0	0
Office Park	Propane Fireplaces	0	0
Office Park	Electric Fireplaces	0	0
Office Park	No Fireplaces	0	0
Office Park	Conventional Wood Stoves	0	0
Office Park	Catalytic Wood Stoves	0	0
Office Park	Non-Catalytic Wood Stoves	0	0
Office Park	Pellet Wood Stoves	0	0
Strip Mall	Wood Fireplaces	0	0
Strip Mall	Gas Fireplaces	0	0
Strip Mall	Propane Fireplaces	0	0
Strip Mall	Electric Fireplaces	0	0
Strip Mall	No Fireplaces	0	0
Strip Mall	Conventional Wood Stoves	0	0
Strip Mall	Catalytic Wood Stoves	0	0
Strip Mall	Non-Catalytic Wood Stoves	0	0
Strip Mall	Pellet Wood Stoves	0	0

Office Park	Wood Fireplaces	0	0
Office Park	Gas Fireplaces	0	0
Office Park	Propane Fireplaces	0	0
Office Park	Electric Fireplaces	0	0
Office Park	No Fireplaces	0	0
Office Park	Conventional Wood Stoves	0	0
Office Park	Catalytic Wood Stoves	0	0
Office Park	Non-Catalytic Wood Stoves	0	0
Office Park	Pellet Wood Stoves	0	0
Other Non-Asphalt Surfaces	Wood Fireplaces	0	0
Other Non-Asphalt Surfaces	Gas Fireplaces	0	0
Other Non-Asphalt Surfaces	Propane Fireplaces	0	0
Other Non-Asphalt Surfaces	Electric Fireplaces	0	0
Other Non-Asphalt Surfaces	No Fireplaces	0	0
Other Non-Asphalt Surfaces	Conventional Wood Stoves	0	0
Other Non-Asphalt Surfaces	Catalytic Wood Stoves	0	0
Other Non-Asphalt Surfaces	Non-Catalytic Wood Stoves	0	0
Other Non-Asphalt Surfaces	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0.00000	0.00000	348,203	115,776	6,641.11

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	250.000

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	250.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Office Park	3,030,890	502.000	0.0489	0.0069	122,846
Unenclosed Parking with Elevator	344,360	502.000	0.0489	0.0069	0.00000

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Office Park	3,029,648	502.000	0.0489	0.0069	119,099
Unenclosed Parking with Elevator	344,360	502.000	0.0489	0.0069	0.00000

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Office Park	7,891,378	0.00000
Unenclosed Parking with Elevator	0.00000	0.00000
Strip Mall	37,036.3	0.00000

Arena	13,784,644	0.00000
General Office Building	16,006,701	0.00000
High Turnover (Sit Down Restaurant)	2,883,570	0.00000
High Turnover (Sit Down Restaurant)	2,731,803	77,914.4
Office Park	53,320.1	0.00000
Arena	8,270,786	0.00000
Manufacturing	3,006,250	0.00000
Office Park	1,350,776	0.00000
Strip Mall	222,218	0.00000
Office Park	479,881	0.00000
Other Non-Asphalt Surfaces	0.00000	732,395

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Office Park	7,157,480	0.00000
Unenclosed Parking with Elevator	0.00000	0.00000
Strip Mall	33,606.7	0.00000
Arena	12,508,186	0.00000
General Office Building	14,582,105	0.00000
High Turnover (Sit Down Restaurant)	2,616,552	0.00000
High Turnover (Sit Down Restaurant)	2,478,838	-18,379.9
Office Park	48,361.4	0.00000
Arena	7,504,911	0.00000
Manufacturing	2,738,694	0.00000
Office Park	1,225,154	0.00000
Strip Mall	201,640	0.00000
Office Park	435,252	0.00000
Other Non-Asphalt Surfaces	0.00000	-172,771

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Office Park	41.2920	0.00000
Unenclosed Parking with Elevator	0.00000	0.00000
Strip Mall	0.52500	0.00000
Arena	0.88064	0.00000
General Office Building	83.7558	0.00000
High Turnover (Sit Down Restaurant)	113.050	0.00000
High Turnover (Sit Down Restaurant)	107.100	0.00000
Office Park	0.27900	0.00000
Arena	0.52838	0.00000
Manufacturing	16.1200	0.00000
Office Park	7.06800	0.00000
Strip Mall	3.15000	0.00000
Office Park	2.51100	0.00000
Other Non-Asphalt Surfaces	0.00000	0.00000

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Office Park	41.2920	0.00000
Unenclosed Parking with Elevator	0.00000	0.00000
Strip Mall	0.52500	0.00000
Arena	0.88064	0.00000
General Office Building	83.7558	0.00000
High Turnover (Sit Down Restaurant)	113.050	0.00000
High Turnover (Sit Down Restaurant)	107.100	0.00000

Office Park	0.27900	0.00000
Arena	0.52838	0.00000
Manufacturing	16.1200	0.00000
Office Park	7.06800	0.00000
Strip Mall	3.15000	0.00000
Office Park	2.51100	0.00000
Other Non-Asphalt Surfaces	0.00000	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Office Park	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000
Office Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000
Arena	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Arena	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000
Arena	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000

General Office Building	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430.00	0.00000	0.60000	0.00000	1.000000
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088.00	1.80000	4.00000	4.00000	18.0000
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430.00	0.00000	0.60000	0.00000	1.000000
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088.00	1.80000	4.00000	4.00000	18.0000
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000
Office Park	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000
Office Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Arena	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Arena	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000
Arena	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000
Manufacturing	Other commercial A/C and heat pumps	R-410A	2,088.00	0.30000	4.00000	4.00000	18.0000
Office Park	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000

Office Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000
Office Park	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000
Office Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000

5.14.2. Mitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Office Park	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000
Office Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000
Arena	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Arena	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000

Arena	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000
General Office Building	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430.00	0.00000	0.60000	0.00000	1.000000
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088.00	1.80000	4.00000	4.00000	18.0000
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430.00	0.00000	0.60000	0.00000	1.000000
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088.00	1.80000	4.00000	4.00000	18.0000
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000
Office Park	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000
Office Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Arena	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Arena	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000
Arena	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000
Manufacturing	Other commercial A/C and heat pumps	R-410A	2,088.00	0.30000	4.00000	4.00000	18.0000

Office Park	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000
Office Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000
Office Park	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000
Office Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Diesel	Average	4.00000	2.00000	82.0000	0.20000
Rough Terrain Forklifts	Diesel	Average	1.000000	2.00000	96.0000	0.40000
Aerial Lifts	Diesel	Average	2.00000	2.00000	46.0000	0.31000

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Diesel	Average	4.00000	2.00000	82.0000	0.20000
Rough Terrain Forklifts	Diesel	Average	1.000000	2.00000	96.0000	0.40000
Aerial Lifts	Diesel	Average	2.00000	2.00000	46.0000	0.31000

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Emergency Generator	Diesel	2.00000	4.00000	24.0000	405.000	0.73000

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.47000	annual days of extreme heat
Extreme Precipitation	5.55000	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00000	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	3	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	2	1
Wildfire	2	2	2	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	1	2	3

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	4	1
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	2	1
Wildfire	2	2	2	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	1	3	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

6.4.1. Temperature and Extreme Heat

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
D-3: Install Drought Resistant Landscaping	Water Conservation	—	1.000000	1.000000
EH-4: Enhance Building Envelope Efficiency	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	—	—	1.000000
EH-9: Expand Urban Tree Canopy	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	1.000000	1.000000	—
EH-10: Install Covered Parking	Improved Air Quality, Improved Public Health	—	—	1.000000

6.4.2. Air Quality Degradation

User Selected Measures	Co-Benefits Achieved	Exposure Reduction	Sensitivity Reduction	Adaptive Capacity Increase
EH-4: Enhance Building Envelope Efficiency	Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity	—	—	1.000000

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	39.9876
AQ-PM	73.9017

AQ-DPM	30.0933
Drinking Water	92.5315
Lead Risk Housing	86.0618
Pesticides	38.3448
Toxic Releases	82.3956
Traffic	28.3500
Effect Indicators	—
CleanUp Sites	20.4741
Groundwater	50.1411
Haz Waste Facilities/Generators	64.6327
Impaired Water Bodies	0.00000
Solid Waste	9.66781
Sensitive Population	—
Asthma	95.7004
Cardio-vascular	71.2986
Low Birth Weights	98.2807
Socioeconomic Factor Indicators	—
Education	61.6553
Housing	98.3523
Linguistic	56.3134
Poverty	82.3618
Unemployment	94.3129

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	22.98216348

Employed	17.64403952
Median HI	0.731425638
Education	—
Bachelor's or higher	50.28872065
High school enrollment	100
Preschool enrollment	17.78519184
Transportation	—
Auto Access	1.924804312
Active commuting	80.85461311
Social	—
2-parent households	3.926600796
Voting	10.6249198
Neighborhood	—
Alcohol availability	63.18490953
Park access	81.35506224
Retail density	78.8399846
Supermarket access	43.15411267
Tree canopy	55.97330938
Housing	—
Homeownership	9.162068523
Housing habitability	22.0069293
Low-inc homeowner severe housing cost burden	85.34582317
Low-inc renter severe housing cost burden	15.10329783
Uncrowded housing	69.47260362
Health Outcomes	—
Insured adults	43.44924933
Arthritis	3.0
Asthma ER Admissions	7.0

High Blood Pressure	1.0
Cancer (excluding skin)	25.9
Asthma	3.8
Coronary Heart Disease	5.2
Chronic Obstructive Pulmonary Disease	6.6
Diagnosed Diabetes	0.9
Life Expectancy at Birth	5.2
Cognitively Disabled	7.9
Physically Disabled	2.9
Heart Attack ER Admissions	51.9
Mental Health Not Good	24.7
Chronic Kidney Disease	1.7
Obesity	5.4
Pedestrian Injuries	97.4
Physical Health Not Good	14.8
Stroke	0.9
Health Risk Behaviors	—
Binge Drinking	97.9
Current Smoker	26.1
No Leisure Time for Physical Activity	21.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	51.6
Elderly	12.6
English Speaking	23.3
Foreign-born	31.7
Outdoor Workers	87.4

Climate Change Adaptive Capacity	—
Impervious Surface Cover	15.7
Traffic Density	65.8
Traffic Access	87.4
Other Indices	—
Hardship	70.0
Other Decision Support	—
2016 Voting	12.6

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	90.0000
Healthy Places Index Score for Project Location (b)	8.00000
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Characteristics: Utility Information	LADWP 2024 Power Content Label = 505 lbCO2e/MWh
Land Use	Project elements obtained from Site Plan & Project Description.
Construction: Construction Phases	Schedule provided by Applicant.
Construction: Off-Road Equipment	Equipment inventories provided by Applicant.
Construction: Trips and VMT	Trip estimates provided by Applicant.
Construction: On-Road Fugitive Dust	Vehicle speeds on unpaved surfaces limited to 15 mph per SCAQMD Rule 403 (57% reduction based on Table XI-A).
Construction: Architectural Coatings	Approximate amount of surface coating area.
Construction: Paving	Parking structure will not be asphalt; Portions of service roads will be.
Construction: Electricity	Source: LADWP 2024 Power Content Label
Operations: Energy Use	Energy demand provided by Applicant (accounts for all building structures).
Operations: Off-Road Equipment	On-site operational equipment supporting studio productions & mill shop.

8.2. Project Characteristics

8.2.2. Utility Information

Model Parameter	Units	Default Value	New Value
CO2	lb/MWh	690.400	502.000

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Lot Area	acre	1.01928	0.55000
Landscape Area	sq. ft	—	0.00000
Special Landscape Area	sq. ft	—	0.00000
Lot Area	acre	2.80533	0.67000

Landscape Area	sq. ft	—	0.00000
Special Landscape Area	sq. ft	—	0.00000
Lot Area	acre	10.2857	0.75000
Landscape Area	sq. ft	—	0.00000
Special Landscape Area	sq. ft	—	0.00000
Lot Area	acre	2.06749	0.00000
Landscape Area	sq. ft	—	0.00000
Special Landscape Area	sq. ft	—	0.00000
Lot Area	acre	0.20661	0.00000
Landscape Area	sq. ft	—	2,500.00
Special Landscape Area	sq. ft	—	2,500.00
Lot Area	acre	6.17143	0.44000
Landscape Area	sq. ft	—	0.00000
Special Landscape Area	sq. ft	—	0.00000
Lot Area	acre	0.29844	0.00000
Landscape Area	sq. ft	—	0.00000
Special Landscape Area	sq. ft	—	0.00000
Lot Area	acre	0.17447	0.00000
Landscape Area	sq. ft	—	0.00000
Special Landscape Area	sq. ft	—	0.00000
Lot Area	acre	0.06887	0.00000
Landscape Area	sq. ft	—	0.00000
Special Landscape Area	sq. ft	—	0.00000
Lot Area	acre	0.06198	0.00000
Landscape Area	sq. ft	—	0.00000
Special Landscape Area	sq. ft	—	0.00000

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Demolition	Demolition	End Date	6/29/2026	8/28/2026
Demolition	Demolition	Work Days per Phase	20.0000	65.0000
Demolition	Demolition	Description	—	Demolish existing buildings & hardscape.
Site Preparation	Site Preparation	Start Date	6/30/2026	8/31/2026
Site Preparation	Site Preparation	End Date	7/7/2026	9/18/2026
Site Preparation	Site Preparation	Work Days per Phase	5.00000	15.0000
Site Preparation	Site Preparation	Description	—	Utilities Trenching & Shoring.
Grading	Grading	Start Date	7/8/2026	9/21/2026
Grading	Grading	End Date	7/19/2026	10/16/2026
Grading	Grading	Work Days per Phase	8.00000	20.0000
Grading	Grading	Description	—	Earthwork.
Building Construction	Building Construction	Start Date	7/20/2026	10/19/2026
Building Construction	Building Construction	End Date	6/7/2027	12/18/2026
Building Construction	Building Construction	Work Days per Phase	230.000	45.0000
Building Construction	Building Construction	Description	—	Construct buildings (w/ cranes).
Paving	Paving	Start Date	6/8/2027	04/02/2029
Paving	Paving	End Date	7/3/2027	4/27/2029
Paving	Paving	Work Days per Phase	18.0000	20.0000
Paving	Paving	Description	—	Pave access & service areas.
Architectural Coating	Architectural Coating	Start Date	7/4/2027	2/26/2029
Architectural Coating	Architectural Coating	End Date	7/29/2027	4/27/2029
Architectural Coating	Architectural Coating	Work Days per Phase	18.0000	45.0000
Architectural Coating	Architectural Coating	Description	—	Apply coatings & finishes to structures.

8.4.2. Off-Road Equipment

Phase Name	Equipment Type	Model Parameter	Default Value	New Value
Demolition	Excavators	Number per Day	3.00000	2.00000
Demolition	Crawler Tractors	Number per Day	2.00000	1.000000
Demolition	Crawler Tractors	Horsepower	367.000	87.0000
Demolition	Crawler Tractors	Load Factor	0.40000	0.43000
Site Preparation	Tractors/Loaders/Backhoes	Number per Day	4.00000	1.000000
Grading	Crawler Tractors	Horsepower	367.000	87.0000
Grading	Crawler Tractors	Load Factor	0.40000	0.43000
Grading	Tractors/Loaders/Backhoes	Number per Day	3.00000	1.000000
Building Construction	Cranes	Number per Day	1.000000	2.00000
Building Construction	Tractors/Loaders/Backhoes	Number per Day	3.00000	1.000000
Building Construction	Tractors/Loaders/Backhoes	Hours Per Day	7.00000	8.00000
Building Construction	Welders	Number per Day	1.000000	3.00000
Building Construction	Welders	Hours Per Day	8.00000	7.00000
BC2 (No Cranes)	Tractors/Loaders/Backhoes	Number per Day	3.00000	1.000000
BC2 (No Cranes)	Tractors/Loaders/Backhoes	Hours Per Day	7.00000	8.00000
Paving	Pavers	Hours Per Day	8.00000	7.00000
Paving	Paving Equipment	Number per Day	2.00000	1.000000
Paving	Paving Equipment	Hours Per Day	6.00000	7.00000
Paving	Rollers	Number per Day	2.00000	1.000000
Paving	Rollers	Hours Per Day	6.00000	7.00000
Architectural Coating	Air Compressors	Number per Day	1.000000	2.00000

8.4.6. Trips and VMT

Phase Name	Trip Type	Model Parameter	Default Value	New Value
Demolition	Worker	One-Way Trips per Day	15.0000	80.0000

Demolition	Hauling	One-Way Trips per Day	21.7692	24.0000
Site Preparation	Worker	One-Way Trips per Day	15.0000	80.0000
Site Preparation	Hauling	One-Way Trips per Day	18.7333	24.0000
Grading	Worker	One-Way Trips per Day	12.5000	80.0000
Grading	Hauling	One-Way Trips per Day	187.500	200.000
Building Construction	Worker	One-Way Trips per Day	133.597	160.000
Building Construction	Vendor	One-Way Trips per Day	57.9321	64.0000
BC2 (No Cranes)	Worker	One-Way Trips per Day	133.597	160.000
BC2 (No Cranes)	Vendor	One-Way Trips per Day	57.9321	64.0000
Paving	Worker	One-Way Trips per Day	20.0000	40.0000
Architectural Coating	Worker	One-Way Trips per Day	53.4389	40.0000

8.4.7. On-Road Fugitive Dust

Phase Name	Model Parameter	Units	Default Value	New Value
Demolition	Onsite Truck Trip Paved	%	0.00000	50.0000
Site Preparation	Onsite Truck Trip Paved	%	0.00000	25.0000
Grading	Onsite Truck Trip Paved	%	0.00000	25.0000

8.4.8. Architectural Coatings

Phase Name	Model Parameter	Units	Default Value	New Value
Architectural Coating	Non-Residential Interior Area	sq ft	348,203	200,000
Architectural Coating	Non-Residential Exterior Area	sq ft	115,776	60,000.0

8.4.9. Paving

Phase Name	Land Use	Model Parameter	Units	Default Value	New Value
Paving	Unenclosed Parking with Elevator	% Asphalt	%	100.0000	25.0000

Paving	Other Non-Asphalt Surfaces	Area Paved	acres	1.87098	2.00000
Paving	Other Non-Asphalt Surfaces	% Asphalt	%	0.00000	50.0000

8.4.10. Electricity

Year	Model Parameter	Units	Default Value	New Value
2026	CO2	lb/MWh	690.400	502.000
2027	CO2	lb/MWh	690.400	502.000
2028	CO2	lb/MWh	690.400	502.000
2029	CO2	lb/MWh	690.400	502.000

8.5. Operations

8.5.3. Energy Usage

Land Use	Model Parameter	Units	Default Value	New Value
Office Park	Electricity	kWh/yr	707,236	3,030,890
Office Park	Electricity (Subject to Title 24)	kWh/yr	515,509	0.00000
Office Park	Electricity (Not Subject to Title 24)	kWh/yr	191,728	3,030,890
Office Park	Natural Gas	kBTU/yr	892,079	122,846
Office Park	Natural Gas (Subject to Title 24)	kBTU/yr	696,771	95,950.6
Office Park	Natural Gas (Not Subject to Title 24)	kBTU/yr	195,308	26,895.4

8.5.7. Off-Road Equipment

8.5.7.1. Off-Road Equipment

Equipment Type	Model Parameter	Default Value	New Value
Forklifts	Number/Day	12.0000	4.00000
Forklifts	Hours/Day	8.00000	2.00000
Forklifts	Days/Year	260.000	350.000

Rough Terrain Forklifts	Number/Day	4.00000	1.000000
Rough Terrain Forklifts	Hours/Day	8.00000	2.00000
Rough Terrain Forklifts	Days/Year	260.000	350.000
Aerial Lifts	Number/Day	4.00000	2.00000
Aerial Lifts	Hours/Day	8.00000	2.00000
Aerial Lifts	Days/Year	260.000	350.000

Construction Equipment Diesel Fuel Consumption

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase
Demolition	Demolition	6/1/2026	8/28/2026	5	65
Site Preparation	Site Preparation	8/31/2026	9/18/2026	5	15
Grading	Grading	9/21/2026	10/16/2026	5	20
Building Construction	Building Construction	10/19/2026	12/18/2026	5	45
BC2 (No Cranes)	Building Construction	12/21/2026	4/27/2029	5	615
Paving	Paving	4/2/2029	4/27/2029	5	20
Architectural Coating	Architectural Coating	2/26/2029	4/27/2029	5	45

Diesel Equipment			gal/bhp-hr
HP>100	BSFC (lb/hp-hr)	0.367	0.05163
HP<100	BSFC (lb/hp-hr)	0.408	0.05739
Unit conversion (lb/gallon)		7.1089	

Source: CARB, *2017 Off-Road Diesel, Propane, and Gasoline Emission Factors* , 2017.

5.2. Off-Road Equipment

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor	Days	Total HP-Hrs	Diesel Fuel (Gallons)
Demolition	Excavators	Diesel	Average	2	8	36	0.38	65	14,227.2	817
Demolition	Crawler Tractors	Diesel	Tier 4	1	8	87	0.43	65	19,453.2	1,117
Demolition	Tractors/Loaders/Backhoes	Diesel	Tier 4	1	8	84	0.37	65	16,161.6	928
Demolition	Rough Terrain Forklifts	Diesel	Tier 4	1	8	96	0.4	65	19,968.0	1,147
Demolition	Air Compressors	Diesel	Average	1	8	37	0.48	65	9,235.2	531
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4	1	8	84	0.37	15	3,729.6	215
Site Preparation	Excavators	Diesel	Average	1	8	36	0.38	15	1,641.6	95
Site Preparation	Bore/Drill Rigs	Diesel	Tier 4	2	7	83	0.5	15	8,715.0	501
Site Preparation	Air Compressors	Diesel	Average	1	8	37	0.48	15	2,131.2	123
Site Preparation	Welders	Diesel	Average	1	7	46	0.45	15	2,173.5	125
Grading	Excavators	Diesel	Average	1	8	36	0.38	20	2,188.8	126
Grading	Crawler Tractors	Diesel	Tier 4	1	8	87	0.43	20	5,985.6	344
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4	1	8	84	0.37	20	4,972.8	286
Grading	Rollers	Diesel	Average	1	8	36	0.38	20	2,188.8	126
Grading	Plate Compactors	Diesel	Average	1	8	15	0.43	20	1,032.0	60
Building Construction	Cranes	Diesel	Tier 4	2	7	367	0.29	45	67,050.9	3,462
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4	1	8	84	0.37	45	11,188.8	643
Building Construction	Welders	Diesel	Average	3	7	46	0.45	45	19,561.5	1,123
Building Construction	Rough Terrain Forklifts	Diesel	Tier 4	3	8	96	0.4	45	41,472.0	2,381
Building Construction	Plate Compactors	Diesel	Average	1	7	15	0.43	45	2,031.8	117
Building Construction	Air Compressors	Diesel	Average	4	8	37	0.48	45	25,574.4	1,468
BC2 (No Cranes)	Tractors/Loaders/Backhoes	Diesel	Tier 4	1	8	84	0.37	615	152,913.6	8,777
BC2 (No Cranes)	Rough Terrain Forklifts	Diesel	Tier 4	3	8	96	0.4	615	566,784.0	32,530
BC2 (No Cranes)	Air Compressors	Diesel	Average	4	8	37	0.48	615	349,516.8	20,060
BC2 (No Cranes)	Plate Compactors	Diesel	Average	1	7	15	0.43	615	27,767.3	1,594
Paving	Pavers	Diesel	Tier 4	1	7	81	0.42	20	4,762.8	274
Paving	Paving Equipment	Diesel	Tier 4	1	7	89	0.36	20	4,485.6	258
Paving	Rollers	Diesel	Average	1	7	36	0.38	20	1,915.2	110
Paving	Air Compressors	Diesel	Average	1	7	37	0.48	20	2,486.4	143
Paving	Plate Compactors	Diesel	Average	1	7	15	0.43	20	903.0	52
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4	1	7	84	0.37	20	4,351.2	250
Paving	Cement and Mortar Mixers	Diesel	Average	2	6	10	0.56	20	1,344.0	78
Architectural Coating	Air Compressors	Diesel	Average	2	6	37	0.48	45	9,590.4	551
Architectural Coating	Aerial Lifts	Diesel	Average	1	7	46	0.31	45	4,491.9	258
Paving	Rollers	Diesel	Average	1	7	36	0.38	20	1,915.2	110
Paving	Air Compressors	Diesel	Average	2	7	37	0.48	20	4,972.8	286
Paving	Generator Sets	Diesel	Average	2	7	14	0.74	20	2,900.8	167
Paving	Plate Compactors	Diesel	Average	1	7	8	0.43	20	481.6	28
Paving	Cement and Mortar Mixers	Diesel	Average	2	7	10	0.56	20	1,568.0	90
Paving	Excavators	Diesel	Average	1	7	36	0.38	20	1,915.2	110
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4	2	7	84	0.37	20	8,702.4	500
Paving	Graders	Diesel	Tier 4	1	6	148	0.41	20	7,281.6	376
Paving	Rough Terrain Forklifts	Diesel	Tier 4	2	7	96	0.4	20	10,752.0	618
Architectural Coating	Air Compressors	Diesel	Average	2	6	37	0.48	45	9,590.4	551
Architectural Coating	Generator Sets	Diesel	Average	2	7	14	0.74	45	6,526.8	375
Architectural Coating	Aerial Lifts	Diesel	Average	2	7	46	0.31	45	8,983.8	516
								Total fuel (gallons)		**84,397**

Construction Vehicles Fuel Consumption

2024 Fuel Carbon Intensity Factors	
kgCO2/gal-D	10.21
kgCO2/gal-G	8.78
lbCO2/gal-D	22.51
lbCO2/gal-G	19.36

Source: USEPA, Emission Factors Hub for Greenhouse Gas Emissions Inventories, Updated 2025.

Total Gasoline (gallons)

Worker	79,658
Annual Avg	27,312

Diesel Fuel (gallons)

vendor	60,548
hauling	17,890
total diesel	162,835
annual	55,830

3.1. Demolition (2026) - Unmitigated				
Daily, Summer (Max)	**$NBCO_2$ (lb/day)**	**Total NBCO2**	**Fuel type**	**Gallons**
Worker	1,083.9	70,453.2	G	3,639.8
Vendor	498.8	32,424.2	D	1,440.5
Hauling	1,632.5	106,113.1	D	4,714.2
3.3. Site Preparation (2026) - Unmitigated				
Daily, Summer (Max)	**$NBCO_2$**	**Total NBCO2**	**Fuel type**	**Gallons**
Worker	1,083.9	16,258.4	G	839.9
Vendor	498.8	7,482.5	D	332.4
Hauling	1,632.5	24,487.6	D	1,087.9
3.5. Grading (2026) - Unmitigated				
Daily, Summer (Max)	**$NBCO_2$**	**Total NBCO2**	**Fuel type**	**Gallons**
Worker	1,083.9	21,677.9	G	1,119.9
Vendor	498.8	9,976.7	D	443.2
Hauling	13,604.2	272,084.8	D	12,087.7
3.7. Building Construction (2026) - Unmitigated				
Daily, Winter (Max)	**$NBCO_2$**	**Total NBCO2**	**Fuel type**	**Gallons**
Worker	2055.085794	92478.86073	G	4,777.6
Vendor	1996.354452	89835.95034	D	3,991.1
Hauling	0	0	D	0.0
3.11. BC2 (No Cranes) (2027) - Unmitigated				
Daily, Summer (Max)	**$NBCO_2$**	**Total NBCO2**	**Fuel type**	**Gallons**
Worker	2126.291426	1307669.227	G	67,556.9
Vendor	1956.718697	1203381.999	D	53,461.9
Hauling	0	0	D	0.0
3.17. Paving (2029) - Unmitigated				
Daily, Summer (Max)	**$NBCO_2$**	**Total NBCO2**	**Fuel type**	**Gallons**
Worker	513.1695565	10263.39113	G	530.2
Vendor	465.127492	9302.54984	D	413.3
Hauling	0	0	D	0.0
3.19. Architectural Coating (2029) - Unmitigated				
Daily, Summer (Max)	**$NBCO_2$**	**Total NBCO2**	**Fuel type**	**Gallons**
Worker	513.1695565	23092.63004	G	1,193.0
Vendor	232.563746	10465.36857	D	464.9
Hauling	0	0	D	0.0

Operational Equipment and Emergency Generator Diesel Fuel Consumption

Diesel Equipment			gal/bhp-hr
HP>100	BSFC (lb/hp-hr)	0.367	0.05163
HP<100	BSFC (lb/hp-hr)	0.408	0.05739
	Unit conversion (lb/gallon)	7.1089	

Source: CARB, *2017 Off-Road Diesel, Propane, and Gasoline Emission Factors*, 2017.

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor	Days	Total HP-Hrs	Diesel Fuel (Gallons)
Forklifts	Diesel	Average	4	2	82	0.2	350	45,920.0	2,636
Rough Terrain Forklifts	Diesel	Average	1	2	96	0.4	350	26,880.0	1,543
Aerial Lifts	Diesel	Average	2	2	46	0.31	350	19,964.0	1,146
								Total	**5,325**

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor	Total HP-Hrs	Diesel Fuel (Gallons)
Emergency Generator	Diesel	2	4	24	405	0.73	14,191.2	733

Operational Vehicle Trips Energy Consumption

Vehicle Type:	HHD%	LDA%	LDT1%	LDT2%	LHD1%	LHD2%	MCY%	MDV%	MH%	MHD%	OBUS%	SBUS%	UBUS%
Default Fleet Mix	0.925	48.189	4.101	24.773	2.784	0.731	2.260	14.638	0.271	1.119	0.083	0.065	0.061
Project Adjusted Fleet Mix	0	50	5	25	2.5	0.5	1	15	0	1	0	0	0

EMFAC2021 Mobile Source Emissions Inventory Forecast Data

								kWh	(1,000-gallons)
Region	Calendar Year	Vehicle Category	Fuel	Total VMT	CVMT	EVMT	Trips	Energy Consumption	Fuel Consumption
Los Angeles (SC)	2029	LDA	Gasoline	119,675,203.09	119,675,203.09	0.00	14,382,735.43	0	3753.22642
Los Angeles (SC)	2029	LDA	Diesel	153,869.81	153,869.81	0.00	21,446.36	0	3.540913479
Los Angeles (SC)	2029	LDA	Electricity	11,758,448.90	0.00	11,758,448.90	1,264,183.72	4539731.753	0
Los Angeles (SC)	2029	LDA	Plug-in Hybrid	4,980,481.62	2,246,815.13	2,733,666.48	478,017.64	825648.7538	82.11745109
Los Angeles (SC)	2029	LDT1	Gasoline	10,550,107.60	10,550,107.60	0.00	1,292,228.72	0	398.0792994
Los Angeles (SC)	2029	LDT1	Diesel	309.69	309.69	0.00	42.49	0	0.012304307
Los Angeles (SC)	2029	LDT1	Electricity	103,349.18	0.00	103,349.18	10,906.28	39901.31198	0
Los Angeles (SC)	2029	LDT1	Plug-in Hybrid	81,466.41	33,811.50	47,654.91	7,088.78	14393.20397	1.2393557
Los Angeles (SC)	2029	LDT2	Gasoline	69,581,205.83	69,581,205.83	0.00	8,118,375.47	0	2628.474029
Los Angeles (SC)	2029	LDT2	Diesel	248,508.78	248,508.78	0.00	28,723.86	0	7.195943389
Los Angeles (SC)	2029	LDT2	Electricity	976,407.52	0.00	976,407.52	144,934.45	376973.8885	0
Los Angeles (SC)	2029	LDT2	Plug-in Hybrid	1,198,198.28	514,773.28	683,425.00	109,987.54	206414.7179	18.94669168
Los Angeles (SC)	2029	LHDT1	Gasoline	4,844,120.99	4,844,120.99	0.00	1,828,002.22	0	326.4263898
Los Angeles (SC)	2029	LHDT1	Diesel	2,886,068.99	2,886,068.99	0.00	857,252.63	0	138.0436876
Los Angeles (SC)	2029	LHDT1	Electricity	627,225.92	0.00	627,225.92	143,596.25	350966.1754	0
Los Angeles (SC)	2029	LHDT2	Gasoline	673,428.20	673,428.20	0.00	272,414.95	0	52.23891164
Los Angeles (SC)	2029	LHDT2	Diesel	1,306,702.18	1,306,702.18	0.00	400,284.92	0	73.45262283
Los Angeles (SC)	2029	LHDT2	Electricity	155,936.51	0.00	155,936.51	35,587.89	87303.67913	0
Los Angeles (SC)	2029	MCY	Gasoline	1,043,899.01	1,043,899.01	0.00	326,492.54	0	25.01475547
Los Angeles (SC)	2029	MDV	Gasoline	37,685,775.90	37,685,775.90	0.00	4,653,285.18	0	1744.138365
Los Angeles (SC)	2029	MDV	Diesel	432,010.30	432,010.30	0.00	53,830.03	0	16.7253889
Los Angeles (SC)	2029	MDV	Electricity	992,080.58	0.00	992,080.58	147,775.95	383024.9835	0
Los Angeles (SC)	2029	MDV	Plug-in Hybrid	685,815.55	294,941.67	390,873.89	67,381.39	118055.5633	11.01264166
Los Angeles (SC)	2029	MHDT	Gasoline	689,258.54	689,258.54	0.00	258,395.46	0	127.108865
Los Angeles (SC)	2029	MHDT	Diesel	2,508,943.58	2,508,943.58	0.00	771,838.87	0	275.6302419
Los Angeles (SC)	2029	MHDT	Electricity	224,646.51	0.00	224,646.51	55,725.27	235199.2101	0

Operational Vehicle Trips Fuel Consumption

	kWh	gasoline gallons	diesel gallons					
Vehicle Type	per VMT	per VMT	per VMT	VMT %	Annual VMT	Gasoline VMT	Diesel VMT	E-VMT
LDA	0.039287	0.027482	0.000026	50%	3283540	2931402.8	3699.5	348437.7
LDT1	0.005058	0.037082	0.000001	5%	328354	323725.8	9.5	4618.7
LDT2	0.008102	0.036504	0.000100	25%	1641770	1598257.9	5666.2	37845.8
LHDT1	0.041995	0.039058	0.016518	3%	164177	95160.2	56695.3	12321.5
LHDT2	0.040871	0.024456	0.034387	1%	32835.4	10351.9	20086.5	2397.0
MCY	0.000000	0.023963	0.000000	1%	65670.8	65670.8	0.0	0.0
MDV	0.012591	0.043827	0.000420	15%	985062	940136.2	10693.5	34232.3
MHDT	0.068714	0.037135	0.080527	1%	65670.8	13224.1	48136.6	4310.1
				100%				
	kWh/projectVMT	gal-gas/projectVMT	gal-d/projectVMT		6567080	5977929.7	144987.2	444163.1
	0.0257521	0.03300523	0.001491186		% of Daily VMT	91%	2%	7%
Annual VMT	6567080	6567080	6567080					
	kWh/year	gal-gas/year	gal-diesel/year					

COMMENTS AND RESPONSES

The Initial Study/Mitigated Negative Declaration (IS/MND) for the Stocker Street Creative project at 3701-3761 Stocker Street in the West Adams-Baldwin Hills-Leimert Community Plan Area of the City of Los Angeles (Project) was circulated for a 30-day public review period that began on November 6, 2025 and ended on December 8, 2025. The City of Los Angeles Department of City Planning received four written comments on the IS/MND. The California Environmental Quality Act (CEQA) Guidelines Section 15074(b) requires the decision-making body of the lead agency to consider the proposed IS/MND and comments received during the public review process.

Table 1 lists the public agency/individual that submitted written comments on the IS/MND. Responses to the four written comments are provided below and the comment letters are included in their entirety following the responses.

TABLE 1: LIST OF WRITTEN COMMENT LETTERS RECEIVED

Letter No.	Agency/Individual	Date
1	Department of California Highway Patrol	December 4, 2025
2	Gabrieleño Band of Mission Indians – Kizh Nation	December 16, 2025
3	Supporters Alliance For Environmental Responsibility (SAFER)	December 8, 2025
4	Coalition for Responsible Equitable Economic Development Los Angeles (CREED LA)	December 8, 2025

LETTER 1 - DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

Point 1a

Visual hazards.

Response 1a

It is unclear from the comment what visual hazards would occur because of the Project during construction and/or operation. Potential visual impacts are discussed in the aesthetics section of the IS/MND and were determined to be less than significant. Construction sites are generally fenced and views onto sites are limited. Hazardous conditions are generally addressed through regulatory requirements. The Project would comply with the lighting standards in the Los Angeles Municipal Code (LAMC), including Section 93.0117 “Outdoor Lighting Affecting Residential Property”, which would limit light or glare emitted from the Project. In addition, the Project signage would comply with the LAMC signage regulations and would not obstruct views for motor vehicles at the intersection of Stocker Street and Santa Rosalia Drive nor be erected on the public sidewalk or adjacent streets. Architectural and exterior lighting would also comply with LAMC lighting regulations and be shielded to reduce glare and eliminate light being cast into the night sky.

Point 1b

Reduced traffic lanes/traffic flow capabilities and numerous changes to the traffic circulation pattern in the area increasing commute times, contributing to higher collision counts and the motoring public's safety.

Response 1b

A Transportation Assessment (TA) was prepared to evaluate potential transportation-related impacts during construction and operation of the Project and is included as Appendix H in the IS/MND. The TA was reviewed and approved by both the City of Los Angeles Department of Transportation (LADOT) and the County of Los Angeles Department of Public Works. The TA addresses project access, circulation, and the operational plan to determine if any access enhancement, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed to address potential circulation deficiencies. The "level of service" screening methodology conducted for the Project indicates that the vehicle trips generated by the Project may likely result in an adverse circulation condition at the intersection of Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street. To address potential transportation hazards that could result from such queuing Mitigation Measure **T-1** would be implemented. Mitigation Measure **T-1** requires the following intersection improvements at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street:

- Install a protected-only left-turn phase for the northbound Santa Rosalia Drive/Angeles Vista Boulevard at Stocker Street, which includes restriping the approach from a shared left-through and right-turn lane to a dedicated left-turn lane, a through lane, and a right-turn lane. Restriping of the approach may require the removal of existing on-street parking on both sides of the street.
- Implement a protected-permissive left-turn phasing for the eastbound and westbound approaches of Stocker Street.
- Install a dedicated right-turn lane for the southbound approach of Santa Rosalia Drive/Angeles Vista Boulevard.

In addition to this mitigation measure, Mitigation Measure **T-2** addresses pedestrian safety and requires stop signs or electronic warning devices to be installed at site access points to augment driver/pedestrian sight lines. The TA also addresses the project's effects on vehicle queuing on freeway off-ramps. The evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified several projects expected to be added to nearby off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp would not exceed 25 peak hour and a freeway ramp analysis was not required.

Point 1c

Reduced traffic lanes/traffic flow during construction activities potential to affect emergency services, including the California Highway Patrol, which is responsible for traffic related incidents in the unincorporated area of Los Angeles County of Baldwin Hills.

Response 1c

During construction of the Project, most construction activities would be contained within the Project site. The temporary closure of a portion of the roadway width along Stocker Street, Santa Rosalia Drive and/or Don Felipe Drive, adjacent to the site, may be necessary for certain phases of construction. However, as discussed in the Transportation section of IS/MND on page 134, a Construction Staging and Traffic Management Plan would be prepared and approved by LADOT prior to the start of construction activities. All traffic control procedures shall be undertaken in accordance with the standards in the latest edition of California Manual on Uniform Traffic Control

Devices (California Department of Transportation [Caltrans]) or the latest edition of Work Area Traffic Control Handbook (American Public Works Association).The plan would detail designated haul routes, staging areas, construction crew parking, hours of construction, emergency access provisions traffic control procedures such as when flag personnel are required and other techniques to ensure traffic safety. The Project would obtain prior LADOT approval for any lane closures, detours, on-street staging areas, or other temporary changes in traffic control due to construction activities and will enact appropriate temporary traffic control procedures. Haul routes for Project construction would also be coordinated with the City of Los Angeles Department of Building and Safety to minimize the effects of construction traffic to congested roadways and residential streets.

LETTER 2 - GABRIELEÑO BAND OF MISSION INDIANS – KIZH NATION

Point 2a

Concern that Mitigation Measure **TCR-1** assigns decision-making authority over Tribal Cultural Resources to archaeologists.

Response 2a

Mitigation Measure **TCR-1** is a standard mitigation measure that is used by the City of Los Angeles Planning Department to address potential impacts to tribal cultural resources. The mitigation measure does not assign decision-making authority over Tribal Cultural Resources to the archaeologist; rather, the mitigation measure indicates that the archaeologist work in partnership with the Tribe's designated Tribal Monitor. As stated in Mitigation Measure **TRC-1**, "Any discrepancies between the implementation of the recommendations shall be resolved through the City as the Lead Agency, in consultation with the archaeologist and tribal monitor/consultant."

LETTER 3 - SUPPORTERS ALLIANCE FOR ENVIRONMENTAL RESPONSIBILITY (SAFER)

Point 3a

Potentially significant environmental impacts and request that an Environmental Impact Report (EIR) be prepared for the Project.

Response 3b

The comment does not raise any specific environmental concerns with the Project. No additional response is required; however, the commenter's opinion that preparing an EIR would ensure that potentially significant impacts are fully disclosed, analyzed, and mitigated will be forwarded to the decision makers for their consideration.

LETTER 4 - COALITION FOR RESPONSIBLE EQUITABLE ECONOMIC DEVELOPMENT LOS ANGELES (CREED LA)

Point 4a

Adequacy of disclosure in MND, including investigation, and analysis of the Project's potentially significant impacts. Adequacy of substantial evidence to support impact conclusions. Substantial evidence for potentially significant impacts and fair argument regarding significant impacts and requirement for an EIR.

Response 4a

The IS/MND evaluates each environmental topic consistent with the requirements of CEQA and finds that each issue would be impacted to a less than significant level – including consideration of regulatory requirements, project design features, best management practices and mitigation measures as applicable and discussed in the IS/MND. While the commenter raises a number of points (addressed below), each of these points is based on outdated and/or incorrect assumptions such that the evidence submitted does not rise to the level of being substantial evidence in support of a fair argument that the Project as proposed would result in a significant impact. The responses below include some refinements to project analyses based on passage of time (air quality emission rates go down with time as a result of increasing regulatory emission controls) and more refined design and project data.

Point 4b

Failure to analyze health risks from the Project's construction and operational emissions. Project's Toxic Air Contaminant (TAC) emissions and potential for significant health risk impact. A quantitative health risk analysis was completed by the commenter using values from the IS/MND's air study. The analysis indicates that emissions from the Project's construction could result in an excess cancer risk of 13.4 in one million for a sensitive receptor (infant) at existing residences exceeding the SCAQMD significance threshold of 10 in one million.

Response 4b

A new health risk assessment (HRA) was prepared to address detailed project-specific construction information and the updated schedule.[1] The air quality modeling for the Project was refined based on comprehensive project-specific information provided by the Applicant, as the initial analysis was prepared using unrealistically conservative generic assumptions regarding the magnitude of on-site equipment activity that would be required during construction. The schedule was adjusted given that the construction start date in the IS/MND's air quality assessment has already passed. As discussed in the Project Description on page 23 of the IS/MND, the Project is committed to achieving Leadership in Energy and Environmental Design (LEED) Gold Standard certification. In addition to the energy conservation, water conservation, waste reduction, and transportation demand management features that the Project includes to reduce associated greenhouse gas emissions and help minimize the impact on natural resources, Project construction activities will also be required to achieve LEED Gold certification. Consistent with LEED Gold, the Project all construction equipment above 50 horsepower (hp) would meet Tier 4 emissions standards. Tier 4 construction equipment complies with the United States Environmental Protection Agency (U.S. EPA) emission standards, significantly reducing nitrogen

[1] The Air Quality and Energy Calculations are provided as an attachment to this document.

oxides (NO_x) and particulate matter (PM) from diesel engines. These machines, including excavators and loaders, use advanced technologies like Selective Catalytic Reduction (SCR) and Diesel Particulate Filters (DPF) to meet regulations, often improving fuel efficiency despite higher initial costs.

The refined project-specific information indicates that construction of the Project is anticipated to begin in the second or third quarter of 2026 and last for approximately 35 months. As indicated by the commenter, the primary TAC that would be emitted by equipment used in construction would be diesel particulate matter (diesel PM) associated with diesel engine exhaust. The refined air quality modeling determined that the estimated aggregate average diesel PM emissions throughout the duration of construction would be approximately 0.17 pounds per day when accounting for the commitment to ensure that equipment with engines greater than 50 hp meet Tier 4 emissions standards or equivalent achieved through best available control devices such as diesel particulate filters. The construction HRA was completed in accordance with guidance established by the Office of Environmental Health Hazard Assessment (OEHHA) and incorporated modeling parameters recommended by the USEPA and the South Coast Air Quality Management District (SCAQMD).[2,3,4]

As identified in the IS/MND, the nearest sensitive land uses include a condo complex adjacent to the northwestern site boundary as well as single and multifamily residences located to the south and southeast of the site across Stocker Street. Source emission rates were calculated to represent eight hours of construction activity per day, Monday through Friday. The AERMOD software was run to identify the Maximally Exposed Individual Receptor (MEIR), which is the receptor location that would experience the highest annual average concentration of diesel PM resulting from Project construction emissions. The maximum modeled annual diesel PM concentration was 0.03115 micrograms per cubic meter ($\mu g/m^3$) at the multifamily complex adjacent to the northern site boundary. The construction HRA was prepared using this concentration, assuming an exposure duration of 35 months. Estimated excess cancer risks were calculated for infant, child, and adult receptors. The construction HRA determined that the maximum incremental excess cancer risk would be 9.6 per million, which is below the SCAQMD threshold of 10 per million. Therefore, construction of the Project would not expose sensitive receptors to substantial TAC concentrations, and this impact would be less than significant.

Point 4c

Cumulative emissions and construction of concurrent projects within 500 feet of the Project site and potential cumulative health risks combined with project census tract ranking in the 84th percentile for exposure to $PM_{2.5}$ and the region being out of attainment for the federal and State one-hour and eight-hour ozone standards, State PM_{10} standards, federal 24-hour $PM_{2.5}$ standard, and federal and State annual $PM_{2.5}$ standard.

Response 4c

The IS/MND identified two possible related projects within 500 feet of the Project site: a proposed multi-family residential building at 3831 West Stocker Street and a proposed mixed-use development at 3650 West Martin Luther King Jr. Boulevard. Based on review of City of Los Angeles planning documents, the proposed development at 3831 West Stocker Street (Case No:

[2] OEHHA, *Guidance Manual for Preparation of Health Risk Assessments*, February 2015.

[3] USEPA, *AERMOD Implementation Guide*, November 2024.

[4] SCAQMD, *Final Localized Significance Threshold Methodology*, revised July 2008.

CPC-2015-779-GPA-SZ-DB-SPR) was last addressed during a City Planning Commission meeting on March 23, 2017, during which a continuance was issued, and no further advancement of the project is evident. Regarding the proposed mixed-use development at 3650 Martin Luther King Jr. Boulevard, there is no indication that progress has been made in pursuing redevelopment of the Baldwin Hills Crenshaw Plaza site since an interest in purchasing the property was dropped in 2020. Therefore, there is no recently published information suggesting that either of these properties would be under construction during the updated construction schedule for the Project, which is anticipated to span 35 months between 2026 and 2030.

The SCAQMD has issued guidance on how the agency's project-specific significance thresholds can be applied to assessing potential cumulative air quality impacts associated with construction of proposed development projects under the purview of CEQA.[5] The approach involves identifying "probable future projects" that have either been approved by the City or are currently under environmental review that could contribute to potentially significant cumulative air quality impacts during construction of the Project. As discussed above, the two "Related Projects" within 500 feet of the Project site that were identified in the IS/MND have not been approved and are not presently undergoing environmental review. Furthermore, the SCAQMD derived its Air Quality Significance Thresholds to screen out the potential for both regional and localized significant air quality impacts. The SCAQMD's guidance on cumulative impacts assessment states: "Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. As determined by the analyses presented in the IS/MND, and the localized TAC HRA provided above in Response 4b, construction of the Project would not generate emissions or pollutant concentrations exceeding any applicable SCAQMD threshold. Therefore, the Project emissions are also considered less than significant at the cumulative scale.

Point 4d

Emissions associated with the reasonably foreseeable use of back-up generators.

Response 4d

The Project would potentially feature emergency generator(s) to provide backup power in the event of an electrical outage. In the event that emergency generator(s) are installed as part of Project implementation, those units would be subject to maintenance and testing requirements established by SCAQMD regulations. Testing of emergency generators is generally limited to less than 50 hours per year, and all emergency generators must be permitted to operate for no more than 200 hours per year. The operational emissions modeling for the Project has been refined to account for emergency generator testing on a bimonthly basis (i.e., six times per year), and there is no potential for these testing activities to generate daily emissions in excess of the SCAQMD operational air quality significance thresholds.[6] Furthermore, it is not anticipated that emergency generator(s) would be relied upon with any regular frequency, and the nature of operations associated with the proposed land uses does not make continuous power supply a critical

[5] SCAQMD, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution Appendix D: Cumulative Impact Analysis Requirements Pursuant to CEQA*, August 2003.

[6] The Air Quality and Energy Calculations are provided as an attachment to this document.

condition of the Project. Therefore, reasonably foreseeable use of emergency backup generators has been sufficiently assessed for the Project, and this impact would be less than significant.

Point 4e

Failure to quantify Project energy consumption. Use of generic land use categories from the air study's CalEEMod analysis which does not describe the Project's intended uses. The IS/MND bases its energy "analysis" on the land uses that are not consistent with the Project description, including office park and strip mall.

Response 4e

The commenter "cherry picked" land uses modeled in CalEEMod to falsely represent the completed work. Citing page 160 of Appendix A, Air Quality Impact Report, of the IS/, the commenter claims that the land uses modeled in CalEEMod including an office park and strip mall, which does not represent the project components. The commenter fails to comment that pages 160 and 161 of Appendix A included eight modeled land uses. These land uses, as defined in CalEEMod, include manufacturing, arena, general office building, office park, high-turnover sit-down restaurant, strip mall, unenclosed parking with elevator, and other non-asphalt surfaces. These land uses are generalized uses consistent with the Project description and allow for a reasonable estimate of the Project effects determined through CalEEMod during this advanced planning stage of the Project's entitlement process. Furthermore, as discussed below in Response 4h, the assessment has been refined based on updated and more detailed Project information. Refer to Response 4h/4i for details regarding the calculation methodologies.

Point 4f

Appendix A references to residential.

Response 4f

Appendix A, Air Quality Impact Report, mistakenly includes references to residential land uses. The air quality modeling template includes residential land uses, references to which had not been removed. However, no portion of the air quality impact assessment considered residences. Modeled land uses considered in the IS/MND analyses are shown on page 10 of the CalEEMod Output Files included in Appendix A, which does not include residential. As noted herein, the air quality modeling has been updated to reflect the new timeframe of construction and refined project-specific assumptions based on more detailed project information provided by the Applicant.

Point 4h

CEQA Guidelines requirements for energy analysis to include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation. Support for IS/MND's conclusions and need for substantial evidence.

CEQA requirement for an environmental document to discuss mitigation measures for significant energy impacts, including "measures to reduce the wasteful, inefficient, and unnecessary consumption of energy." CEQA Guidelines Appendix F requirement to discuss energy conservation measures when relevant.

Response 4h

The IS/MND adequately explains why the proposed in-fill development located within a dense area of the City of Los Angeles would not result in a wasteful, inefficient, or unnecessary consumption of energy or interfere with energy conversation plans and quantifies electrical and natural gas consumption based on generic uses that adequately represent the project. The energy analysis is further refined based on project-specific data presented below; the refined analysis further supports the IS/MND finding that the Project would not result in a wasteful, inefficient, and unnecessary consumption of energy.

A studio is not unusual in the City of Los Angeles. As shown in the following analysis, the City of Los Angeles has ample energy surplus to supply the Project site. There is no potential for the Project to directly or indirectly cause community power outages. The creation of 889 jobs associated with the Project is not a wasteful, inefficient, and unnecessary consumption of energy. In addition, the Applicant has committed to designing the project to minimum LEED Gold Standard. LEED certification is widely respected program for constructing and operating energy efficient buildings. The Project would also comply with the 2020 Los Angeles Green Building Code (LAGBC), and the 2019 California Green Building Standards Code (CalGreen). In addition, all building systems would meet or exceed current Title 24 Energy Standards to reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. In addition, the infill location of the campus would promote the concentration of development in an urban area with extensive infrastructure and access to public transit facilities. The proximity to public transportation would reduce vehicle miles traveled (VMT) for employees and visitors. Additionally, compliance with applicable local, state, and federal regulations would reduce short-term energy demand during Project construction to the extent feasible. LEED compliance alone, without considering compliance with existing regulations and laws, ensures that the Project would be designed in a manner consistent with energy conservation plans.

The commenter indicates that the CEQA Guidelines require discussion of energy conservation measures when relevant and provide examples in Appendix F. The commenter omits that Appendix F is relevant to EIRs. Appendix F states, “In order to assure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy (see Public Resources Code Section 21100(b)(3)). Energy conservation implies that a project’s cost effectiveness be reviewed not only in dollars, but also in terms of energy requirements.” The CEQA document prepared for the Project is an IS/MND. No further analysis is required for the contents included in Appendix F of the CEQA Guidelines.

Construction

Regarding construction activities, the use of petroleum-based fuels to power off-road equipment (e.g., diesel generators and excavators) and on-road vehicles (e.g., haul trucks) would be the primary source of energy use. Construction activities would not require significant amounts of natural gas or electricity from the existing power system. Regarding petroleum-based fuels, the CalEEMod output files include an inventory of the construction equipment activity and estimates of carbon dioxide (CO_2) emissions that would be generated by vehicle trips. This energy-related information was provided in Appendix A, Air Quality Impact Report, of the IS/MND. The use of petroleum-based fuels is provided in this response based on the updated CalEEMod runs discussed above for the air quality analysis.

Fuel consumption factors from the CARB off-road equipment model in terms of gallons per horsepower-hour (gal/hp-hr.) can be used to estimate diesel fuel consumption in off-road equipment during proposed project construction. On-road construction vehicle fuel consumption can be estimated using the CalEEMod output for daily CO_2 emissions in pounds per day from worker trips (motor gasoline) and vendor and haul truck trips (diesel fuel) and carbon content factors from the USEPA Emission Factors Greenhouse Gas Inventories document. The USEPA estimates the carbon intensity of motor gasoline and diesel fuel to be 19.36 pounds CO_2/gallon-gas and 22.51 pounds CO_2/gallon-diesel. Daily motor gasoline and diesel fuel consumption during each phase of construction can be estimated by multiplying the daily CO_2 emissions from each vehicle type by the corresponding carbon intensity factor, then multiplying by the total number of workdays that would occur under each phase. **Table A** shows that a one-time expenditure of approximately 162,835 gallons of diesel fuel and 79,658 gallons of gasoline would be consumed to construct the Project. Averaged over the construction timeline, equipment and vehicles employed to construct the Project would consume approximately 55,830 gallons of diesel fuel and 27,312 gallons of gasoline per year.

TABLE A: CONSTRUCTION PETROLEUM DEMAND

Fuel Type/End Use	Gallons of Fuel
DIESEL	
Off-Road Equipment	84,397
Vendor Delivery Trips	60,548
Disposal Hauling Trips	17,890
Total Diesel Consumption	**162,835**
Annual Average Consumption (gallons/year)	***55,830***
GASOLINE	
Construction Crew Trips	79,658
Total Gasoline Consumption	**79,658**
Annual Average Consumption (gallons/year)	***27,312***
SOURCE: CARB, 2017; EIA, 2024; TAHA, 2026.	

The focus of the CEQA analysis (see page 56 of the IS/MND) is the potential for wasteful or inefficient use of energy. The commenter does not present evidence that there is a regional shortage of petroleum-based transportation fuels that may be exacerbated by construction activities. Nor would construction activities interfere with State or local plans for renewable energy or energy efficiency. The Project would use best practices to eliminate the potential for the wasteful consumption of petroleum. Exported materials (e.g., soil hauling) would be disposed of at the closest facility that is able to accept such materials, and the proposed project would be required to comply with CARB's Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to five minutes. Petroleum use would be minimized to the extent feasible, and this usage represents a relatively small amount of fuel consumption.

Operation – All Uses

Operational activities would consume electricity, natural gas, and petroleum-based transportation fuels. **Table B** shows annual operational energy resources consumption in the 2029 scenario year. Additional analysis is provided below for each energy resource.

TABLE 3B: ANNUAL OPERATIONAL ENERGY USE (2029)	
Source	**Estimated Annual Energy Demand**
On-Site Buildings Electricity Consumption	3,030,890 kWh
On-Site Buildings Natural Gas Combustion	122,846 kBtu
On-Site Equipment and Emergency Generators Diesel Use	6,058 gallons
Off-Site Vehicle Trips Energy Consumption	
Gasoline	216,748 gallons
Diesel Fuel	9,793 gallons
Electricity (Hybrid and Electric Vehicles)	169,117 kWh
NOTES: kWh = kilowatt-hours; kBtu = 1,000-British thermal units **SOURCE:** TAHA, 2026.	

Transportation

Operations of the Project would generate new daily trips and VMT from employees and visitors, which would be powered by petroleum-based transportation fuels. The commenter cites the *California Clean Energy Commission v. City of Woodland* court case as an example for assessing transportation energy impacts. This cited court case is a disingenuous comparison of a commercial development on undeveloped agricultural land to an infill development in the City of Los Angeles. As stated on page 133 of the Transportation section of the IS/MND, the Project would not result in a significant impact related to vehicle miles traveled (VMT). The VMT Calculator used in the Transportation Assessment accounted for the various transportation demand management strategies including reduce parking supply, bike parking and showers, promotions and marketing, ride-share program, traffic calming improvements, and pedestrian network improvements the Project will be incorporating and concluded that the Project would generate a work VMT of 8.5 miles per employee, resulting in a net increase of 2,683 daily vehicle trips and 19,376 daily VMT. The Project is located within the South Los Angeles Area Planning Commission area, where a work VMT of 11.6 per employee is the threshold corresponding to 15 percent below the average work VMT per employee. As such, the Project results in a VMT that is less than the threshold of significance.

According to CARB's EMFAC on-road mobile source emissions inventory database, approximately 91 percent of the Project VMT would involve gasoline combustion, approximately two percent would involve diesel fuel combustion, and approximately seven percent would be powered by electricity. **Table B** shows that the Project's vehicle trips would require approximately 216,748 gallons of gasoline, approximately 9,793 gallons of diesel fuel, and approximately 169,117 kWh of electricity per year. This usage represents a relatively small amount of fuel consumption and would not require the development of additional petroleum fuels infrastructure or supply. All vehicles would be subject to statewide vehicle regulations such as the low carbon fuel standard and the Low-Emission Vehicle regulation, as applicable. Additionally, as vehicle fuel efficiency increases in future years, overall petroleum consumption will be reduced. The Project site is also serviced by the Los Angeles County Metropolitan Transportation Authority (Metro) Bus

Line 102, the LADOT Crenshaw Clockwise Line, and the Metro K Line Martin Luther King Jr. Station. The nearest Line 102 bus stop is located at the intersection of Stocker Street and Don Felipe Drive, while the nearest Crenshaw Clockwise Line bus stop is located adjacent to the Project site along Santa Rosalia Drive. The Metro K Line station is located within 0.5 miles of the Project site.

Electricity/Natural Gas

As more details of project design became available, project specific energy calculations were undertaken. Based on generic representative land uses the IS/MND provides a conservative estimate of electricity and Natural Gas consumptions as 3.7 million kWh and 6.8 million kBtu respectively (see IS/MND page 141). The Applicant prepared energy consumption modeling for the specific uses proposed on the site (i.e., studio and mill shop) using California State Approved Title 24 Compliance Software (CBECC Version 2022.3.0 SP2) and building performance simulation platform IES VE (2023) and included all estimated energy usage within Buildings A, B, C, D, E, and F including heating, ventilation, and air conditioning, lighting, domestic hot water, and plug/process loads.

Electricity. Regarding electricity, on-site Project operations are anticipated to require approximately 3,030,890 kilowatt-hours (3,031 megawatt-hours) per year. This roughly equates to 8.3 megawatt-hours per day. The Los Angeles Department of Water and Power (LADWP) 2024-2025 Briefing Book states that as of June 2024 the power system has a net maximum plant capacity of 10,886 megawatts (MW) and net dependable capacity of 8,081 MW. In fiscal year 2023-24, the LADWP supplied more than 20,749 gigawatt-hours (GWh) of power for more than 1.6 million electric service customers. Based on the LA100 Plan, LADWP forecasts that its total energy sales in the 2027–2028 fiscal year (the Project's buildout year) will be 21,273 GWh of electricity. There is ample availability in the LADWP electrical system to support this proposed infill development. There is no nexus to require mitigation measures, including on-site solar power. However, the Applicant has indicated they plan to make extensive use of solar power on rooftops.

Natural Gas. Regarding natural gas, operational activities would require an estimated 122,846 kBtu per year, or approximately 117,000 cubic feet per year. Based on the 2024 California Gas Report, the California Energy and Electric Utilities estimated natural gas consumption within SoCalGas' planning area would be approximately 2.219 billion cubic feet per day in 2027. 117,000 cubic feet per day would be a very small percentage of regional natural gas use. Furthermore, the 2024 California Gas Report states that the SoCal Gas capacity in 2024 was 3,775 million cubic feet per day with 2,307 million cubic feet per day withdrawn by users. There is ample regional natural gas supply to support this proposed infill development. The Project would not result in a significant impact to the regional natural gas supply. There is no nexus to require mitigation measures for this energy resource.

The commenter states that the IS/MND fails to evaluate the feasibility of meeting voluntary standards described in Appendix A5, Nonresidential Voluntary Measures, of the California Green Building Standards Code. As noted in the comment, these standards are voluntary. There is no applicable CEQA guidance that requires the IS/MND to assess these standards as energy efficiency conservation measures.

Point 4i

Hazard from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment as a result of potential soil contamination.

Response 4i

The commenter indicates that, "[t]he IS/MND's failure to analyze the site for hazardous materials violates CEQA's requirement to establish baseline conditions at the Project site and evaluate the severity of impacts associated with altering baseline conditions." The IS/MND includes a review of the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) databases (EnviroStor and GeoTracker, respectively) to assess the potential for the existing hazardous conditions at the Project site. EnviroStor focuses on hazardous waste facilities and sites with known contamination or sites with possible reasons for further investigation. GeoTracker focuses on sites that impact or have the potential to impact water quality in California, with an emphasis on groundwater. The Project site is not on the EnviroStor database or the Geotracker database. Furthermore, a Phase 1 Environmental Site Assessment (ESA) for the project site was prepared on January 5, 2021. The Phase 1 ESA was not included in the IS/MND, although was and is available for review in the City files. The contents of the ESA broadly include:

- A physical description of existing site conditions;
- A summary of a visual inspection of the project site;
- A discussion of historical uses on the project site and in the vicinity; and
- Environmental records research.

In summary, the Phase 1 ESA states that the existing site is occupied by one four-story office building and associated paved and landscaped areas. Site reconnaissance revealed no evidence of environmental concerns. Based on a review of historical sources, the Project site was developed with a portion of a church facility that extended further south from around 1923 through 1950 when the facility was demolished. The property was also possibly used as part of a golf course (Sunset Fields) in the 1940s. The current office building was constructed in 1959. The buildings have been occupied by numerous office-based businesses and medical/dental offices since that time. The nearby vicinity was residentially developed beginning in the 1930s and was commercially developed in the 1950s.

Numerous environmental databases were reviewed for known hazardous conditions. The Project site is listed as a Resource Conservation and Recovery Act (RCRA) Small Quantity Generator under multiple different names. These small quantity generators are small medical and dental offices. No violations were reported. The Project site is listed as a RCRA Non-Generator database under the name of Kendall S Woolridge. This business likely used the project site as medical or dental office space. Non-Generators do not presently generate hazardous waste. No violations were reported. The Facility Index System (FINDS) database is an index system for other databases, indicating that a facility is in the EPA's inventory of regulated facilities. The FINDS does not typically provide any detailed information regarding the indexed database listings. Sprint Cell Site LA3 at 3701 Stocker Street is listed on the FINDS database with a registry identification number of 110066713630. Kendall S Woolridge is also listed in the FINDS database. Kendall S Woolridge is listed in the Enforcement and Compliance History Information (ECHO) database in association with the FINDS database listing with a registry identification number of 110070592931. No enforcement or compliance matters were reported. The California Department of Toxic Substances Control HAZNET/Hazardous Waste Tracking System identifies multiple

different generators on the Project site. These are all either medical and dental offices or cell sites located on the roof of the building. The Project site is not listed in the Los Angeles County Hazardous Materials database.

The Phase 1 ESA also assessed the potential for the project site to have contaminated soils. No underground storage tanks (USTs) or aboveground storage tanks (ASTs) were identified on the Project site. No volatile organic plumes or free petroleum products above a groundwater table were identified within 100 feet of the Project site, none of the identified sites pose a potential vapor encroachment condition (VEC). No sites were identified that pose an unacceptable health risk via vapor intrusion. The Phase 1 ESA concluded that no further action to investigate or mitigate the potential vapor intrusion pathway is warranted.

The detailed Phase 1 ESA does not identify significant hazardous conditions. The less-than-significant conclusion within the Hazard and Hazardous Materials section of the IS/MND remains accurate.

Point 4j

Potential for hazardous materials due to the age of the existing structures and the Project site's historic use as a medical campus.

Response 4j

The Phase 1 ESA states that the presence of asbestos-containing building materials (ACBM) and lead-based paint (LBP) is possible because site improvements were constructed prior to 1978. State and Federal laws impose special requirements for handling these materials including with respect to demolition that may impact these materials.

Prior to any remodeling or demolition, the property owner must have properly certified personnel test all suspect ACBM to be disturbed by the work. If ACBM are identified and are subject to disturbance, the property owner must have properly certified personnel prepare and implement work procedures and associated Operations and Maintenance Plans, as applicable. The SCAQMD Rule 1403, Asbestos Emissions from Renovation/Demolition Activities, regulates asbestos as a toxic material and controls the emissions of asbestos from demolition and renovation activities by specifying agency notifications, appropriate removal procedures, and handling and clean up procedures.

Prior to any remodeling or demolition, the property owner must have a certified/licensed LBP consultant test all suspect LBP to be disturbed by the work. If LBP are identified and are subject to disturbance, the property owner must have properly certified personnel prepare and implement work procedures and associated Operations and Maintenance Plans, as applicable. If found, LBP would be removed in accordance with procedural requirements and regulations for the proper removal and disposal of LBP prior to demolition activities. Examples of procedural requirements include the use of respiratory protection devices while handling lead-containing materials and certification of all consultants and contractors conducting activities involving LBP.

With compliance with applicable regulations and requirements, construction activities would not expose people to a substantial risk resulting from the release of asbestos fibers in the environment. As such, the Project would not exacerbate the risk of upset or accidental conditions associated with the release of ACBMs and LBPs in the environment. The Project would result in a less-than-significant impact.

Point 4k

Potentially impacts from off-site construction of public utilities (e.g., water and wastewater infrastructure, sewer capacity and fire flow) on traffic, noise, vibration, and health risk because the construction of utilities improvements may occur offsite and potentially closer to sensitive receptors.

Response 4k

Installation of underground electrical service within the street right-of-way of Stocker Street and Crenshaw Boulevard will be required; no other off-site utility improvements would be needed. The off-site utility work would consist of installation of an approximately 1,700-foot electrical conduit to the project site.

Utility work includes the use of a limited number of pieces of equipment for digging the utilities trench, transportation of the electrical wires and conduits, and backfilling of the trench. The trench is anticipated to be five feet wide and up to nine feet deep and would accommodate 12 five-inch conduits and one four-inch conduit. Equipment that would be used would be similar to a concrete saw (82.6 dBA, L_{eq}), backhoe (73.6 dBA, L_{eq} at 50 feet), pick-up trucks (71.0 dBA, L_{eq} at 50 feet), and a forklift (79.4 dBA, L_{eq} at 50 feet). The amount of equipment that could operate at one time would be limited due to the limited work zone size in the roadway. Utility work would occur on the northern side of Stocker Street and the center of Crenshaw Boulevard. Construction equipment would be located approximately 70 feet or more away from sensitive receptors and would not exceed the 80 dBA, $L_{eq(8\text{-}hour)}$ daytime noise standard. Construction noise exposure at any singular sensitive receptor would be limited in duration as trench work progresses in segments and would conclude once each segment is completed. Similarly, air pollutant emissions and fugitive dust would be minimal and localized. Construction activities associated with the off-site work would comply with applicable air quality regulations and standard construction practices, including dust control measures. As a result, the construction of utility improvements would not conflict with an applicable air quality plan, would not violate air quality standards, and would not when combined with on-site work, result in a cumulatively considerable net increase of criteria pollutants. The temporary closure of a portion of the roadway width along Stocker Street and Crenshaw Boulevard may be necessary; however, as discussed in the Transportation section IS/MND on page 134, a Construction Staging and Traffic Management Plan would be prepared and approved by LADOT prior to the start of construction activities.

Point 4l

Potentially significant construction noise impacts. Lack of evidence to support IS/MND statement that equipping all construction equipment with mufflers would result in a 5 dBA reduction.

Response 4l

The commenter indicates that Mitigation Measure **N-1**, which requires mufflers on construction equipment, is already accounted for in the Federal Highway Administration Roadway Construction Noise Model (RCNM) construction equipment reference noise levels. The commenter indicates that mufflers should not be used as a mitigation measure. The RCNM model indicates that construction noise data was compiled during the Boston Central Artery/Tunnel (CA/T) project but also notes that the CA/T predictions originated from the United States Environmental Protection Agency (USEPA) noise level work prepared in 1971 (1971 study). In many cases, it cannot be

entirely established which equipment in the RCNM may already include mufflers and which do not. As shown in **Table C** below, in the 1971 study a dozer has a noise level of 80.0 dBA while in RCNM it has a noise level of 82.0. A grader has the same noise level of 85 dBA at 50 feet in both the 1971 study and RCNM. Some pieces of equipment, such as backhoes, dump trucks and cranes do show a slight reduction in noise levels in RCNM compared to what was included in the 1971 study.[7,8]

TABLE C: COMPARISON OF CONSTRUCTION EQUIPMENT NOISE LEVELS IN USEPA 1971 STUDY AND RCNM

Construction Equipment	USEPA 1971 Study Noise Level (dBA, L_{max})	RCNM Noise Level (dBA, L_{max})
Backhoe	85.0	77.6
Crane	83.0	81.0
Dozer	80.0	82.0
Dump Truck	91.0	76.0
Front Loader	79.0	79.0
Grader	85.0	85.0
Tractor	80.0	84.0

SOURCE: United States Environmental Protection Agency (USEPA), *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, *Table IV: Immediate Abatement Potential of Construction Equipment*, December 31, 1971; FHWA, *Roadway Construction Noise Model, Version 1.1*, 2008.

The RCNM data from the CA/T project was obtained in the 1990s, which is over 30 years old now. Although a study has not been conducted since, it is reasonable to assume that improvement in technology has made engines quieter and mufflers more efficient in noise reduction, resulting construction equipment that is quieter than what is in both the 1971 study and RCNM. The USEPA study itself notes on page 13 that "practical long-term abatement of about 15 to 20 dBA can probably be achieved by basic design changes". [9] It is therefore reasonable to assume that the existing RCNM model reference noise levels are still conservative and mitigation may still result in additional reductions in noise.

Based on more detailed plans, the Applicant has refined the construction assumptions including the construction equipment mix which has a reduction in the anticipated equipment that would be used during each construction phase. The revised construction equipment represents a more realistic construction scenario compared to the possibly overly conservative assumptions originally used for the noise analysis. The refined analysis in IS/MND **Table 4-12** shows that the construction phase noise levels would be reduced compared to what was used in the IS/MND. The loudest phase would remain the "building construction phase"; with the refined project-specific construction equipment mix the combined phased noise level would be reduced from 91.4 dBA, $L_{eq\ (8\text{-}hour)}$ to 87.0 dBA, $L_{eq(8\text{-}hour)}$.

[7] USEPA, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, December 31, 1971.

[8] Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, January 2006.

[9] USEPA, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, December 31, 1971.

TABLE 4-12: CONSTRUCTION NOISE LEVEL BY PHASE	
Construction Equipment	**Noise Level at 50 feet (dBA, $L_{eq(8\text{-}hour)}$)**
BUILDING CONSTRUCTION PHASE	
Backhoe	73.6
Crane	75.6
Excavator	79.7
Gradall (forklift)	82.4
Compactor	76.2
Compressor (air)	79.7
Welders	76.0
Building Construction Phase	**87.0**
SOURCE: FHWA, *Roadway Construction Noise Model, Version 1.1*, 2008.	

Based on the refined data, noise levels shown in IS/MND **Table 4-13** (Unmitigated Construction Noise Levels at Sensitive Receptors) and IS/MND **Table 4-14** (Mitigated Construction Noise Levels at Sensitive Receptors) from the MND would be reduced based on the updated construction phase noise level of 87.0 dBA, $L_{eq(8\text{-}hour)}$. With these updated data, mitigation measures would no longer be needed to address potential impacts to the residences adjacent to the south.

TABLE 4-13: UNMITIGATED CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS					
Sensitive Receptors	**Distance from Center of Nearest Construction Zone (Feet)**	**Distance from Loudest Equipment Near Project Site Perimeter (Feet)**	**Existing Ambient Noise Level (dBA, L_{eq})**	**Typical Construction Noise Level at Sensitive Receptor (dBA, $L_{eq\ (8\text{-}hour)}$)**	**Exceed Threshold (80 dBA, $L_{eq\ (8\text{-}hour)}$)**
Multi-family residences adjacent to the north	160	20	53.0	87.7	Yes
Baldwin Hills Urgent Care	160	20	67.1	87.7	Yes
Residences adjacent to the south	160	100	71.8	78.5	No
SOURCE: TAHA, 2026.					

Construction noise would continue to be mitigated to a less than significant without the need to assume a 5 dBA reduction associated with equipment mufflers. Impacts would remain less than significant with mitigation incorporated. There are no unidentified potentially significant impacts that would occur as claimed by the CREED letter.

TABLE 4-14: MITIGATED CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS				
Sensitive Receptors	**Existing Ambient Noise Level (dBA, L_{eq})**	**Noise Reduction with Mitigation (dBA) /a/**	**Mitigated Construction Noise Level at Sensitive Receptor (dBA, L_{eq})**	**Exceed Threshold (80 dBA, $L_{eq(8\text{-}hour)}$)**
Multi-family residences adjacent to the north	53.0	10	77.7	No
Baldwin Hills Urgent Care	67.1	10	77.7	No
Residences adjacent to the south	71.8	0	78.5	No

/a/ Includes a 10 dB reduction for temporary noise barriers (Mitigation Measure **N2**).
SOURCE: TAHA, 2026.

COMMENT LETTER NO. 1

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
6300 Bristol Parkway
Culver City, CA 90230
(424) 577-8700
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

December 4, 2025

File No.: 565.16927.18267

Kyle Winston
City of Los Angeles
200 North Spring Street, Room 721
Los Angeles, CA 90012

Subject: Stocker Street Creative Environmental Impact; SCH# 2025110100

Dear Kyle Winston,

After thorough review of the draft Environmental Impact Report for the Stocker Street Creative, I would like to share the following concerns on behalf of the California Highway Patrol (CHP) West Los Angeles Area. For background purposes, my responsibilities include oversight of all State and County roadways within Los Angeles County, as it relates to traffic safety, congestion relief and enforcement of the California Penal Code and Vehicle Code. Our mission as an agency is to prevent and minimize the loss of life, injuries and property damage. As such, I have identified significant potential impact to public safety based on proposed projects:

Proximity and size of the "Stocker Street Creative" to Interstate 405, State Route 90, and the unincorporated area of Baldwin Hills within the jurisdiction of the CHP – West Los Angeles Area.

With the proposal listed above, the location of this project is in the immediate vicinity to Interstate 405 freeway and State Route 90, with multiple major thorough ways being directly affected. The Stocker Street Creative boundaries are Stocker Street on the south border, Don Felipe Drive along the west border, and Santa Rosalia Drive along the east border, with major throughways for Crenshaw Boulevard and Slauson Avenue, as well as Interstate 405, and State Route 90 freeways. Such project would be expected to last several years, from start to finish, and will without a doubt pose a tremendous visual hazard, reduce traffic lanes/traffic flow capabilities and impose numerous changes to the known traffic pattern in the area. Once the 5-acre lot is developed, which will include six buildings, 114,405 feet of parking, and multiple stories for each building, heavy traffic conditions would continue, especially during commute hours, on all roadways leading to Interstate 405 and State Route 90 freeways, as well as the freeways themselves. These heavy traffic conditions would directly impact an already congested traffic flow on the local unincorporated surface streets and these freeways. Interstate 405 freeway already experiences some of the heaviest traffic flow, which is contributed to by Los

Angeles International (LAX) Airport, and the high volume of tourist destination spots within the West Los Angeles Area, as well as other congestion related traffic incidents in L.A. County. Such a significant project would intensify commute times, contribute to higher collision counts and more importantly, impact the motoring public's safety.

Additionally, the proposal would cause roadways to potentially be reduced while construction is ongoing, which would directly affect emergency services, including the California Highway Patrol while traveling on surface streets. The West Los Angeles Area is responsible for traffic related incidents in the Unincorporated Area of Los Angeles County of Baldwin Hills. The Stocker Street Creative Project is situated in the Unincorporated County "beat" which would potentially cause slower response times, contribute to higher traffic crash counts, higher crime and impact the motoring public's safety. This project would also potentially impact other law enforcement agency responses to their respective calls for service as Stocker Street is a major throughway for law enforcement and civilians alike.

Please note this feedback is only a simple overview of the CHP's concerns, based solely on the condensed project summaries. My staff and I can provide more detailed established data if you require additional information.

Thank you for allowing us the opportunity to share public safety concerns. Feel free to contact my Administrative Sergeant, Steve Esquivel, for any further information.

Sincerely,

J. A. DOMINIGUEZ, Captain
Commander

COMMENT LETTER NO. 2

GABRIELEÑO BAND OF MISSION INDIANS – KIZH NATION

From:	Kyle Winston
To:	Kevin Ferrier
Cc:	Nichole Smith; Colopy, Mark
Subject:	Re: Stocker St Creative - IS/MND
Date:	Tuesday, December 16, 2025 3:29:25 PM
Attachments:	image001.png

Good Afternoon,

Please see the following message received from the Native American Tribe.

Dear Mr. Winston,

The Gabrieleño Band of Mission Indians – Kizh Nation formally submits these comments to address the improper conflation of archaeological authority with Tribal authority in Mitigation Measure TCR-1 and the related provisions of the Initial Study for the **Stocker Street Creative Project.** The current drafting of Mitigation Measure TCR-1 repeatedly assigns decision-making authority over Tribal Cultural Resources (TCRs) to archaeologists. This structure is inconsistent with the California Environmental Quality Act (CEQA), Assembly Bill 52 (AB 52), and established state policy, which recognizes California Native American tribes as the sole experts and primary authorities regarding their own Tribal Cultural Resources.

Archaeologists are qualified to identify and evaluate archaeological resources, but they are not qualified to determine the nature, significance, treatment, disposition, or cultural handling of TCRs. Under Public Resources Code §21074 and §21080.3.1, TCRs are defined and evaluated based on a tribe's cultural values, traditions, and knowledge systems, not archaeological methodologies. Any mitigation language that places archaeologists in a supervisory, determinative, or approval role over TCRs is legally and culturally improper.

The Tribe's designated Tribal Monitor must hold primary authority over all matters relating to TCRs, including:

- Determination of whether a discovery constitutes a Tribal Cultural Resource
- Establishment of protective buffers and exclusion zones
- Determination of appropriate treatment measures
- Decisions regarding avoidance, preservation, reburial, or other culturally appropriate actions

The mitigation language must be revised to clearly identify that the Tribe is the lead authority for all Tribal Cultural Resources, that archaeologists have no decision-making authority over TCRs, and that Tribal recommendations are implemented without third-party approval. Any conflict must be resolved through government-to-government consultation between the Tribe and the Lead Agency.

At a minimum, the discovery language must be revised to reflect the following standard:

> Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist.

The current mitigation language reflects an outdated, archaeology-centric model that is incompatible with AB 52, CEQA, and modern Tribal consultation standards. We formally object to any mitigation measure that assigns authority over Tribal Cultural Resources to non-Tribal archaeologists. We request that the Lead Agency revise Mitigation Measure TCR-1 to recognize the Tribe as the sole authority over its Tribal Cultural Resources and to remove all language that subordinates Tribal decision-making to archaeological discretion.

COMMENT LETTER NO. 3

Supporters Alliance For Environmental Responsibility (SAFER)

LOZEAU DRURY LLP

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Via Email

December 8, 2025

Kyle Winston, City Planner
Department of City Planning
City of Los Angeles
200 N Spring Street Room 720
Los Angeles, CA 90012
kyle.winston@lacity.org

Re: Comment on Mitigated Negative Declaration, Stoker Street Creative Project (SCH 2025110100)

Dear Mr. Winston:

This comment is submitted on behalf of Supporters Alliance For Environmental Responsibility ("SAFER") regarding the Initial Study and Mitigated Negative Declaration ("IS/MND") prepared for the Stoker Street Creative Project (SCH 2025110100), which proposes the development of a 256,700 square foot film production studio complex located 3701-3761 Stocker St (APNs 5032-022-003, -004, -005, 017, and -018.) in the City of Los Angeles ("Project").

SAFER is concerned that the IS/MND is improper under the California Environmental Quality Act due to the IS/MND's failure to adequately assess the Project's potentially significant environmental impacts. SAFER requests that an environmental impact report (EIR) be prepared for the Project rather than an MND because there is a fair argument that the Project may have adverse environmental impacts. An EIR will ensure that potentially significant impacts of this Project are fully disclosed, analyzed, and mitigated.

SAFER reserves the right to supplement this comment throughout the administrative process. *Galante Vineyards v. Monterey Peninsula Water Management Dist*., 60 Cal. App. 4th 1109, 1121 (1997).

Sincerely,

Richard Drury
Lozeau Drury LLP

COMMENT LETTER NO. 4

Coalition for Responsible Equitable Economic Development Los Angeles (CREED LA)

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Of Counsel
DANIEL L. CARDOZO
MARC D. JOSEPH

December 8, 2025

VIA EMAIL AND OVERNIGHT MAIL
Kyle Winston, City Planner
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 721
Los Angeles, CA 90012
Email: kyle.winston@lacity.org

Re: Preliminary Comments on the Initial Study/Mitigated Negative Declaration for the Stocker Street Creative Project (SCH No. 2025110100; Case Nos. ENV-2024-326-MND and CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI):

Dear Mr. Winston:

We are writing on behalf of Coalition for Responsible Equitable Economic Development Los Angeles ("CREED LA") to provide preliminary comments on the Initial Study/Mitigated Negative Declaration ("IS/MND") prepared by the City of Los Angeles ("City") for the Stocker Street Creative Project (SCH No. 2025110100; Case Nos. ENV-2024-326-MND and CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI) ("Project"), proposed by 3731-41 Stocker Opportunity LLC & 3751-3761 Stocker Traditional LLC ("Applicant").

The Project consists of the demolition of five office buildings totaling approximately 123,354 square feet ("SF") and the construction of a campus for studio and sound stage production, totaling approximately 256,758 SF, plus a parking garage (122,358-square-foot open parking garage with 344 parking stalls,).[1] The campus would consist of six new buildings, which will include sound stages, production support facilities, offices, retail use, an approximately 16,500 SF indoor/outdoor restaurant, 31,000 SF open space event area, security office and mill shop.[2] The Project site is located at 3701-3761 Stocker Street (Assessor Parcel Numbers 5032-022-018, 5032-022-017, 5032-022-005, 5032-022-004, and 5032-022-

[1] MND, p. 1.
[2] MND, p. 1.

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003) in the West Adams-Baldwin Hills-Leimert Community Plan Area of the City of Los Angeles, California.[3]

CREED LA reviewed the IS/MND with the assistance of air quality expert James Clark, Ph.D.[4] The IS/MND is incomplete and fails to meet CEQA's basic requirements. For example, the IS/MND fails to describe existing conditions related to hazardous materials at the Project site, including existing soil and building conditions. The IS/MND does not include a Phase I or II Environmental Site Assessment, industry-standard reports for detecting hazardous materials on the Project site. Omitting this analysis results in an unsupported conclusion that the Project site contains no hazardous conditions and would have no significant hazardous materials impacts from construction and operation. If undisclosed contamination exists, it may place construction workers, neighbors, and future tenants at risk. The IS/MND also fails to include an analysis of health risks to nearby sensitive receptors from exposure to toxic air contaminants ("TACs") during construction activities. The IS/MND fails to quantify the Project's energy consumption, disclose energy-consuming activities that would result from the proposed studio production uses, or analyze concrete energy-reducing measures.

Based upon our review of the IS/MND and supporting documentation, it is also clear that substantial evidence supports a fair argument that the Project would have potentially significant air quality, public health, energy, noise, and public utilities impacts that are not adequately mitigated by the mitigation proposed in the IS/MND. Dr. Clark prepared a health risk analysis, using data and assumptions from the IS/MND's air study, which shows that Project construction emissions would result in an incremental cancer risk of 13.4 in one million, in excess of the South Coast Air Quality Management District's ("SCAQMD") cancer risk threshold of 10/million.[5] Further, the air quality analysis drastically underestimates the Project's operational consumption of energy: the IS/MND analyzes the Project as an office project, whereas studio and sound stage production is much more energy-intensive. The Project's energy consumption and emissions of criteria air pollutants and greenhouse gases ("GHGs") are potentially significant. The City cannot approve the Project until the errors in the IS/MND are remedied by preparing an environmental impact report ("EIR") which fully discloses and mitigates the Project's potentially significant impacts.

[3] MND, p. 7.
[4] Dr. Clark's comments and curricula vitae and are attached hereto as **Exhibit A** ("Clark Comments").
[5] Clark Comments, pg. 6.

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We reserve the right to supplement these comments at later proceedings and hearings related to the Project.[6]

I. STATEMENT OF INTEREST

CREED LA is a non-profit organization formed to ensure that the construction of major urban projects in the Los Angeles region proceeds in a manner that minimizes public and worker health and safety risks, avoids or mitigates environmental and public service impacts, and fosters long-term sustainable construction and development opportunities. The organization's members include Los Angeles residents, the Sheet Metal Workers Local 105, International Brotherhood of Electrical Workers Local 11, Southern California Pipe Trades District Council 16, and District Council of Iron Workers of the State of California, and their members, their families, and other individuals who live and work in and around the City of Los Angeles and the Los Angeles region.

Individual members of CREED LA live, work, recreate, and raise their families in the City of Los Angeles and surrounding communities. Accordingly, they would be directly affected by the Project's environmental and health and safety impacts. Individual members may also work on the Project itself. They will be first in line to be exposed to any health and safety hazards that exist onsite. CREED LA has an interest in enforcing environmental laws that encourage sustainable development and ensure a safe working environment for its members. Environmentally detrimental projects can jeopardize future jobs by making it more difficult and more expensive for business and industry to expand in the region, and by making the area less desirable for new businesses and new residents. Indeed, continued environmental degradation can, and has, caused construction moratoriums and other restrictions on growth that, in turn, reduce future employment opportunities.

CREED LA supports the development of residential, commercial, and mixed-use projects where properly analyzed and carefully planned to minimize impacts on public health, climate change, and the environment. These projects should avoid adverse impacts to air quality, public health, climate change, noise, and traffic, and must incorporate all feasible mitigation to ensure that any remaining adverse impacts are reduced to the maximum extent feasible. Only by maintaining the highest standards can commercial development truly be sustainable.

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[6] Gov. Code § 65009(b); PRC § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield ("Bakersfield")* (2004) 124 Cal. App. 4th 1184, 1199-1203; *see Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

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II. THE CITY MUST PREPARE AN ENVIRONMENTAL IMPACT REPORT TO COMPLY WITH CEQA

CEQA requires that lead agencies analyze any project with potentially significant environmental impacts in an EIR.[7] "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."[8] 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."[9]

CEQA's purpose and goals must be met through the preparation of an EIR, except in certain limited circumstances.[10] CEQA contains a strong presumption in favor of requiring a lead agency to prepare an EIR. This presumption is reflected in the "fair argument" standard. Under that standard, a lead agency "shall" prepare an EIR whenever substantial evidence in the whole record before the agency supports a fair argument that a project may have a significant effect on the environment.[11]

In contrast, a mitigated negative declaration may be prepared only when, after preparing an initial study, a lead agency determines that a project may have a significant effect 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 agency that the project, as revised, *may* have a significant effect on the environment.[12]

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[7] *See* Pub. Resources Code, § 21000; CEQA Guidelines, § 15002.
[8] *Citizens of Goleta Valley v. Bd. of Supervisors* ("*Goleta Valley*") (1990) 52 Cal.3d 553, 564, internal citations omitted.
[9] *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.
[10] *See* Pub. Resources Code, § 21100
[11] Pub. Resources Code, §§ 21080, subd. (d), 21082.2, subd. (d); CEQA Guidelines, §§ 15002, subd. (k)(3), 15064, subds. (f)(1), (h)(1); *Laurel Heights Improvement Assn. v. Regents of the Univ. of Cal.* ("*Laurel Heights II*") (1993) 6 Cal.4th 1112, 1123; *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 75, 82; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 150-151; *Quail Botanical Gardens Found., Inc. v. City of Encinitas* ("*Quail Botanical*") (1994) 29 Cal.App.4th 1597, 1601- 1602.
[12] Pub. Resources Code, § 21064.5 (emphasis added).

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Courts have held that if "no EIR has been prepared for a nonexempt project, but substantial evidence in the record supports a fair argument that the project may result in significant adverse impacts, the proper remedy is to order preparation of an EIR."[13] The fair argument standard creates a "low threshold" favoring environmental review through an EIR, rather than through issuance of a negative declaration.[14] An agency's decision not to require an EIR can be upheld only when there is no credible evidence to the contrary.[15]

"Substantial evidence" required to support a fair argument is defined as "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."[16] According to the CEQA Guidelines, when determining whether an EIR is required, the lead agency is required to apply the principles set forth in Section 15064, subdivision (f):

> [I]n marginal cases where it is not clear whether there is substantial evidence that a project may have a significant effect on the environment, the lead agency shall be guided by the following principle: If there is disagreement among expert opinion supported by facts over the significance of an effect on the environment, the Lead Agency shall treat the effect as significant and shall prepare an EIR.[17]

Furthermore, CEQA documents, including EIRs and MNDs, must mitigate significant impacts through measures that are "fully enforceable through permit conditions, agreements, or other legally binding instruments."[18] Deferring formulation of mitigation measures to post-approval studies is generally impermissible.[19] Mitigation measures adopted after Project approval deny the

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[13] *See, e.g., Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 319-320.
[14] *Citizens Action to Serve All Students v. Thornley* (1990) 222 Cal.App.3d 748, 754
[15] *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th, 1307, 1318; *see also Friends of B Street v. City of Hayward* (1980) 106 Cal.App.3d 988, 1002 ("*Friends of B Street*") ("If there was substantial evidence that the proposed project might have a significant environmental impact, evidence to the contrary is not sufficient to support a decision to dispense with preparation of an EIR and adopt a negative declaration, because it could be 'fairly argued' that the project might have a significant environmental impact").
[16] CEQA Guidelines, § 15384, subd. (a).
[17] Pub. Resources Code, § 21064.5.
[18] CEQA Guidelines, § 15126.4, subd. (a)(2).
[19] *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 308-309; Pub. Resources Code, § 21061.

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public the opportunity to comment on the Project as modified to mitigate impacts.[20] If identification of specific mitigation measures is impractical until a later stage in the Project, specific performance criteria must be articulated and further approvals must be made contingent upon meeting these performance criteria.[21] Courts have held that simply requiring a project applicant to obtain a future report and then comply with the report's recommendations is insufficient to meet the standard for properly deferred mitigation.[22]

With respect to this Project, the IS/MND fails to satisfy the basic purposes of CEQA. The IS/MND fails to adequately disclose, investigate, and analyze the Project's potentially significant impacts, and fails to provide substantial evidence to conclude that impacts will be mitigated to a less than significant level. Because the IS/MND lacks basic information regarding the Project's potentially significant impacts, the IS/MND's conclusion that the Project will have a less than significant impact on the environment is unsupported.[23] Moreover, substantial evidence shows that the Project may result in potentially significant impacts that are not reduced to less than significant levels with the mitigation measures included in the IS/MND. Therefore, a fair argument can be made that the Project may cause significant impacts requiring the preparation of an EIR.

A. The IS/MND Fails to Disclose and Mitigate Significant Health Risk Impacts

1. The IS/MND Fails to Analyze Health Risks from the Project's Construction and Operational Emissions

Project construction and operation would generate DPM, a type of TAC.[24] DPM would be emitted during construction by heavy equipment and diesel trucks, and likely during operations by a diesel backup generator or other diesel-fueled stationary equipment.[25] DPM has been linked to a range of serious health problems including an increase in respiratory disease, lung damage, cancer, and premature death. The Project's emissions of DPM would impact sensitive receptors near the

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[20] *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1393; *Quail Botanical*, *supra*, 29 Cal.App.4th at pg. 1604, fn. 5.
[21] *Id.*
[22] *Id.*
[23] Pub. Resources Code, § 21064.5.
[24] SCAQMD, Classification of Diesel PM as a Carcinogen, https://www.aqmd.gov/home/rules-compliance/compliance/toxic-hot-spots-ab-2588/iws-facilities/dice/dice-b2; OEHHA, Health Effects of Diesel Exhaust (May 21, 2001), https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf.
[25] *Id.*;

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Project site, which include residences, a convalescent center, and a school in close proximity to the Project site.[26] The IS/MND fails to quantify the Project's health risk impacts and compare the impacts to the City's significance threshold, which provides that a project's incremental cancer risk would be significant if it exceeds 10 in one million.[27] The City's approach does not comply with CEQA.

CEQA requires analysis of human health impacts. CEQA Guidelines Section 15065(a)(4) provides that the City is required to find a project will have a significant impact on the environment and prepare an EIR if the environmental effects of a project will cause a substantial adverse effect on human beings.[28] The Supreme Court has also explained that CEQA requires the lead agency to disclose the health consequences that result from exposure to a project's air emissions.[29] Courts have held that an environmental review document must disclose a project's potential health risks to a degree of specificity that would allow the public to make the correlation between the project's impacts and adverse effects to human health.[30]

In *Bakersfield Citizens for Local Control v. City of Bakersfield*, the court found that the EIR's description of health risks were insufficient and that after reading them, "the public would have no idea of the health consequences that result when more pollutants are added to a nonattainment basin."[31] Likewise, in *Sierra Club*, the California Supreme Court held that the EIR's discussion of health impacts associated with exposure to the named pollutants was too general and the failure of the EIR to indicate the concentrations at which each pollutant would trigger the identified symptoms rendered the report inadequate.[32] Some connection between air quality impacts and their direct, adverse effects on human health must be made. As the Court explained, "a sufficient discussion of significant impacts requires not merely a determination of whether an impact is significant, but some effort to explain the nature and magnitude of the impact."[33] CEQA mandates discussion, supported by substantial evidence, of the nature and magnitude of impacts of air pollution on public health.[34]

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[26] IS/MND, pg. 11.
[27] IS/MND, Appendix A, pg. 44.
[28] PRC § 21083(b)(3), (d).
[29] *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 516, 523.
[30] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184.
[31] *Id.* at 1220.
[32] *Sierra Club*, at 521.
[33] *Id.* at 519, citing *Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497, 514–515.
[34] *Sierra Club*, 6 Cal.5th at 518–522.

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For development projects like this one, the Office of Environmental Health Hazard Assessment's ("OEHHA") risk assessment guidelines recommend a formal health risk analysis ("HRA") for short-term construction exposures to TACs lasting longer than 2 months and exposures from projects lasting more than 6 months should be evaluated for the duration of the project.[35] In an HRA, lead agencies must first quantify the concentration released into the environment at each of the sensitive receptor locations through air dispersion modeling, calculate the dose of each TAC at that location, and quantify the cancer risk and hazard index for each of the chemicals of concern.[36] Following that analysis, then the City can make a determination of the relative significance of the emissions. The IS/MND provides that exposure to TACs would be significant if it would result in a cancer risk greater than or equal to 10 in a million and/or a HI [non-cancerous] greater than or equal to 1.[37]

Here, the IS/MND fails to quantify sensitive receptors' exposure to TACs and compare the impact to the City's quantitative threshold. As such, no connection between the Project's emissions and their direct, adverse effects on human health has been made.[38] Further, the City lacks substantial evidence to conclude that the significance threshold would not be exceeded.

The IS/MND argues that no significant health risk impact would occur from exposure to construction emissions because they would be short-term (35 months).[39] The IS/MND reasons that SCAQMD guidance describes health effects from TACs "in terms of individual cancer risk, which is the likelihood that a person exposed to TACs over a 70-year lifetime will contract cancer," and that exposure to TACs for a shorter period would not result in a "a long-term (i.e., lifetime or 30-year) exposure."[40] The IS/MND does not support this reasoning with scientific evidence. The IS/MND's reasoning is also incorrect: individual cancer risk is not just affected by the duration of exposure to TACs, but also the concentration of the individual's unique exposure scenario and the toxicity of the chemical. Accordingly, OEHHA

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[35] Office of Environmental Health Hazard Assessment (OEHHA), Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments, February 2015 (OEHHA 2015), Section 8.2.10: Cancer Risk Evaluation of Short Term Projects, pp. 8-17/18; https://oehha.ca.gov/air/crnr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0.
[36] IS/MND, Appendix A, pg. 44.
[37] AVAQMD, California Environmental Quality Act (CEQA) and Federal Conformity Guidelines (August 2016), available at https://www.avaqmd.ca.gov/files/e5b34d385/AV%20CEQA%20Guides%202016.pdf.
[38] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184.
[39] IS/MND, pg. 45.
[40] IS/MND, pg. 45.

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guidance sets a recommended threshold for preparing an HRA of a construction period of two months or more.[41] Because the IS/MND contains no quantitative analysis of TAC emissions, the City lacks substantial evidence to support the IS/MND's untenable conclusion that exposing sensitive receptors to TACs over the Project's two-year (25 month) construction period would not result in health impacts or increase the cancer risk to those receptors. As construction of the instant Project will last at least two years, an HRA must be prepared.

The IS/MND also argues that "none of the Project's emissions exceed any local or regional thresholds."[42] This statement is misleading, because the IS/MND fails to compare the Project's health risk impacts to the applicable 10 in one million significance threshold. Instead, the IS/MND purports to compare the Project's emissions to Localized Significance Thresholds ("LSTs"), which do not address health risk from exposure to TACs such as DPM.

The City's reliance on LSTs is misplaced, as the purpose of LSTs is not to represent health risk significance thresholds for TACs such as DPM. Rather, LSTs represent the maximum criteria pollutant emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area.[43] DPM is not a criteria pollutant for which there is an applicable federal or state ambient air quality standard. The seven criteria air pollutants are: ozone ("03"); carbon monoxide ("CO"); nitrogen dioxide ("NO2"); sulfur dioxide ("SO2"); particulate matter less than 10 microns ("PM_{10}"), PM less than 2.5 microns ("$PM_{2.5}$");and lead ("Pb"). Conversely, DPM is made of dozens of constituent particles that cause cancer. For example, the California Air Resources Board explains that DPM is composed of carbon particles and numerous organic compounds, including over 40 known cancer-causing organic substances.[44] Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene. Diesel exhaust also contains gaseous pollutants, including volatile organic compounds and oxides of nitrogen (NOx). Accordingly, CARB has identified DPM as a "toxic air contaminant" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these

[41] See "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/hotspots2015.html ("OEHHA Guidance"), p. 8-18.
[42] IS/MND, Appendix A, pg. 55.
[43] http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2.
[44] https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

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pollutants. In sum, LSTs were not designed to reflect the unique health risks of toxic air contaminants like DPM.

The IS/MND also states that construction emissions would be less than significant because the "average diesel PM emissions from on-site heavy-duty equipment would be approximately 1.13 pounds per working day, spread across the five-acre site."[45] The IS/MND lacks substantial evidence to conclude that this level of emissions would be less than significant, as it did not model sensitive receptors' exposure to these emissions. As will be explained below, Dr. Clark prepared an HRA showing that this level of TAC emissions would result in significant health risks.

The IS/MND thus fails to meet CEQA's informational and analytical requirements, and the Project's health risk impacts remain potentially significant and unmitigated. These potentially significant impacts must be analyzed and mitigated in an EIR.

2. Substantial Evidence Supports a Fair Argument that the Project's TAC Emissions would Result in a Significant Health Risk Impact

Dr. Clark performed a quantitative health risk analysis using values from the IS/MND's air study. Assumptions regarding types of construction equipment, hours of operation, and construction schedule were based on information in the air study. Dr. Clark's analysis demonstrates that emissions from the Project's construction could result in an excess cancer risk of 13.4 in one million for a sensitive receptor (infant) at existing residences.[46] This cancer risk would exceed the SCAQMD significance threshold of 10 in one million. This significant impact must be disclosed and mitigated in an EIR.

B. The IS/MND Fails to Disclose and Analyze Cumulative Health Risk Impacts

The IS/MND reasons that projects that do not exceed significance thresholds for *project-level* air quality and health risk impacts would not be *cumulatively* considerable.[47] These thresholds are sourced from SCAQMD's 2003

[45] IS/MND, Appendix A, pg. 55.
[46] Clark Comments, pg. 6.
[47] IS/MND, Appendix A, pg. 58.

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White Paper.[48] This approach violates CEQA because it improperly focuses upon the individual project's relative effects and omits facts relevant to an analysis of the collective effect this and other sources will have upon air quality.[49] These facts include that the Project site is located in an SB 535 Disadvantaged Community[50] and that other construction projects are proposed nearby.[51] The City's analysis is not supported by substantial evidence, as SCAQMD itself acknowledges that the 2003 guidance is outdated and reliance on its thresholds underestimates impacts.[52]

The IS/MND's approach has been rejected by the courts for failing to comply with CEQA's requirement that a project mitigate impacts that are "cumulatively considerable."[53] The leading case on this issue is *Kings County Farm Bureau v. City of Hanford*.[54] In *Kings County*, the city prepared an EIR for a 26.4-megawatt coal-fired cogeneration plant. Notwithstanding the fact that the EIR found that the project region was out of attainment for PM_{10} and ozone, the city failed to incorporate mitigation for the project's cumulative air quality impacts from project emissions because it concluded that the Project would contribute "less than one percent of area emissions for all criteria pollutants."[55] The city reasoned that, because the project's air emissions were small in ratio to existing air quality problems, that this necessarily rendered the project's "incremental contribution" minimal under CEQA. The court rejected this approach, finding it "contrary to the intent of CEQA." The court stated:

> We find the analysis used in the EIR and urged by GWF avoids analyzing the severity of the problem and allows the approval of projects which, when taken in isolation, appear insignificant, but

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[48] South Coast Air Quality Management District, 2003, "White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution".
[49] *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692 ("*Kings County*"); *see also*, *Friends of Oroville v. City of Oroville* (2013) 219 Cal. App. 4th 832, 841-42.
[50] IS/MND, Appendix A, pg. 177.
[51] IS/MND, pg. 152 ("Related Projects within 500 feet of the Project site include: Apartment with 127 dwelling units at 3831 West Stocker Street located across the street from the Project site, and a mixed-use development at 3650 West Martin Luter King Jr. Boulevard located 310 feet from the Project site.").
[52] SCAQMD, CEQA Policy Development: Analyzing Cumulative Impacts from Air Toxics in CEQA Documents, November 6, 2024 Working Group, https://www.aqmd.gov/docs/default-source/ceqa/documents/wgm-6-20241106.pdf?sfvrsn=405a8561_13, pg. 5.
[53] PRC § 21083(b)(2); 14 CCR § 15130; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692, 719-21.
[54] *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692 ("Kings County"); *see also, Friends of Oroville v. City of Oroville* (2013) 219 Cal. App. 4th 832, 841-42.
[55] *Kings County, supra,* at 719.

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> when viewed together, appear startling. Under GWF's "ratio" theory, the greater the over-all problem, the less significance a project has in a cumulative impacts analysis. We conclude the standard for a cumulative impacts analysis is defined by the use of the term "collectively significant" in Guidelines section 15355 and the analysis must assess the collective or combined effect of energy development. The EIR improperly focused upon the individual project's relative effects and omitted facts relevant to an analysis of the collective effect this and other sources will have upon air quality.[56]

In *People of the State of California v. City of Fontana,* the Attorney General's petition for writ of mandate challenged an MND that erroneously applied SCAQMD guidance in the same way as the instant IS/MND.[57] The petition explained:

> [T]he MND's cumulative air quality impact analysis does not account for—or even acknowledge—the multitude of other warehouses near the Project. Rather than consider the environmental setting within which the Project will be situated, the MND simply states that the Project will not result in a cumulatively considerable increase in emissions because the Project's individual air quality impacts will be less than significant. The MND even applies this reasoning to its analysis of health impacts from localized emissions, despite making no attempt to determine or disclose the severity of the existing health impacts from localized emissions in the community.[58]

The Attorney General further explained that merely citing to the 2003 SCAQMD guidance does not justify a failure to analyze a Project's cumulative impacts:

> The MND cites Appendix D of an August 2003 white paper published by the South Coast Air Quality Management District ("SCAQMD") entitled "White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution" ("2003 SCAQMD White Paper"). **To the extent that the 2003 SCAQMD White Paper asserts that any project with less than significant individual air quality impacts also necessarily has less**

[56] *Id.* at 721.
[57] *People of the State of California v. City of Fontana,* Case No. CIVSB2121829, Petition for Writ of Mandate, available at https://climatecasechart.com/wp-content/uploads/case-documents/2021/20210723_docket-CIVSB2121829_petition-for-writ-of-mandate.pdf.
[58] *People of the State of California v. City of Fontana,* Case No. CIVSB2121829, Petition for Writ of Mandate, pg. 9, paragraph 32, available at https://climatecasechart.com/wp-content/uploads/case-documents/2021/20210723_docket-CIVSB2121829_petition-for-writ-of-mandate.pdf.

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> **than significant cumulative air quality impacts, it is inconsistent with CEQA** for at least the reasons stated above. Moreover, the 2003 SCAQMD White Paper lacks substantial evidence to support such a contention, and thus the MND's reliance on it violates CEQA. (Cal. Code Regs., tit. 14, § 15064.7, subd. (c).) The MND further violated CEQA by failing to provide substantial evidence to support its reliance on the 2003 SCAQMD White Paper, Appendix D as "guidance." (Ibid.) Finally, even if the MND's reliance on the 2003 SCAQMD White Paper were proper and supported by substantial evidence, the MND did not consider other evidence—such as public comments and the existence of many other sources of pollution near the Project site—showing that the Project could have a significant cumulative air quality impact. (See Cal. Code Regs., tit. 14, § 15064, subd. (b).) [emphasis added][59]

The Attorney General's litigation resulted in a settlement which requires compliance with an ordinance adopted on April 12, 2022, that establishes sustainability standards for warehouses in Fontana.[60] The City of Fontana's decision to suspend its erroneous reliance on SCAQMD's drop-in-the-bucket approach and to address cumulative impacts in a settlement with the Attorney General's office reflects an approach consistent with CEQA.

In response to the State's litigation, SCAQMD commenced a process to replace the outdated guidelines relied upon by the City.[61] Draft Guidance from SCAQMD's November 6, 2024 Working Group states: "[o]ur current policy recommends using the same significance thresholds for project-level and cumulative-level impacts, **which may underestimate a project's cumulative impact**… a project's incremental effect on the environment, though individually limited, may be cumulatively considerable."[62] The draft guidance recommends that agencies use a more stringent health risk significance threshold for SB 535 Disadvantaged Communities.[63] Although the protocols have not been formally

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[59] *People of the State of California v. City of Fontana,* Case No. CIVSB2121829, Petition for Writ of Mandate, pg. 13, paragraph 49.
[60] *Id.*, Stipulation For Entry Of Final Judgment On Consent, available at https://climatecasechart.com/wp-content/uploads/case-documents/2022/20220414_docket-CIVSB2121605-CIVSB2121829_stipulation.pdf.
[61] SCAQMD, CEQA Policy Development: Analyzing Cumulative Impacts from Air Toxics in CEQA Documents, November 6, 2024 Working Group, https://www.aqmd.gov/docs/default-source/ceqa/documents/wgm-6-20241106.pdf?sfvrsn=405a8561_13 (Fontana case referenced on pg. 4).
[62] *Id.* at 5.
[63] SCAQMD, CEQA Policy Development: Analyzing Cumulative Impacts from Air Toxics in CEQA Documents, https://www.aqmd.gov/home/rules-compliance/ceqa/ceqa-policy-development-(new); https://www.aqmd.gov/home/rules-compliance/ceqa/ceqa-policy-development-(new);

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adopted, SCAQMD has commented on recent projects, recommending that the draft protocols be applied.[64] Thus, the City's significance thresholds for cumulative impacts are no longer supported by substantial evidence.

This Project's cumulative impacts are potentially significant. The Project's construction emissions could combine with construction of concurrent projects to result in heightened health risk impacts–impacts not reflected in the City's analysis. The IS/MND identified several projects proposed within 500 feet of the Project site. Sensitive receptors could be exposed to emissions of TACs far greater than disclosed in the IS/MND. Further, the Project census tract ranks in the 84th percentile for exposure to PM 2.5[65]–the Project's emissions would add to similar, existing sources of pollution. The IS/MND admits that the Project region is out of attainment for the federal and State one-hour and eight-hour ozone standards, State PM10 standards, federal 24-hour PM2.5 standard, and federal and State annual PM2.5 standard.[66] This constitutes substantial evidence supporting a fair argument that cumulative health risk impacts would be significant. Nevertheless, the City inexplicably asserts that cumulative impacts would be less than significant based on a project-specific threshold.[67] The City must prepare an EIR that properly evaluates and mitigates cumulative impacts.

C. Use of Back-Up Generators is a Reasonably Foreseeable Component of the Project

The IS/MND's analysis of the Project's air quality impacts fails to include emissions associated with the reasonably foreseeable use of back-up generators.[68] Use of back-up generators is reasonably foreseeable for the Project because (1) the IS/MND acknowledges that back-up generators may be required,[69] (2) the film production uses anticipated by the Project regularly use diesel generators,[70] and (3) diesel generators would run during routine testing and emergencies.

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https://www.aqmd.gov/docs/default-source/ceqa/documents/wgm-6-20241106.pdf?sfvrsn=405a8561_13.

[64] SCAQMD, Comments on Draft Environmental Impact Report (DEIR) for the Proposed DJT4 Parcel Delivery Facility Project (Proposed Project) (SCH No. 2023070241) (December 20, 2024).

[65] https://www.arcgis.com/apps/View/index.html?appid=c3e4e4e1d115468390cf61d9db83efc4 (CalEnviroScreen data for 3761 Stocker St, View Park, CA, 90008, USA).

[66] IS/MND, Appendix A, pg. 13.

[67] FEIR, pg. II-47.

[68] IS/MND, Appendix A, pg. 169.

[69] IS/MND, Appendix A, pg. 11, 38.

[70] Trellis, How Disney and Netflix are getting rid of diesel on production sets, October 21, 2024, https://trellis.net/article/how-disney-and-netflix-are-getting-rid-of-diesel-on-production-sets/; BBC, How to make movies without a huge carbon footprint, 16 August 2022, https://www.bbc.com/news/business-62051070..

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In *East Oakland Stadium Alliance v. City of Oakland*,[71] the Court of Appeal upheld an EIR's analysis of emissions from backup generators. The EIR's analysis assumed that generators would operate for 50 hours of testing and maintenance annually, while allocating no time for actual emergency use. In discussing the lead agency's duty to analyze backup generator emissions, the Court stated that "if the annual need for emergency generator use is reasonably foreseeable, the EIR was not entitled to disregard such use merely because it would occur at unpredictable times."[72] The Court explained that use of a generator was reasonably foreseeable because, "[a]s noted in the EIR, some parts of the Bay Area are subject to predictable, sustained power outages undertaken to reduce the risk of fire."[73] Thus, "[t]he EIR was required to make neither a generally applicable nor a worst-case assumption; rather it was required to make a reasonable estimate of likely annual use of the generators at the project site."[74]

Here, as in *East Oakland Stadium Alliance*, backup generator emissions are a reasonably foreseeable consequence of the Project. First, the IS/MND acknowledges that "[d]uring long-term operations, sources of DPM may include heavy duty diesel-fueled delivery trucks and stationary emergency generators,"[75] and "[s]tationary source emissions are generated from proposed emergency generators during routine maintenance/testing."[76] An estimate of these emissions must be included in the air study.

Not disclosed in the IS/MND is that diesel generators are commonly used in the film and television industry. Diesel generators account for an estimated 700,000 tons of emissions annually across the film and television industry.[77] Diesel generators are commonly used to power the heavy vehicles and generators needed for filming.[78] Other CEQA documents prepared for sound stage and production support projects in the City account for use of backup generators during operations.[79] Because the Project proposes a campus for studio and sound stage

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[71] (2023) 889 Cal. App. 5th 1226.
[72] *Id.* at 1252.
[73] *Id.* at 1253.
[74] *Id.*
[75] IS/MND, Appendix A, pg. 11.
[76] IS/MND, Appendix A, pg. 38.
[77] Trellis, How Disney and Netflix are getting rid of diesel on production sets, October 21, 2024, https://trellis.net/article/how-disney-and-netflix-are-getting-rid-of-diesel-on-production-sets/.
[78] BBC, How to make movies without a huge carbon footprint, 16 August 2022, https://www.bbc.com/news/business-62051070.
[79] City of Los Angeles, EIR for Radford Studio Center Project (SCH No. 2023060056), Appendix D, pg. 14, 1103, available at https://planning.lacity.gov/eir/Radford%20Studio%20Center/deir/files/App_G.pdf, https://planning.lacity.gov/development-services/eir/radford-studio-center-1; *see* Air Quality &

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production, the IS/MND must include a reasonable estimate of diesel generator emissions during operations.

Diesel generator emissions are also reasonably foreseeable due to routine testing of generators. SCAQMD Rule 1470 permits testing of generators for up to 50 hours annually.[80] Emergency use is also reasonably foreseeable due to increasingly common Public Safety Power Shutoff ("PSPS") events and extreme heat events ("EHE"). EHEs are defined as periods where the temperatures throughout California exceed 100 degrees Fahrenheit.[81] From January 2019 through December 2019, Southern California Edison reported 158 of their circuits underwent a PSP event.[82] In Los Angeles County, two circuits had 4 PSPS events during that period, lasting an average of 35 to 38 hours. The total duration of the PSPS events lasted between 141 hours to 154 hours in 2019. According to the California Public Utilities Commission ("CPUC") de-energization report[83] in October 2019, there were almost 806 PSPS events that impacted almost 973,000 customers (~7.5% of households in California). The California Air Resources Board estimates that with 973,000 customers impacted by PSPS events in October 2019, approximately 125,000 back-up generators were used by customers to provide electricity during power outages.[84] The widespread use of back-up generators to adapt to PSPS and EHE events suggests that back-up generators are a reasonably foreseeable consequence of the Project.

Generators commonly rely on fuels such as natural gas or diesel,[85] and therefore emit criteria air pollutants, greenhouse gases, and toxic air contaminants. Generator emissions can significantly impact public health through DPM

Greenhouse Gas Technical Study For The 5426 San Fernando Studios Project, pg. 47, available at https://www.glendaleca.gov/home/showpublisheddocument/70372/638742829816300000.

[80] Available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf.

[81] Governor of California. 2021. Proclamation of a state of emergency. June 17, 2021.

[82] SCAQMD. 2020. Proposed Amendment To Rules (PARS) 1110.2, 1470, and 1472. Dated December 10, 2020. http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1110.2/1110-2_1470_1472/par1110-2_1470_wgm_121020.pdf?sfvrsn=6.

[83] https://www.cpuc.ca.gov/deenergization/ as cited in CARB, 2020. Potential Emission Impact of Public Safety Power Shutoff (PSPS), Emission Impact: Additional Generator Usage associated With Power Outage.

[84] California Air Resources Board, Emission Impact: Additional Generator Usage Associated with Power Outage (January 30, 2020), available at https://ww2.arb.ca.gov/resources/documents/emissions-impact-generator-usage-during-psps.

[85] SCAQMD, Fact Sheet on Emergency Backup Generators, http://www.aqmd.gov/home/permits/emergency-generators ("Most of the existing emergency backup generators use diesel as fuel").

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emissions.[86] Generators can also emit significant amounts of NOx, SO2, PM10, carbon dioxide ("CO2"), carbon monoxide CO, volatile organic compounds ("VOC"), and $PM_{2.5}$.[87] Failure to measure onsite generator emissions results in an underestimation of the Project's air quality, greenhouse gas, and health risk impacts. Dr. Clark explains that these emissions may be potentially significant.[88] The City must quantify operational emissions from backup generators and compare them to applicable significance thresholds. Without this information, the IS/MND's conclusion that operational emissions are less than significant is unsupported.

D. Air Quality and Energy Impacts Would be Greater than Analyzed in the IS/MND

The IS/MND fails to quantify this specific project's energy consumption. Instead, the IS/MND references energy consumption for a generic land use category from the air study's CalEEMod analysis which does not describe the Project's intended uses.[89] The IS/MND bases its energy "analysis" on the land uses that are

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[86] California Air Resources Board, Emission Impact: Additional Generator Usage Associated with Power Outage (January 30, 2020), available at https://ww2.arb.ca.gov/resources/documents/emissions-impact-generator-usage-during-psps (showing that generators commonly rely on gasoline or diesel, and that use of generators during power outages results in excess emissions); California Air Resources Board, Use of Back-up Engines for Electricity Generation During Public Safety Power Shutoff Events (October 25, 2019), available at https://ww2.arb.ca.gov/resources/documents/use-back-engines-electricity-generation-during-public-safety-power-shutoff ("When electric utilities de-energize their electric lines, the demand for back-up power increases. This demand for reliable back-up power has health impacts of its own. Of particular concern are health effects related to emissions from diesel back-up engines. Diesel particulate matter (DPM) has been identified as a toxic air contaminant, composed of carbon particles and numerous organic compounds, including over forty known cancer-causing organic substances. The majority of DPM is small enough to be inhaled deep into the lungs and make them more susceptible to injury. Much of the back-up power produced during PSPS events is expected to come from engines regulated by CARB and California's 35 air pollution control and air quality management districts (air districts)").

[87] University of California, Riverside Bourns College of Engineering—Center for Environmental Research and Technology, Air Quality Implications Of Backup Generators In California, (March 2005), pg. 8, available at https://citeseerx.ist.psu.edu/document?repid=rep1&type=pdf&doi=84c8463118e4813a117db3d768151a8622c4bf6b; South Coast AQMD, Fact Sheet on Emergency Backup Generators ("Emissions of Nitrogen Oxides (NOx) from diesel-fired emergency engines are 200 to 600 times greater, per unit of electricity produced, than new or controlled existing central power plants fired on natural gas. Diesel-fired engines also produce significantly greater amounts of fine particulates and toxics emissions compared to natural gas fired equipment."), available at http://www.aqmd.gov/home/permits/emergency-generators#Fact2.

[88] Clark Comments, pg. 12.

[89] IS/MND, Appendix A, pg. 160.

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not consistent with the Project description, including office park and strip mall.[90] These generic land use categories do not reflect the specific uses anticipated by the Project, which include studio and sound stage production, restaurant and outdoor event space, and a mill shop for set production. These uses have higher energy consumption than a typical office reflected in the generic CalEEMod land use category. Accordingly, CEQA documents typically analyze sound stage and production support projects as "general heavy industrial."[91]

Studio and sound stage production requires much greater energy than a typical office due to specific demands of production, which include intensive lighting, specialized A/V equipment, cooling for heat-generating gear, and significant transportation/fuel use. The Project also includes a mill shop for set production.[92] Specialized sources of energy consumption in a studio project include:

- Lighting: Parabolic Aluminized Reflector ("PAR") cans and Hydrargyrum Medium-arc Iodide ("HMI") lights consume much more energy than LED lights and generate intense heat, necessitating heavy cooling.
- Cameras & Support: Digital cameras, monitors, and associated grip/electric gear add to the load.
- Climate Control: Cooling large, hot sound stages is a major energy expense, especially with older lighting systems.[93]

High-energy equipment like lights, cameras, and special effects that can consume over 2 MW per soundstage.[94] This level of energy consumption–and the resultant emissions–is not reflected in the City's CalEEMod analysis. As a result, the City's analysis underestimates energy consumption, criteria for air pollutant emissions, and GHG emissions. Further, substantial evidence supports a fair argument that

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[90] *Id.*
[91] City of Los Angeles, EIR for Radford Studio Center Project (SCH No. 2023060056), Appendix D, pg. 14, 1103, available at https://planning.lacity.gov/eir/Radford%20Studio%20Center/deir/files/App_G.pdf, https://planning.lacity.gov/development-services/eir/radford-studio-center-1; *see* Air Quality & Greenhouse Gas Technical Study For The 5426 San Fernando Studios Project, pg. 47, available at https://www.glendaleca.gov/home/showpublisheddocument/70372/638742829816300000.
[92] Milling is the process of machining using rotary cutters to remove material by advancing a cutter into a workpiece.
[93] https://www.paclights.com/explore/the-impact-of-recording-studio-lighting-on-energy-savings-and-sustainability/#:~:text=LED%20Lights:%20A%20Sustainable%20Choice%20These%20lights,systems%20in%20studios%2C%20further%20decreasing%20energy%20consumption; https://www.colborlight.com/blogs/articles/guide-to-film-lighting-equipment.
[94] https://www.emtec-engineers.com/news/mep-design-film-studios/#:~:text=Electrical%20systems%20form%20the%20core,many%20markets%2C%20reducing%20operational%20costs..

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these impacts would be potentially significant. These impacts must be analyzed in an EIR.

E. The Air Quality Analysis Erroneously Assumes that the Project is Residential

The qualitative analysis in Appendix A repeatedly references residential units proposed by the Project. These references appear to be in error, as the body of the IS/MND states that the Project only proposes commercial uses.[95] These references include:

- Under "Emissions Calculations," Appendix A states: "The Project does not include fireplaces in the design of the residential units, and the Los Angeles Green Building Code prevents the installation of woodstoves."[96]
- Under "Area Source Emissions," Appendix A states: "Area source emissions were calculated using CalEEMod default assumptions for the multi-family residential (mid-rise apartments) land uses."[97]
- Under "Building Energy Use," Appendix A states: "Future fuel consumption rates are estimated based on the specific square footage of the multi-family residences and the ancillary facilities and amenities included in the Project…Energy use (i.e., off-site electricity generation and on-site natural gas combustion) requirements for the Project is calculated within CalEEMod using the CEC's 2018–2030 Uncalibrated Commercial Sector Forecast (Commercial Forecast) and the 2019 Residential Appliance Saturation Survey (RASS) data sets."[98]
- In its analysis of the Project's consistency with AQMP land use policies, Appendix A states: "The Project represents an infill development near transit within an existing urbanized area that would concentrate new residential, retail, and office uses within a TPA and NMA, thus reducing VMT."[99]
- In its analysis of General Plan consistency, Appendix A states: "The Project would locate residential uses near major employment centers (i.e., Downtown Los Angeles), which would reduce trips and encourage employees to utilize alternative modes of transportation."[100]

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[95] IS/MND, pg. 42 ("The Project would not construct any new housing units").
[96] IS/MND, Appendix A, pg. 40-41.
[97] *Id.* at 41.
[98] *Id.* at 42-43.
[99] *Id.* at 48.
[100] *Id.* at 49.

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Due to these errors, the IS/MND's discussion of air quality impacts and consistency with applicable plans is not supported by substantial evidence.

F. The IS/MND's Energy Analysis is Incomplete and Unsupported by Substantial Evidence

The IS/MND states that a significant impact would occur if the Project would "[r]esult in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation."[101] The IS/MND concludes that impacts would be less than significant.[102] But the IS/MND's analysis of this impact is unsupported by substantial evidence because, in summary, it is two pages in length, fails to quantify the Project's energy consumption, and assumes that compliance with building codes would ensure energy impacts would be less than significant.[103] **And critically, the IS/MND's analysis ignores discussion of energy impacts related to the studio production uses proposed by the Project.** This fails to meet CEQA's requirements.

1. The IS/MND's Energy Analysis Lacks Analysis Called For in the CEQA Guidelines

Section 15126.2(b) of the CEQA Guidelines provides that an energy analysis "should include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation... In addition to building code compliance, other relevant considerations may include, among others, the project's size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project." Appendix F, of the CEQA Guidelines calls, in part, for discussion of:

> II.A. Project Description may include the following items:
>
> 1. Energy consuming equipment and processes which will be used during construction, operation and/or removal of the project. If appropriate, this discussion should consider the energy intensiveness of materials and equipment required for the project.
> 2. Total energy requirements of the project by fuel type and end use.
> 3. Energy conservation equipment and design features.
> 4. Identification of energy supplies that would serve the project.

[101] IS/MND, pg. 56.
[102] *Id.*
[103] *Id.* at 56-57.

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5. Total estimated daily vehicle trips to be generated by the project and the additional energy consumed per trip by mode.

C. Environmental Impacts may include:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives

Courts have rejected EIRs that have failed to analyze relevant considerations listed above. In *California Clean Energy Commission v. City of Woodland* ("*CCEC*"),[104] the Third District Court of Appeal reviewed an EIR for a shopping center on undeveloped agricultural land. The Court found that the EIR was deficient insofar as it does not assess or consider mitigation for transportation energy impacts of the project, which would generate up to 40,051 new vehicle trips a day.[105] The Court explained that "Appendix F states that environmental impacts subject to the EIR process include '[t]he project's projected transportation energy use requirements and its overall use of efficient transportation alternatives,'"[106] concluding that the omission of this analysis violated CEQA. The Court rejected an argument that impacts would be less than significant because the project would include mitigation measures designed to reduce vehicle trips, reasoning "the City cannot say how much less transportation energy is needed for the project as approved because the issue has never been assessed in an EIR… CEQA EIR requirements are not satisfied by saying an environmental impact is something less than some previously unknown amount."[107]

[104] (2014) 225 CA4th 173.
[105] *Id.* at 210.
[106] Citing Guidelines, Appendix F, Section II(C)(6).
[107] *CCEC, supra,* 225 CA4th 173 at 210.

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As in *CCEC*, the IS/MND fails to discuss relevant considerations listed in Appendix F. The IS/MND fails to analyze the energy intensiveness of materials and equipment required for the project.[108] This Project proposes a campus for studio and sound stage production, yet the qualitative discussion of the Project's energy consumption fails to discuss the energy consumption of the equipment required for these uses. The IS/MND states that energy would be used by "heavy equipment used for film production, including cameras, lighting, and sound equipment…"[109] This statement is inadequate because (1) it merely lists broad categories of equipment without actually disclosing the specialized, high-intensity equipment often used in film production, and (2) fails to disclose the energy intensiveness of this equipment. The discussion also makes no reference to energy impacts associated with the 12,957-square-foot mill shop. As such, the IS/MND violates CEQA for failing to disclose "[e]nergy consuming equipment and processes which will be used during construction, operation and/or removal of the project."

The IS/MND also fails to analyze the total energy requirements of the Project by fuel type and end use, either for construction activities or operation.[110] The only quantification of the Project's energy consumption is a generic output from the air study's CalEEMod analysis.[111] This analysis based on the land uses anticipated for the Project (office park, strip mall, parking, etc.).[112] These generic land use categories do not reflect the specific uses anticipated by the Project, which include studio and sound stage production. And as is shown in these comments, these uses have higher energy consumption than a typical office reflected in the generic CalEEMod land use category.

The IS/MND fails to estimate the energy consumed by vehicle trips generated by the Project.[113] This is a major omission because the Project's operations are estimated in the air quality study to generate a total of 3,397 vehicle trips per day.[114]

The IS/MND fails to fully analyze "the degree to which the project complies with existing energy standards."[115] The IS/MND states that the Project would comply with Title 24 standards and is "anticipated to achieve LEED Gold Standard

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[108] CEQA Guidelines, Appendix F, Section II(A)(1), (C)(1).
[109] IS/MND, pg. 56.
[110] CEQA Guidelines, Appendix F, Section II(A)(2).
[111] IS/MND, Appendix A, pg. 160.
[112] *Id.*
[113] CEQA Guidelines, Appendix F, Section II(A)(5), (C)(6).
[114] IS/MND, Appendix H, PDF pg. 9.
[115] CEQA Guidelines, Appendix F, Section II (C)(4).

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certification,"[116] but fails to evaluate the feasibility of meeting voluntary standards described in Appendix A5, Nonresidential Voluntary Measures, of the California Green Building Standards Code. These standards are voluntary measures and are not uniformly required for all development projects, but nonetheless constitute "existing energy standards" applicable to the Project.

In sum, the IS/MND's project description and energy impact analysis are incomplete and fail to adequately inform decisionmakers and the public. The omitted analysis must be provided in an EIR. In addition to this informational defect, the lack of analysis renders the IS/MND's conclusions unsupported by substantial evidence.

2. The IS/MND's Conclusions Regarding Energy Impacts Are Unsupported by Substantial Evidence

The IS/MND's brief discussion of the Project's energy impacts states that energy impacts would be less than significant because the Project would comply with State and local building codes.[117] Courts have held that simply stating that a Project would comply with building standards does not constitute substantial evidence that energy impacts would be less than significant.

In the *CCEC* case,[118] the EIR concluded that, due to the proposed project's compliance with Title 24 guidelines and regulations, the Project would be expected to have a less-than-significant impact regarding the wasteful, inefficient, or unnecessary consumption of energy.[119] The Court of Appeal explained that compliance with local and state building codes do not address many aspects of a project's energy consumption: "[l]ike the Building Code, CALGreen does not address construction and operational energy impacts for a project intended to transform agricultural land into a regional commercial shopping center… Moreover, CALGreen does not address transportation energy impacts for a project such as Gateway II."[120]

The Court distinguished the Court of Appeal's decision in *Tracy First v. City of Tracy* ("*Tracy First*"),[121] which rejected a challenge to an EIR arguing that "it is improper to rely on state building standards in determining whether

[116] IS/MND, pg. 57.
[117] *Id.* at 56.
[118] *CCEC, supra,* 225 CA4th 173.
[119] *Id.* at 212.
[120] *Id.* at 211.
[121] (2009) 177 Cal.App.4th 912, 932.

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an energy impact is significant."[122] The *CCEC* court explained that (1) *Tracy First* involved an EIR including 17 pages discussing energy issues and eight pages discussing energy impacts, (2) the plaintiffs in *Tracy First* made "no argument concerning what more the EIR should have done," and (3) the *CCEC* EIR failed to fully study the construction and operational energy impacts of the project.[123] "The failure to study the energy impacts resulting from a large part of the planned construction" thwarted "the statutory goals of the EIR process."[124]

Here, the IS/MND has the same flaws as the EIR rejected in *CCEC*: the IS/MND claims, in a conclusory two-page discussion, that consistency with building codes would result in less than significant impacts, while failing to study energy consumption impacts from the studio production uses proposed by the Project. And unlike the plaintiffs in *Tracy First*, this letter identifies omitted analysis that must be included in an EIR. The IS/MND's energy analysis is thus unsupported by substantial evidence.

3. The IS/MND Fails to Include Sufficient Investigation into Energy Conservation Measures

The IS/MND fails to include sufficient investigation into energy conservation measures that might be available or appropriate for the Project. The IS/MND concludes that operational energy impacts of the Project would be less than significant because the buildings would be designed and constructed in accordance with the State's Title 24 guidelines and regulations.[125] The IS/MND also alludes to required energy conservation measures, but these measures are vague and nonbinding:

> The Project would include energy conservation, water conservation, waste reduction, and transportation demand management features, and the campus would be constructed to a minimum of Leadership in Energy and Environmental Design (LEED) Gold Standard. The Project would comply with the 2020 Los Angeles Green Building Code (LAGBC), and the 2019 California Green Building Standards Code (CalGreen). In addition, all building systems would meet or exceed current Title 24 Energy Standards to reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. In addition, the infill location of the campus would

[122] *CCEC, supra,* 177 Cal.App.4th at 212.
[123] *Id.*
[124] *Id.*
[125] IS/MND, pg. 56.

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> promote the concentration of development in an urban area with extensive infrastructure and access to public transit facilities. The proximity to public transportation would reduce vehicle miles traveled for employees and visitors.[126]

The IS/MND does not clearly define the measures listed above. Further, the IS/MND is unclear whether LEED Gold certification is aspirational or will be required as a condition of approval, as elsewhere the IS/MND states that "[t]he Project is *anticipated* to achieve LEED Gold Standard certification."[127]

The IS/MND does not sufficiently consider concrete energy conservation measures like solar facilities, use of alternate fuel sources, or passive energy efficiency measures to ensure the Project's energy consumption would not be wasteful, inefficient, or unnecessary. This lack of analysis violates CEQA.

CEQA requires an environmental document to discuss mitigation measures for significant environmental impacts, including "measures to reduce the wasteful, inefficient, and unnecessary consumption of energy."[128] The CEQA Guidelines require discussion of energy conservation measures when relevant, and provide examples in Appendix F:[129]

1) Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed.
2) The potential of siting, orientation, and design to minimize energy consumption, including transportation energy, increase water conservation and reduce solid waste.
3) The potential for reducing peak energy demand.
4) Alternate fuels (particularly renewable ones) or energy systems.
5) Energy conservation which could result from recycling efforts.

Courts have rejected EIRs that fail to include adequate analysis investigation into energy conservation measures that might be available or appropriate for a

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[126] IS/MND, pg. 23.
[127] *Id.* at 57.
[128] Pub. Resources Code, § 21100(b)(3); *Tracy First v. City of Tracy* (2009) 177 Cal.App.4th 912, 930.
[129] CEQA Guidelines, Appendix F, Section II(D); *see* Section 15126.4(a)(1)(C) (stating "'Energy conservation measures, as well as other appropriate mitigation measures, shall be discussed when relevant.").

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project.[130] In *CCEC*,[131] the Court of Appeal rejected an EIR that failed to include discussion regarding the different renewable energy options that might be available or appropriate for the project. The Court held "the City's EIRs failed to comply with the requirements of Appendix F to the Guidelines by not discussing or analyzing renewable energy options."[132] The lead agency argued that compliance with the Building Code sufficed to address energy impact concerns for the project.[133] But the Court explained:

> Although the Building Code addresses energy savings for components of a new commercial construction, it does not address many of the considerations required under Appendix F of the CEQA Guidelines… These considerations include whether a building should be constructed at all, how large it should be, where it should be located, whether it should incorporate renewable energy resources, or anything else external to the building's envelope. Here, a requirement that Gateway II comply with the Building Code does not, by itself, constitute an adequate assessment of mitigation measures that can be taken to address the energy impacts during construction and operation of the project.[134]

The Supreme Court of California agreed with the *CCEC* court's decision in *League to Save Lake Tahoe Mtn. Area Preservation Found. v County of Placer*, holding that even projects that find a less-than-significant energy impact must "discuss whether any renewable energy features could be incorporated into the project."*[135]* In *Save Lake Tahoe*, the Court considered an EIR for a land use specific plan and rezoning to permit residential and commercial development and preserve forest land near Truckee and Lake Tahoe. The EIR did not consider whether it was feasible to power the project on 100 percent renewable electrical energy or some lesser percentage, nor evaluate strategies for reducing reliance on fossil fuels, increasing reliance on renewable resources, reducing peak loads, and reducing the impacts of relying on remote generation facilities. The lead agency reasoned that this analysis was not required because energy impacts would be less than significant. Citing CEQA Guidelines Section 15126.2, subdivision (b) and the decision in *CCEC*, the Court held that when an EIR analyzes the project's energy use to determine if it creates significant effects, it should discuss whether any renewable energy features could be incorporated into the project. The Court found

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[130] *Ukiah Citizens for Safety First v. City of Ukiah* (2016) 248 CA4th 256; *Spring Valley Lake Ass'n v. City of Victorville* (2016) 248 CA4th 91.
[131] *CCEC, supra,* 225 CA4th 173.
[132] *Id.* at 213.
[133] *Id.* at 210, 211.
[134] *CECC* (2014) 225 CA4th 173, 213.
[135] (2022) 75 CA5th 63, 167–68.

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that the EIR violated CEQA for not discussing whether the project could increase its reliance on renewable energy sources to meet its energy demand.

Here, the IS/MND's energy analysis lacks basic analysis of energy consumption measures in violation of CEQA Guidelines Appendix F.

To begin with, the IS/MND's vague discussion of sustainability measures fails to study the specific considerations identified in Appendix F, listed above. Next, the IS/MND fails to discuss any energy consumption measures applicable to the specific studio production uses proposed by the Project. Further, the IS/MND fails to analyze the feasibility of voluntary CALGreen standards. The nonresidential voluntary standards in Appendix A5 include consumption measures applicable to this project. CALGreen Section A5.106.5.1.2 calls for 50% spaces to be reserved for clean air vehicles. CALGreen Section A5.106.5.3 calls for an increased number of EV capable spaces, depending on the total number of spaces.[136] Tier 2 standards require large projects with 201 or more parking spaces to provide 45% EV capable spaces.[137] CALGreen Section A5.203.1.2 sets energy budgets that are less than permitted by the mandatory Title 24 energy standards.[138] CALGreen Section A5.303.2.3 calls for reductions in water consumption by requiring plumbing fixtures and fixture fittings that would reduce the use of potable water by 20% in the case of Tier 2 standards.[139]

The IS/MND fails to fully analyze the feasibility of onsite solar facilities, such as rooftop, parking lot, or ground-level solar photovoltaics to offset energy consumption. The IS/MND states that the Project would comply with applicable building codes and achieve LEED Gold certification, but this does not address what solar facilities would be required by these measures, nor analyze if additional solar facilities would be feasible or effective at reducing emissions.[140] The IS/MND's analysis must be revised to address the energy requirements of the Project and study the degree to which onsite solar facilities could offset consumption.[141] It is common for new studios and production facilities to consider and implement energy-saving measures. For example, Disney and Netflix are investigating energy storage, hydrogen generators and other clean energy technologies that can be used off-grid,[142] and Garden Studios is integrating an advanced energy management

[136] CALGreen, Table A5.106.5.3.1 Tier 1
[137] Table A5.106.5.3.1, A5.106.5.3.2.
[138] CALGreen Sections A5.203.1.2.1, A5.203.1.2.2.
[139] CALGreen Sections A5.303.2.3.1, A5.303.2.3.2
[140] IS/MND, pg. 76.
[141] CEQA Guidelines, Appendix F, Section II(D).
[142] Trellis, How Disney and Netflix are getting rid of diesel on production sets, October 21, 2024, https://trellis.net/article/how-disney-and-netflix-are-getting-rid-of-diesel-on-production-sets/.

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platform to aid in monitoring and reducing energy waste.[143] The IS/MND fails to discuss or consider any such energy saving measures.

In sum, the IS/MND's energy analysis fails to analyze measures to reduce the wasteful, inefficient, and unnecessary consumption of energy, and fails to meaningfully address Appendix F's considerations of whether the structures proposed by the Project should be constructed at all, how large they should be, where they should be located, whether they should incorporate renewable energy resources, or anything else external to the buildings' envelope.[144] This analysis must be provided in an EIR.

G. The IS/MND Fails to Disclose Existing Conditions or Impacts Related to Hazardous Materials

The IS/MND claims that the 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 into the environment."[145] But the IS/MND fails to analyze the site for soil contamination (either in a Phase I or II Environmental Site Assessment). Courts have held that disturbance of toxic soil contamination at a project site is a potentially significant impact requiring CEQA review and mitigation.[146] Here, the Project's construction may result in disturbance of soil contaminants, particularly during the shoring/earthwork phase.[147] The IS/MND violates CEQA by failing to adequately establish baseline environmental conditions and analyze the potential for disturbance of hazardous materials.

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[143] EGSDive, Film studios prioritize energy efficiency: A look at Garden Studios' innovative approach, June 10, 2024, available at https://www.esgdive.com/spons/film-studios-prioritize-energy-efficiency-a-look-at-garden-studios-innova/718021/.
[144] *Ukiah Citizens for Safety First v. City of Ukiah* (2016) 248 CA4th 256, 264.
[145] IS/MND, pg. 79.
[146] *Cal. Build. Indust. Ass'n v. BAAQMD* (2015) 62 Cal.4th 369, 388-90 ("CBIA v. BAAQMD") ("the statutory language emphasizes how the analysis of a project's potential to exacerbate existing conditions is not an exception to, but instead a consequence of, CEQA's core requirement that an agency evaluate a project's impact on the environment"); *see Association for a Cleaner Environment v. Yosemite Community College Dist.* (2004) 116 Cal.App.4th 629, 635, 638–640 (project to remove a shooting range that would not increase the lead contamination already present due to bullets might nevertheless "spread[ ] [that] contamination, which is a direct physical change in the environment," through increased vehicle and foot traffic and donations of portion of range to another site.");
[147] IS/MND, pg. 68.

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1. The IS/MND Fails to Establish Baseline Conditions

The IS/MND's failure to analyze the site for hazardous materials violates CEQA's requirement to establish baseline conditions at the Project site and evaluate the severity of impacts associated with altering baseline conditions.

CEQA requires that a lead agency include a description of the physical environmental conditions in the vicinity of the Project as they exist at the time environmental review commences.[148] As numerous courts have held, the impacts of a project must be measured against the "real conditions on the ground."[149] The description of the environmental setting constitutes the baseline physical conditions by which a lead agency may assess the significance of a project's impacts.[150] Use of the proper baseline is critical to a meaningful assessment of a project's environmental impacts.[151] The City must then assess the severity of the Project's impacts in the CEQA document.[152]

Here, the only analysis of hazardous materials that may be present on the Project site is a review of the EnviroStor database or the Geotracker database.[153] The databases do not constitute a complete analysis of onsite conditions. EnviroStor tracks the Department of Toxic Substances Control's cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities. Geotracker tracks authorized or unauthorized discharges of waste to land, or unauthorized releases of hazardous substances from underground storage tanks. But if a site has not been previously analyzed, it would not show up in these databases. Thus, a site's absence from these databases does not demonstrate that a site is free of soil contamination or other hazardous materials.

There is no evidence in the record demonstrating that additional analysis of baseline conditions is infeasible. Phase I ESAs prepared for the City often include:

- Site inspection to verify current Project site conditions and check for visible evidence of previously disposed and/or currently present hazardous waste, surface contamination, underground and above ground storage tanks

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[148] CEQA Guidelines, § 15125, subd. (a).
[149] *Save Our Peninsula Com. v. Monterey Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 121-22; *City of Carmel-by-the Sea v. Bd. of Supervisors* (1986) 183 Cal.App.3d 229, 246.
[150] CEQA Guidelines, § 15125, subd. (a).
[151] *Communities for a Better Environment v. South Coast Air Quality Management District* (2010) 48 Ca.4th 310, 320.
[152] *San Francisco Baykeeper, Inc. v. State Lands Com.* (2015) 242 Cal.App.4th 202, 217.
[153] IS/MND, pg. 81.

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(USTs/ASTs), suspect polychlorinated biphenyls (PCBs), and other potential environmental hazards.
- Survey of adjacent properties and the immediate vicinity to determine if any nearby sites posed a significant environmental threat to the Site.
- Review of currently and readily available documents, including maps, aerial photographs, other consultant reports (if any), fire insurance maps, and other accessible records.
- Analysis of vapor intrusion risks.
- Review results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.
- Review of databases such as FINDS, ECHO, HWTS, EDR's Historical Gas Station database, Historical Dry Cleaners database, HAZNET, etc.
- Consult with appropriate governmental agencies having jurisdiction relative to past history of the property, complaints or incidents in the immediate area, and permits that may have been issued.[154]

An EIR must be prepared that includes an evidence-based analysis of baseline conditions.

2. Impacts from Disturbance of Hazardous Materials May Be Potentially Significant

There are a variety of potential hazardous materials that have a high probability of being present on the Project site due to the age of the existing structures, the Project site's historic use as a medical campus, and its location. These potentially present hazardous materials are discussed below. In summary, the age of the buildings, constructed in the 1950's, makes the presence of asbestos and lead-based paints likely. Due to the long history of development in the area, there is also potential for soil contamination. Because this IS/MND fails to require any analysis for the presence of hazardous materials either in the IS/MND or after Project approval and requires no mitigation, risks from exposure to these materials are potentially significant. Workers and nearby residents may be exposed to hazardous materials disturbed on the Project site during demolition and excavation. Residences along the haul route may be exposed to hazardous materials in the soil, as the Project would require the export of approximately 21,800 cubic yards of soil during the shoring/earthwork phase.[155] There is no evidence in the record

[154] https://planning.lacity.gov/eir/6000_Hollywood_Boulevard_Project/deir/files/App_F.pdf; https://planning.lacity.gov/odocument/95bbc6a4-e7d5-47a1-a7a8-b220d7bd3d28/ENV-2021-9032-F.pdf;
[155] IS/MND, pg. 68.

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demonstrating that regulatory compliance would fully mitigate these impacts. An EIR must be prepared that includes analysis of baseline conditions.

a) Asbestos-Containing Material

The L.A. CEQA Thresholds Guide provides that exposure to asbestos-containing material ("ACM") may result in a health hazard, and thus should be analyzed in a CEQA document:

> A health hazard may occur where there is contact with or contamination from asbestos-containing material ("ACM"), which includes both friable ACM and Class I nonfriable ACM. Friable asbestos is more easily airborne than non-friable asbestos. Actions which may cause ACM to be broken, crumbled, pulverized, or reduced to powder include physical wear and disturbance by mechanical force, such as, but not limited to, sanding, sand blasting, cutting or abrading, improper handling or removal, or leaching of matrix binders. Class I nonfriable ACM includes, but is not limited to, fractured or crushed asbestos cement products, transite materials, mastic, roofing felts, roofing tiles, cement water pipes and resilient floor covering. Friable ACM is material containing more than 1 percent asbestos that, when dry, can be crumbled, pulverized, or reduced to powder by hand pressure. California Occupational Safety and Health Administration (CalOSHA) defines asbestos-containing construction material as material which contains more than 1/10 of 1 percent asbestos by weight.[156]

Analysis in recent City of Los Angeles EIR suggests that the existing structures may contain asbestos due to their age:

> Asbestos was widely used in the building industry starting in the late 1800s and up until the late 1970s for a variety of uses, including acoustic and thermal insulation and fireproofing, and is often found in ceiling and floor tiles, linoleum, pipes, structural beams, and asphalt. Despite its useful qualities, asbestos becomes a hazard if the fibers separate and become airborne. Inhalation of airborne asbestos fibers could cause lung diseases. Any building, structure, surface asphalt driveway, or parking lot constructed prior to 1979 could contain asbestos or ACMs. Based on the age of the existing buildings, it is possible ACMs could be present within the Project Site.

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[156] City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pg. F.2-2, available at https://planning.lacity.gov/eir/CrossroadsHwd/deir/files/references/A07.pdf.

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Here, the Project proposes demolition of a "large campus that has functioned as a cohesive medical campus since the 1950s."[157] Because these structures were constructed prior to 1979, exposure to asbestos is a potentially significant impact which the IS/MND fails to discuss. Workers and nearby residents may be exposed to ACMs during demolition of the existing structures. An EIR must be prepared which discloses existing site conditions and includes any necessary remediation for hazardous conditions prior to Project construction.

b) Lead-Based Paint

Lead is a naturally occurring element and heavy metal that was widely used as a major ingredient in most interior and exterior oil-based paints prior to 1950.[158] Lead compounds continued to be used as corrosion inhibitors, pigments, and drying agents from the early 1950s to 1972, when the Consumer Products Safety Commission specified limits on lead content in such products. While adults can be affected by excessive exposure to lead, the primary concern is the adverse health effects on children. The most common paths of lead exposure in humans are through ingestion and inhalation. LBP is of concern both as a source of exposure and as a major contributor to lead in interior dust and exterior soil. Due to the age of the existing buildings, it is possible LBPs could be present within the Project Site. Moreover, CalEnviroScreen shows that the census tract ranks in the 86.1 percentile for "lead risk housing."[159] The IS/MND fails to disclose existing conditions and does not discuss whether workers and nearby residents may be exposed to LBPs during demolition of the existing structures. An EIR must be prepared.

H. Substantial Evidence Supports a Fair Argument that the Project May Result in Potentially Significant Public Utilities Impacts.

Under CEQA, a public utilities impact is considered significant if a project would "[r]equire or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities the construction or relocation of which could cause significant environmental effects."[160] The IS/MND states that no impacts would result from connections to utilities. However, the IS/MND's analysis is not supported by substantial evidence.

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[157] IS/MND, pg. 88.
[158] https://planning.lacity.gov/eir/6000_Hollywood_Boulevard_Project/deir/files/App_F.pdf, pg. IV.F-24.
[159] IS/MND, Appendix A, pg. 173.
[160] IS/MND, pg. 139.

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The IS/MND's analysis is not supported by substantial evidence because the IS/MND fails to describe existing utilities infrastructure beyond stating that adequate services already exist in the vicinity of the area. Use of the proper baseline is critical to a meaningful assessment of a project's environmental impacts.[161] This analysis fails to inform decisionmakers and the public regarding the magnitude of utilities improvements required for the Project. For example, the IS/MND does not disclose the proximity and size of water mains that would service the Project. And the IS/MND does not disclose current sewer capacity. These omissions make analysis of the Project's water infrastructure improvements impossible.

Analysis of the Project's impacts is similarly omitted from the IS/MND. For example, the IS/MND fails to determine whether any new wastewater infrastructure would be required for the Project, stating "[a]ny new site-specific wastewater infrastructure or upgrades required for the Project would be determined in coordination with the City."[162] The Project proposes a campus twice as large as the existing use (the current 123,354 SF complex would be replaced with a 256,758 SF campus, which have more 889 employees). This new development would thus result in an increase in wastewater. There is no analysis in the IS/MND whether the existing local infrastructure would need to be upsized.

The IS/MND also fails to disclose the fire flow requirements for this Project, whether that fire flow would be met by existing infrastructure, and the environmental impacts resulting from construction of any necessary improvements. This information is necessary to evaluate whether new and upsized water mains are required, or whether new hydrants must be constructed. Construction of improvements to water infrastructure serving the Project site may be required because the Project proposes a development with twice the square footage of the existing use. The City's Municipal Code sets increased fire flow requirements for projects with higher density,[163] demonstrating that the Project's increased density may require expansion of existing infrastructure.

If needed, construction of improvements to water infrastructure would have environmental impacts not analyzed in the IS/MND. Construction of water infrastructure upgrades typically require street excavation and subsequent repair to access water mains. Excavation would require demolition, disruption, and removal of portions of the street along the entire length of water main upgrade.

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[161] *Communities for a Better Environment v. South Coast Air Quality Management District* (2010) 48 Ca.4th 310, 320.
[162] IS/MND, pg. 140-141.
[163] LAMC, Table 57.507.3.1.

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This would entail excavation and removal of asphalt, soils, and trench backfill materials. These construction activities may result in significant environmental impacts in several areas, including traffic, noise, vibration, and health risk. Impacts may occur closer to sensitive receptors than analyzed in the IS/MND because construction of utilities improvements may occur offsite and potentially closer to sensitive receptors.

The IS/MND improperly defers analysis of the Project's impacts. CEQA requires that an environmental document disclose the severity of a project's impacts and the probability of their occurrence *before* a project can be approved.[164] In *Sundstrom v. County of Mendocino*,[165] the First District Court of Appeal rejected a mitigation measure that required the applicant to submit hydrological studies subject to review and approval by a planning commission and county environmental health department.[166] The Court explained that the deferred analysis of hydrological conditions fails to meet CEQA's requirement that an environmental impact should be assessed as early as possible in government planning:

> By deferring environmental assessment to a future date, the conditions run counter to that policy of CEQA which requires environmental review at the earliest feasible stage in the planning process. (See Pub. Resources Code, § 21003.1; *No Oil, Inc. v. City of Los Angeles, supra*, 13 Cal. 3d 68, 84.) In *Bozung v. Local Agency Formation Com., supra*, 13 Cal. 3d 263, 282, the Supreme Court approved "the principle that the environmental impact should be assessed as early as possible in government planning." Environmental problems should be considered at a point in the planning process "'where genuine flexibility remains.'" (*Mount Sutro Defense Committee v. Regents of University of California, supra*, 77 Cal. App. 3d 20, 34.) A study conducted after approval of a project will inevitably have a diminished influence on decision-making. Even if the study is subject to administrative approval, it is analogous to the sort of post hoc rationalization of agency actions that has been repeatedly condemned in decisions construing CEQA. (Id. at p. 35; *No Oil, Inc. v. City of Los Angeles*, supra, 13 Cal. 3d 68, 81; *Environmental Defense Fund, Inc. v. Coastside County Water Dist*. (1972) 27 Cal. App. 3d 695, 706 [104 Cal. Rptr. 197].)

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[164] 14 CCR §§ 15143, 15162.2(a); *Cal. Build. Indust. Ass'n v. BAAQMD* (2015) 62 Cal.4th 369, 388-90 ("*CBIA v. BAAQMD*") (disturbance of toxic soil contamination at project site is potentially significant impact requiring CEQA review and mitigation); *Madera Oversight Coalition v. County of Madera* (2011) 199 Cal. App. 4th 48, 82; *Berkeley Keep Jets Over the Bay Com. v. Bd. of Port Comrs. ("Berkeley Jets")* (2001) 91 Cal.App.4th 1344, 1370-71; CEQA Guidelines, Appendix G.

[165] (1988) 202 Cal.App.3d 296.

[166] *Id.* at 306.

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This IS/MND similarly violates CEQA because it defers all analysis of infrastructure improvements until after Project approval. As a result, the Project may result in significant impacts unanalyzed in the IS/MND. The IS/MND fails as an informational document and fails to support its finding of a less-than-significant impact with substantial evidence. An EIR must be prepared to analyze these potentially significant impacts.

I. The IS/MND Underestimates Potentially Significant Construction Noise Impacts

The IS/MND calculates that the Project's construction would generate noise levels in excess of its 80 dBA significance threshold.[167] Noise levels at the multi-family residences adjacent to the Project and the Baldwin Hills Urgent Care would reach 88.3 dBA, 8.3 dBA over the significance threshold.[168] The IS/MND claims that impacts would be reduced to a less than significant level through imposition of Mitigation Measures N-1 through N-3.[169] The IS/MND attributes a 5 dBA reduction to N-1, which requires all construction equipment be equipped with mufflers, and a 10 dBA reduction to N-2, which requires a temporary noise barrier capable of reducing noise by 10 dBA. The IS/MND finds that noise impacts would be reduced from to 88.3 dBA to 73.3, and would thus be less than significant. These conclusions are unsupported.

In particular, the IS/MND lacks substantial evidence to assume that equipping all construction equipment with mufflers would result in a 5 dBA reduction. Noise reference levels for construction equipment already assumes that mufflers would be equipped, as virtually all construction equipment was fit with mufflers by the 1990s. Specifically, the IS/MND's calculations utilize the Federal Highway Administration's (FHWA) Roadway Construction Noise Model ("RCNM").[170] The bulk of the sound data in this model was obtained during the 1990s and 2000s during the Central Artery Tunnel project in Boston ("The Big Dig"). By the 1990s, virtually all construction equipment was fit with mufflers, so the reference sound levels in the model already reflect noise reduction provided by those components. Prior to the RCNM, the most widely-disseminated data on construction equipment was published by the Environmental Protection Agency (EPA) in 1971. When that data was gathered in the late 1960s, mufflers were not in widespread use, so requiring a muffler as a mitigation measure in the 1970s could result in a substantial reduction in noise levels. Today, requiring that equipment be

[167] IS/MND, pg. 105.
[168] IS/MND, pg. 104.
[169] *Id.*
[170] IS/MND, Appendix G, pg. 24.

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muffled simply ensures that noise levels are not unduly high because of faulty or missing components. As such, the IS/MND overstates noise reductions from the proposed mitigation.

III. CONCLUSION

The IS/MND does not comply with CEQA. The City lacks substantial evidence to find that the Project will have less than significant impacts. Moreover, substantial evidence supports a fair argument that the Project's impacts may be significant and unmitigated. Due to the IS/MND's deficiencies, the City cannot conclude that the Project's impacts have been mitigated to a less than significant level.

The CEQA Guidelines require that an EIR be prepared if there is substantial evidence supporting a fair argument that any aspect of a 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.[171] As discussed in detail above, there is a fair argument based on substantial evidence that the Project would result in significant adverse impacts not identified in the IS/MND.

We urge the City to fulfill its responsibilities under CEQA by withdrawing the IS/MND and preparing an EIR to address the issues raised in this preliminary comment letter. This is the only way the City and the public can ensure the Project's significant environmental impacts are mitigated to less than significant levels.

Sincerely,



Aidan P. Marshall

Attachment
APM:acp

[171] CEQA Guidelines § 15063(b)(1).

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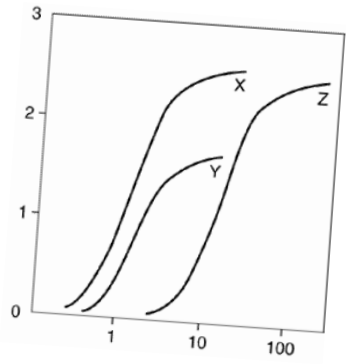
EXHIBIT A



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December 8, 2025

Adams Broadwell Joseph & Cardozo
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Attn: Mr. Aidan Marshall

Subject: Comments On Stocker Street Creative Initial Study, Case Number: ENV-2024-326-MNDx

At the request of Adams Broadwell Joseph & Cardozo (ABJC), Clark and Associates (Clark) has reviewed the materials related to the City of Los Angeles' (the City) Initial Study (IS) for the above-referenced project.

Clark's review does not constitute validation or endorsement of the conclusions or content presented in the IS. Any lack of comment on specific items should not be interpreted as acceptance or approval of those items.

According to project summary listed in CEQANet, "The Project consists of the demolition of five substantially unoccupied office buildings, totaling approximately 123,354 square feet and the construction of a campus for studio and sound stage production, totaling approximately 256,758 square feet exclusive of the parking garage (114,405 square feet), on an approximately five-acre site that slopes approximately 35 feet northwest to northeast. The integrated campus would consist of six new buildings (Buildings A through F). Building A would be a three-story (45 feet, 54 feet including architectural features and 56 feet including the equipment screen wall), 34,710-square-foot office building that would include 500 square feet of retail space and a 8,452-square-foot food court on the first floor. Building B would be a seven-story (110 feet), 138,725-square-foot building with 42,697 square feet of studio production support facilities on the first two

floors and 84,548 square feet of office space above. The roof (partial 7th floor) would include an enclosed 9,081-square-foot restaurant with an adjacent approximately 7,500-square-foot open/garden area that would provide outdoor seating for the restaurant and be used for special events. Building C would be a one-story (14 feet), 300-square-foot security office that would include a restroom, breakroom and surveillance monitors and computer equipment. Building D would be a one-story (63 feet), 31,941-square-foot building with 30,000 square feet of studio sound stages and 1,941 square feet of back-of-house facilities. Building E (82 feet) would be a 42,363-square-foot building with a basement with office space, a 12,957-square-foot mill shop with a mezzanine for set production, and 19,200 square feet of studio sound stages. Building F would be a five-story (45 feet and 54 feet including architectural features), 122,358-square-foot open parking garage with 344 parking stalls, a 2,683-square-foot community room at street level, and 5,270 square feet of back-of-house facilities. There would also be a 31,000-square-foot open space area between Buildings A, B, and F designed for community gatherings and special events. Project grading activities would include 27,800 cubic yards of cut and 6,000 cubic yards of fill; 21,800 cubic yards of soil would be exported from the Project site subject to a haul route permit. The Project would not include the removal of any street trees. The Project would include the removal of 29 mature trees on-site; however, a total of sixty-one new trees would be planted on site as part of the Project

The facts presented in this comment letter lead me to reasonably conclude that the Project could result in significant, unmitigated impacts if allowed to proceed as envisioned in the IS. A draft environmental impact report (EIR) is necessary to address these substantial concerns fully and transparently.

Specific Comments

1. The City's Analysis Fails To Include A Phase 1 Environmental Site Assessment (ESA) Of The Existing Site Conditions

The IS fails to include a basic environmental site assessment (ESA) or Phase 1 of the existing property. The City has failed to conduct a reasonable analysis of the baseline conditions at the Project Site. Phase I ESAs are an industry-standard first step in evaluating environmental conditions at a

project site[1] and are routinely used in CEQA documents prepared for projects under consideration by the City of Los Angeles. They typically include:

- A site inspection to verify current Project site conditions and check for visible evidence of previously disposed and/or currently present hazardous waste, surface contamination, underground and above ground storage tanks (USTs/ASTs), suspect polychlorinated biphenyls (PCBs), and other potential environmental hazards.
- Survey of adjacent properties and the immediate vicinity to determine if any nearby sites posed a significant environmental threat to the Site.
- Review of currently and readily available documents, including maps, aerial photographs, other consultant reports (if any), fire insurance maps, and other accessible records.
- Analysis of vapor intrusion risks.
- Review results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.
- Review of databases such as FINDS, ECHO, HWTS, EDR's Historical Gas Station database, Historical Dry Cleaners database, HAZNET, etc.
- Consult with appropriate governmental agencies having jurisdiction relative to past history of the property, complaints or incidents in the immediate area, and permits that may have been issued.[2]

The purpose of a Phase I ESA is to identify evidence or indications of recognized environmental conditions (RECs) or other qualified RECs at the Site as defined by ASTM Designation E 1527-21 and/or any potential environmental concerns. Section 1.1.1 of ASTM *Designation E 1527-21* defines an REC as "(1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject

[1] See e.g. ASTM, ASTM E1527-21: Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, available at https://store.astm.org/e1527-21.html (last visited 12-8-25).

[2] https://planning.lacity.gov/eir/6000_Hollywood_Boulevard_Project/deir/files/App_F.pdf; https://planning.lacity.gov/odocument/95bbc6a4-e7d5-47a1-a7a8-b220d7bd3d28/ENV-2021-9032-F.pdf;

property under conditions that pose a material threat of a future release to the environment. A *de minimis* condition is not a recognized environmental condition."[3] *De minimis* conditions are those that generally do not present a threat to human health or the environment and that generally would not be the subject of the enforcement action if brought to the attention of appropriate governmental agencies.

ASTM *Designation E1527-21* also defines 'Historical' and 'Controlled' RECs (HREC and CREC, respectively). An 'Historical REC' is defined as "a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (for example, activity and use limitations or other property use limitations)." A 'Controlled REC' is defined as "recognized environmental condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example, activity and use limitations or other property use limitations)." An HREC is not an REC if a property meets current standards for unrestricted residential use. A CREC remains an REC when a property does not meet the unrestricted residential use requirement unconditionally.

The IS lacks a Phase I ESA and therefore fails to disclose any of this information about the Project site. Based on a review of historic property information contained elsewhere in the IS, it is likely that the site may contain hazardous conditions which must be disclosed in the CEQA document. The five buildings were originally constructed between 1950 and 1959 and historically functioned as a medical-office complex.[4] Given the age of the structures, likely materials included in the construction of the buildings may include lead paint, PCB-impacted caulks and building materials, asbestos laden mastics, tiles, and wraps for electrical and hot water pipes, volatile organic compounds (VOCs) in clean materials and or storage areas, evidence of leaks/spills within the buildings, and the potential for methane intrusion from subsurface sources. The City has failed to complete any of the steps above or identified any potential contamination in the existing buildings. To accurately disclose existing conditions, the City must at a minimum perform a Phase 1 ESA and should report the results in an EIR for the Project.

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[3] ATM E1527 – 21, available at https://nationalduediligenceservices.com/wp-content/uploads/2023/03/ASTM-Standard-Update-2023.pdf, pg. 1.

[4] IS, Appendix C, pg. 2.

2. The City's Air Quality Analysis Fails To Include A Quantitative Health Risk Analysis Of The Impacts Of Toxic Air Contaminants From The Construction Phase And Operational Phase Of The Project For The Nearest Sensitive Receptor(s)

On page 55 of Appendix A to the IS, the Proponent states that "Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. Based on SCAQMD guidance, health effects from TACs are usually described in terms of individual cancer risk, which is the likelihood that a person exposed to TACs over a 70-year lifetime will contract cancer. Project construction activity would not result in long-term substantial sources of TAC emissions (i.e., 30 or 70 years) and would not generate ongoing construction TAC emissions. Given the temporary and short-term construction schedule (approximately 25 months), the Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of Project construction."

This reasoning is unsupported because the determination of a significance threshold for construction activities and operational activities is based on a ***quantitative risk analysis*** that requires the City to perform a multistep, quantitative health risk analysis for TACs from the construction and operational phases of the Project. No effort is made in the EIR to quantify the potential health impacts from TACs generated by construction activities from the Project on these sensitive receptors. Given that the closest receptor to the Project site is the residence located less than 25 meters from the edge of the Project Site, it is clear that there is sufficient evidence to warrant a quantitative analysis of the potential health risks to the residents.

The City therefore lacks supporting evidence for the conclusion that the emissions from the Project would not result in significant health effects by virtue of the distance to the receptors. The City's failure to perform such an analysis is clearly a major flaw in the DEIR and may be placing the residents of the nearby homes at risk from the construction phase and operational phase of the Project.

The inherent toxicity of TACs requires the City to first quantify the concentration of each TAC released into the environment at each of the sensitive receptor locations through air dispersion modeling, calculate the dose of each TAC at that location, and quantify the cancer risk and hazard index for each of the chemicals of concern. Following that analysis, then the City can make a determination of the relative significance of the emissions. The results should then be presented in an

EIR and circulated for public review prior to approving any agreements with the Proponent or issuing any permits for the Project.

3. The Concentration Of DPM At The Nearest Residence Results In An Excess Cancer Risk Greater Than 10 In One Million.

Using data in the City's own air quality analysis, I performed a quantitative health risk analysis of the TAC emissions from the offroad equipment that will be used during the Construction Phase of the Project. On page 55 of Appendix A, the Proponent states that "Over the course of the construction duration, the analysis in CalEEMod determined that average diesel PM emissions from on-site heavy-duty equipment would be approximately 1.13 pounds per working day, spread across the five-acre site." Using this averaged emission of DPM I have calculated an annual concentration of 0.0xxx micrograms per cubic meter ($\mu g/m^3$) of DPM at the residences to the west and south of the Project Site. **This concentration results in an excess cancer risk of 13.4 in one million for a sensitive receptor (infant) at that location**. Clearly, the emissions of DPM will need to be reduced to ensure that the excess cancer risk is below SCAQMD's significance threshold of 10 in one million.

Using the emission rate calculated in the CalEEMOD model for each construction phase, the total amount of DPM emitted from off-road equipment would be equal to the number of work days multiplied by the emission rate calculated in the CalEEMOD model.

$$DPM\ (lbs) = \sum Emission\ Rate\ \left(\frac{lbs}{day}\right) * Number\ Of\ Work\ Days\ (days)$$

The total amount of DPM emitted from on-site heavy-duty equipment used over the 27.5 month (600 days) construction phase would therefore be 678 pounds. This would equate to approximately 512.56 grams of DPM per day being emitted.

To calculate the daily emission rate of DPM for each year of construction period, the total mass of DPM emitted was divided by the area of the construction site (approximately 20,558 square meters (m^2) divided by the number of hours of construction expressed as seconds per day (8 hours/day = 28,800 seconds/day).

$$Emission\ Rate\ For\ Model\ \left(\frac{grams}{sec * m^2}\right)$$

Limiting the emissions to an 8-hour period during weekdays, the emission rate was calculated to be 8.66 x 10^{-7} grams per second per square meter.

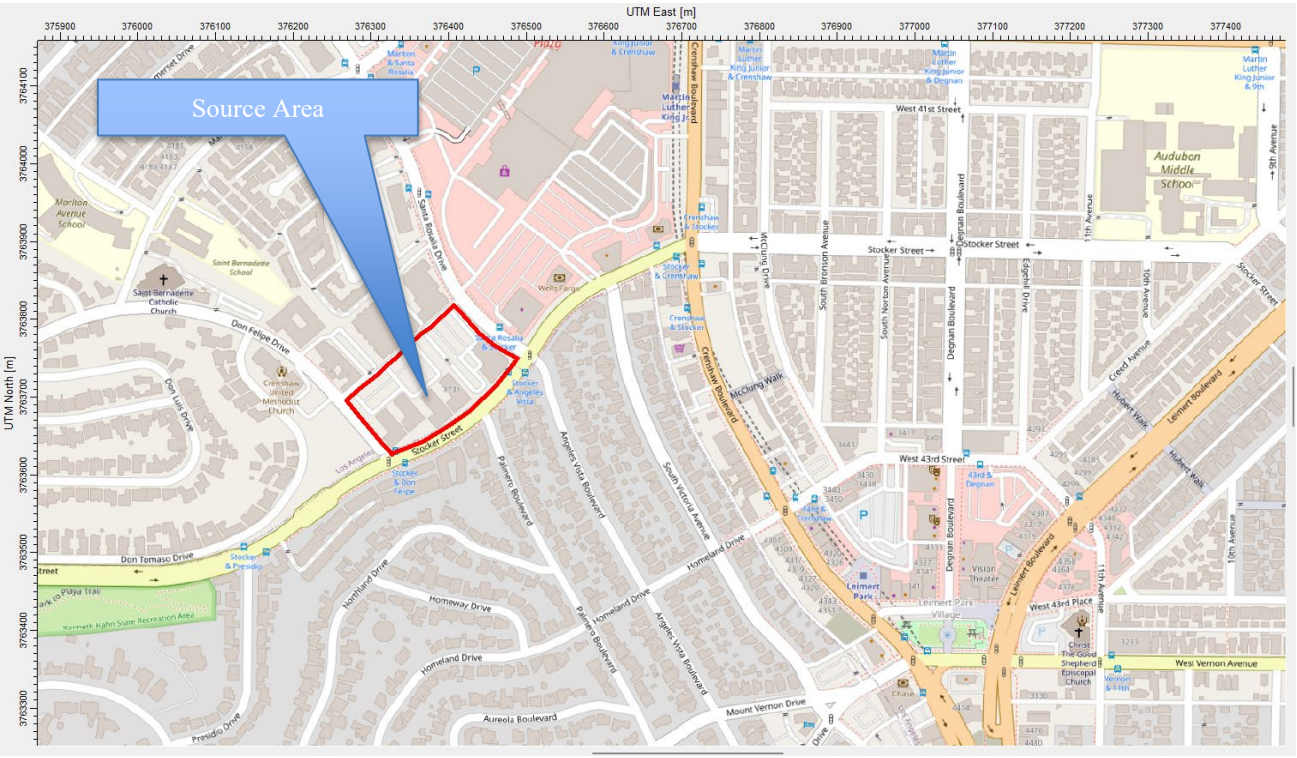


Figure 1: Assumed Source Area (Project Site)

Using AERMOD, the US EPA's preferred air dispersion model, it is possible to calculate the concentrations of DPM from the construction area at the closest receptors near the construction site. AERMOD is an acronym for the American Meteorological Society/Environmental Protection Agency Regulatory Model Improvement Committee's Dispersion Model. AERMOD contains the necessary algorithms to model air concentrations from a wide range of emission source types, including stack-based point sources, fugitive area sources, and volume sources. The modeling domain with the building around the Project site is indicated in the figure above. The red area is the source area of DPM from construction of the Project.

The population of the View Park, Los Angeles area is approximately 3,000 individuals per square kilometer. The model was run using the Urban setting to account for heat island effects with a standard surface roughness of 0.37 meter. Two grids representing residences to the south and west of the Project site were overlayed on the modeling domain.

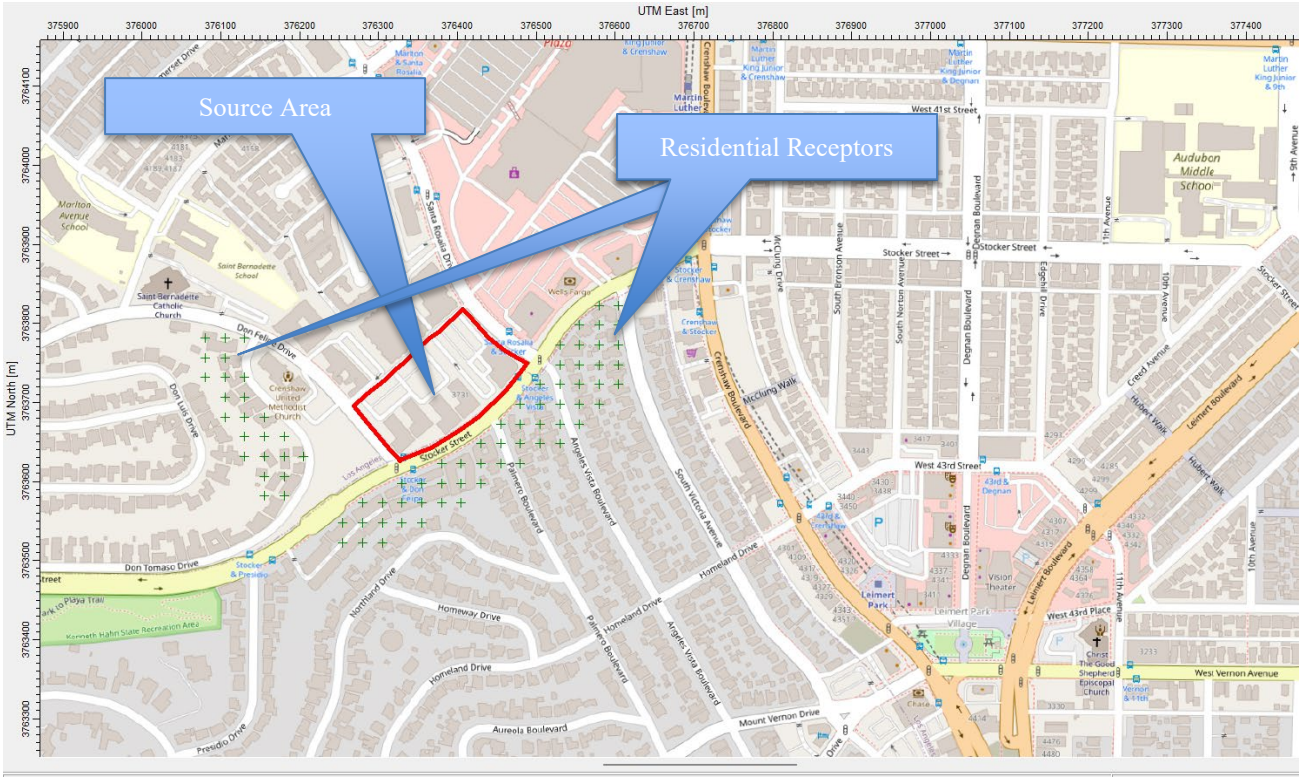


Figure 2: Model Receptors And Source Area

Using the United States Geological Services (USGS) National Elevation Data (NED) GEOTIFF Digital Terrain Files for the Los Angeles region I have input the elevation for Project Site and the receptors nearby.

The AERMOD model was run assuming that emissions occurred only during the weekdays during an 8-hour period. The results of the model are attached as an Exhibit to this letter. The maximum annual DPM concentrations calculated for the period of the construction at the closest receptors (the residences to the west of the Project Site was 2.49 $\mu g/m^3$.

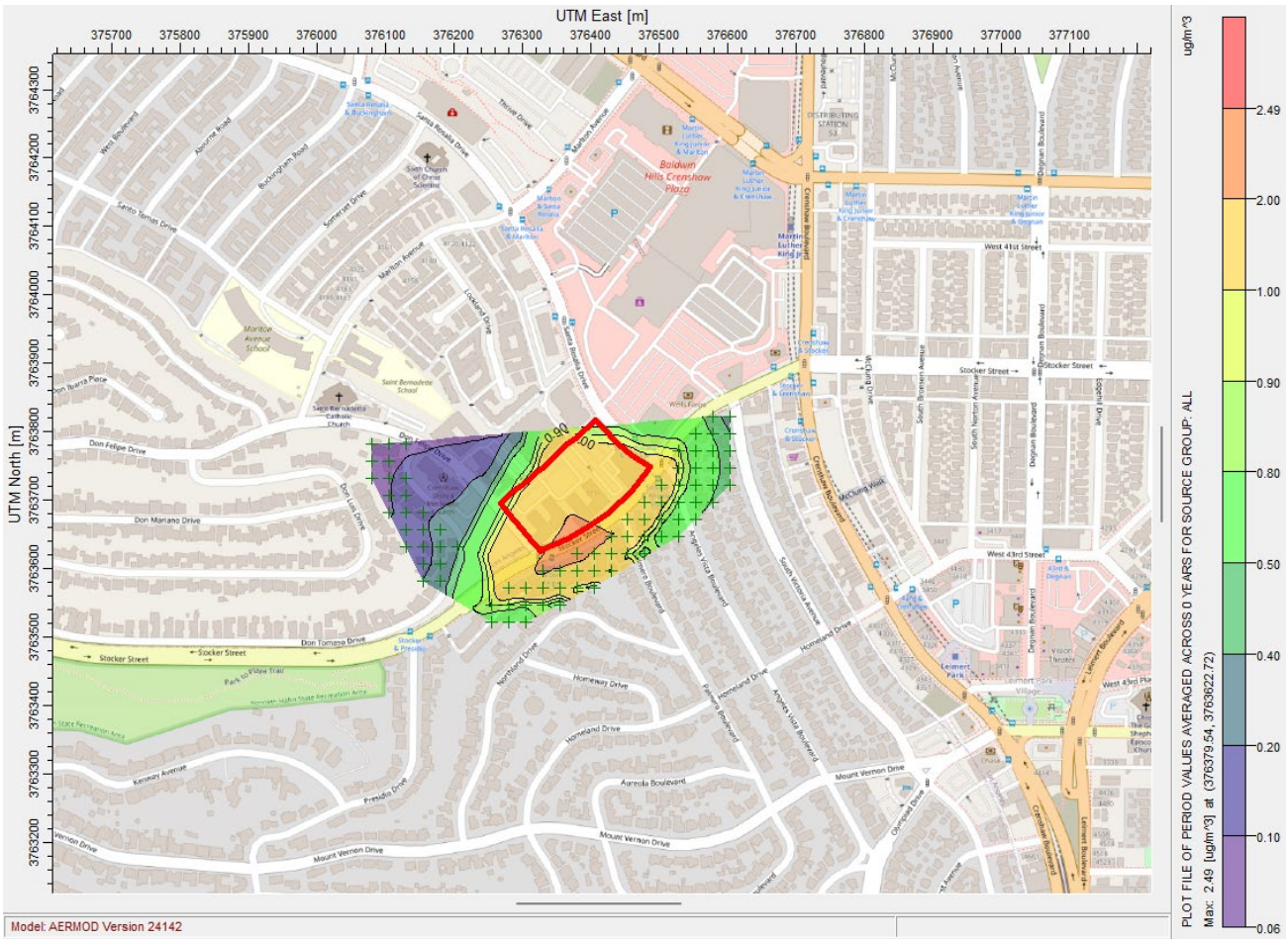


Figure 3: Annual Average Model Results (DPM in ug/m³)

The 1-hour maximum DPM concentration was calculated to be 16.7 $\mu g/m^3$. This value is three times higher than the generally cited chronic reasonable exposure level (REL) of 5 $\mu g/m^3$.

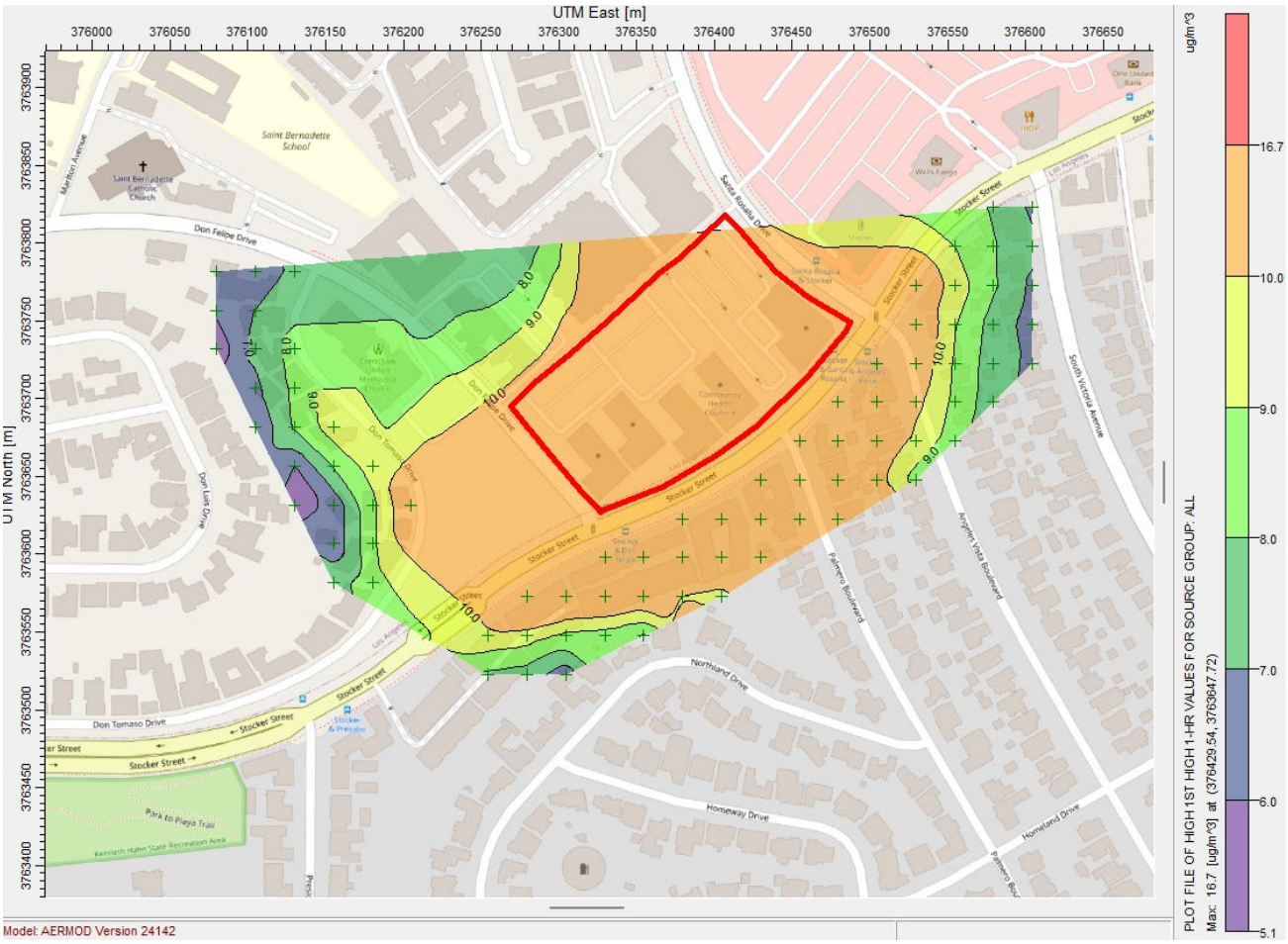


Figure 4: 1-Hour Maximum Model Results (DPM in ug/m³)

Using the algorithm outlined in OEHHA's HARP 2 Standalone Risk software, the cancer risk to the most sensitive population, infants less than 3 years old was calculated. To calculate the inhalation cancer risk for any receptor in the modeling domain dose of the chemical in air ($Dose_{air}$) is calculated from the annual concentration of the carcinogen (C_{air}). The exposure concentration is then multiplied by the breathing rate per body weight (BR/BW), inhalation absorption factor (A), the exposure frequency (days per 365 days) and a conversion factor of 10^{-6} (micrograms to milligrams, liters to cubic meters). This annual average concentration is multiplied by the cancer slope (CPF) for the chemical along with the appropriate age sensitivity factor (ASF) the exposure duration (ED) and then divided by the averaging time (AT)

$$Dose_{air} = C_{air} * \{BR/BW\} * A * EF * 10^{-6}$$

$$Risk_{inh} = Dose_{air} * CPF * ASF * ED/AT$$

Using the maximum concentration modeled, the cumulative risk for exposure of infants during the 2.25 years (27 months) of construction is 13.4 in 1,000,000, much greater than the 10 in 1,000,000 significance threshold outlined by SCAQMD, resulting in a significant impact. The results of the air model and the health risk analysis are attached as an appendix to this letter. The City must quantify and disclose these significant impacts in an EIR for the Project.

4. The CalEEMod Analysis For The Operational Phase Does Not Include Back-Up Generators Or Fire Pumps.

The CalEEMOD analysis for the operational phase of the Project fails to include backup generators or fire pumps in the list of stationary sources. Under the California Air Resources Board (CARB) Airborne Toxic Control Measure (ATCM) for Stationary Compression Ignition Engines Guidance, the District may allow a new stationary emergency standby diesel-fueled Cl engine (> 50 hp) to operate up to 100 hours per year for maintenance and testing purposes on a site-specific basis, provided the diesel PM emission rate is less than or equal to 0.01 g/bhp-hr. In addition to quantifying the testing emissions, the City's air quality analysis must include the reasonably foreseeable emissions increase in operational emissions from BUGs in the Air Basin due to unscheduled events, including but not limited to Public Safety Power Shutoff (PSPS) events and extreme heat events. The IS's CalEEMOD analysis lacks an analysis of these operational emissions from stationary equipment (i.e., fire pumps and BUGs).

This failure to include the emissions from the fire pumps and BUGS is a significant unaddressed emission source for the Project. The City's operational emissions analysis is therefore incomplete and unsupported. This should be corrected in an EIR for the Project.

Conclusion

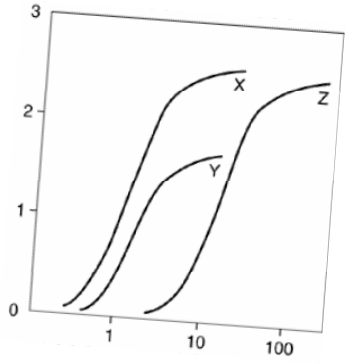
The facts presented in this comment letter lead me to reasonably conclude that the Project could result in significant impacts. An EIR is necessary to address these substantial concerns fully and transparently.

Sincerely,



Appendix A:

AERMOD Model Results And HRA



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Principal Toxicologist

Toxicology/Exposure Assessment Modeling

Risk Assessment/Analysis/Dispersion Modeling

Education:

Ph.D., Environmental Health Science, University of California, 1995

M.S., Environmental Health Science, University of California, 1993

B.S., Biophysical and Biochemical Sciences, University of Houston, 1987

Professional Experience:

Dr. Clark is a well recognized toxicologist, air modeler, and health scientist. He has 20 years of experience in researching the effects of environmental contaminants on human health including environmental fate and transport modeling (SCREEN3, AEROMOD, ISCST3, Johnson-Ettinger Vapor Intrusion Modeling); exposure assessment modeling (partitioning of contaminants in the environment as well as PBPK modeling); conducting and managing human health risk assessments for regulatory compliance and risk-based clean-up levels; and toxicological and medical literature research.

Significant projects performed by Dr. Clark include the following:

LITIGATION SUPPORT

Case: James Harold Caygle, et al, v. Drummond Company, Inc. Circuit Court for the Tenth Judicial Circuit, Jefferson County, Alabama. Civil Action. CV-2009

Client: Environmental Litgation Group, Birmingham, Alabama

Dr. Clark performed an air quality assessment of emissions from a coke factory located in Tarrant, Alabama. The assessment reviewed include a comprehensive review of air quality standards, measured concentrations of pollutants from factory, an inspection of the facility and detailed assessment of the impacts on the community. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Rose Roper V. Nissan North America, et al. Superior Court of the State Of California for the County Of Los Angeles – Central Civil West. Civil Action. NC041739

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to multiple chemicals, including benzene, who later developed a respiratory distress. A review of the individual's medical and occupational history was performed to prepare an exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to respiratory irritants. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: O'Neil V. Sherwin Williams, et al. United States District Court Central District of California

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to petroleum distillates who later developed a bladder cancer. A review of the individual's medical and occupational history was performed to prepare a quantitative exposure assessment. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Summary judgment for defendants.

Case: Moore V., Shell Oil Company, et al. Superior Court of the State Of California for the County Of Los Angeles

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to chemicals while benzene who later developed a leukogenic disease. A review of the individual's medical and occupational history was performed to prepare a quantitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to refined petroleum hydrocarbons. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Raymond Saltonstall V. Fuller O'Brien, KILZ, and Zinsser, et al. United States District Court Central District of California

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to benzene who later developed a leukogenic disease. A review of the individual's medical and occupational history was performed to prepare a quantitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to refined petroleum hydrocarbons. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Richard Boyer and Elizabeth Boyer, husband and wife, V. DESCO Corporation, et al. Circuit Court of Brooke County, West Virginia. Civil Action Number 04-C-7G.

Client: Frankovitch, Anetakis, Colantonio & Simon, Morgantown, West Virginia.

Dr. Clark performed a toxicological assessment of a family exposed to chlorinated solvents released from the defendant's facility into local drinking water supplies. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to chlorinated solvents. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: JoAnne R. Cook, V. DESCO Corporation, et al. Circuit Court of Brooke County, West Virginia. Civil Action Number 04-C-9R

Client: Frankovitch, Anetakis, Colantonio & Simon, Morgantown, West Virginia.

Dr. Clark performed a toxicological assessment of an individual exposed to chlorinated solvents released from the defendant's facility into local drinking water supplies. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to chlorinated solvents. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Patrick Allen And Susan Allen, husband and wife, and Andrew Allen, a minor, V. DESCO Corporation, et al. Circuit Court of Brooke County, West Virginia. Civil Action Number 04-C-W

Client: Frankovitch, Anetakis, Colantonio & Simon, Morgantown, West Virginia.

Dr. Clark performed a toxicological assessment of a family exposed to chlorinated solvents released from the defendant's facility into local drinking water supplies. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to chlorinated solvents. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Michael Fahey, Susan Fahey V. Atlantic Richfield Company, et al. United States District Court Central District of California Civil Action Number CV-06 7109 JCL.

Client: Rose, Klein, Marias, LLP, Long Beach, California

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to refined petroleum hydrocarbons who later developed a leukogenic disease. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the known outcomes in published literature to exposure to refined petroleum hydrocarbons. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Settlement in favor of plaintiff.

Case: Constance Acevedo, et al., V. California Spray-Chemical Company, et al., Superior Court of the State Of California, County Of Santa Cruz. Case No. CV 146344

Dr. Clark performed a comprehensive exposure assessment of community members exposed to toxic metals from a former lead arsenate manufacturing facility. The former manufacturing site had undergone a DTSC mandated removal action/remediation for the presence of the toxic metals at the site. Opinions were presented regarding the elevated levels of arsenic and lead (in attic dust and soils) found throughout the community and the potential for harm to the plaintiffs in question.

Case Result: Settlement in favor of defendant.

Case: Michael Nawrocki V. The Coastal Corporation, Kurk Fuel Company, Pautler Oil Service, State of New York Supreme Court, County of Erie, Index Number I2001-11247

Client: Richard G. Berger Attorney At Law, Buffalo, New York

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to refined petroleum hydrocarbons who later developed a leukogenic disease. A review of the individual's medical and occupational history was performed to prepare a qualitative exposure assessment. The exposure assessment was evaluated against the

known outcomes in published literature to exposure to refined petroleum hydrocarbons. The results of the assessment and literature have been provided in a declaration to the court.

Case Result: Judgement in favor of defendant.

SELECTED AIR MODELING RESEARCH/PROJECTS

Client – Confidential

Dr. Clark performed a comprehensive evaluation of criteria pollutants, air toxins, and particulate matter emissions from a carbon black production facility to determine the impacts on the surrounding communities. The results of the dispersion model will be used to estimate acute and chronic exposure concentrations to multiple contaminants and will be incorporated into a comprehensive risk evaluation.

Client – Confidential

Dr. Clark performed a comprehensive evaluation of air toxins and particulate matter emissions from a railroad tie manufacturing facility to determine the impacts on the surrounding communities. The results of the dispersion model have been used to estimate acute and chronic exposure concentrations to multiple contaminants and have been incorporated into a comprehensive risk evaluation.

Client – Los Angeles Alliance for a New Economy (LAANE), Los Angeles, California

Dr. Clark is advising the LAANE on air quality issues related to current flight operations at the Los Angeles International Airport (LAX) operated by the Los Angeles World Airport (LAWA) Authority. He is working with the LAANE and LAX staff to develop a comprehensive strategy for meeting local community concerns over emissions from flight operations and to engage federal agencies on the issue of local impacts of community airports.

Client – City of Santa Monica, Santa Monica, California

Dr. Clark is advising the City of Santa Monica on air quality issues related to current flight operations at the facility. He is working with the City staff to develop a comprehensive strategy for meeting local community concerns over emissions from flight operations and to engage federal agencies on the issue of local impacts of community airports.

Client: Omnitrans, San Bernardino, California

Dr. Clark managed a public health survey of three communities near transit fueling facilities in San Bernardino and Montclair California in compliance with California Senate Bill 1927. The survey included an epidemiological survey of the effected communities, emission surveys of local businesses, dispersion modeling to determine potential emission concentrations within the communities, and a comprehensive risk assessment of each community. The results of the study were presented to the Governor as mandated by Senate Bill 1927.

Client: Confidential, San Francisco, California

Summarized cancer types associated with exposure to metals and smoking. Researched the specific types of cancers associated with exposure to metals and smoking. Provided causation analysis of the association between cancer types and exposure for use by non-public health professionals.

Client: Confidential, Minneapolis, Minnesota

Prepared human health risk assessment of workers exposed to VOCs from neighboring petroleum storage/transport facility. Reviewed the systems in place for distribution of petroleum hydrocarbons to identify chemicals of concern (COCs), prepared comprehensive toxicological summaries of COCs, and quantified potential risks from carcinogens and non-carcinogens to receptors at or adjacent to site. This evaluation was used in the support of litigation.

Client – United Kingdom Environmental Agency

Dr. Clark is part of team that performed comprehensive evaluation of soil vapor intrusion of VOCs from former landfill adjacent residences for the United Kingdom's Environment

Agency. The evaluation included collection of liquid and soil vapor samples at site, modeling of vapor migration using the Johnson Ettinger Vapor Intrusion model, and calculation of site-specific health based vapor thresholds for chlorinated solvents, aromatic hydrocarbons, and semi-volatile organic compounds. The evaluation also included a detailed evaluation of the use, chemical characteristics, fate and transport, and toxicology of chemicals of concern (COC). The results of the evaluation have been used as a briefing tool for public health professionals.

EMERGING/PERSISTENT CONTAMINANT RESEARCH/PROJECTS

Client: Ameren Services, St. Louis, Missouri

Managed the preparation of a comprehensive human health risk assessment of workers and residents at or near an NPL site in Missouri. The former operations at the Property included the servicing and repair of electrical transformers, which resulted in soils and groundwater beneath the Property and adjacent land becoming impacted with PCB and chlorinated solvent compounds. The results were submitted to U.S. EPA for evaluation and will be used in the final ROD.

Client: City of Santa Clarita, Santa Clarita, California

Dr. Clark is managing the oversight of the characterization, remediation and development activities of a former 1,000 acre munitions manufacturing facility for the City of Santa Clarita. The site is impacted with a number of contaminants including perchlorate, unexploded ordinance, and volatile organic compounds (VOCs). The site is currently under a number of regulatory consent orders, including an Immanent and Substantial Endangerment Order. Dr. Clark is assisting the impacted municipality with the development of remediation strategies, interaction with the responsible parties and stakeholders, as well as interfacing with the regulatory agency responsible for oversight of the site cleanup.

Client: Confidential, Los Angeles, California

Prepared comprehensive evaluation of perchlorate in environment. Dr. Clark evaluated the production, use, chemical characteristics, fate and transport, toxicology, and remediation of perchlorate. Perchlorates form the basis of solid rocket fuels and have recently been detected in water supplies in the United States. The results of this research

were presented to the USEPA, National GroundWater, and ultimately published in a recent book entitled *Perchlorate in the Environment.*

Client – Confidential, Los Angeles, California

Dr. Clark is performing a comprehensive review of the potential for pharmaceuticals and their by-products to impact groundwater and surface water supplies. This evaluation will include a review if available data on the history of pharmaceutical production in the United States; the chemical characteristics of various pharmaceuticals; environmental fate and transport; uptake by xenobiotics; the potential effects of pharmaceuticals on water treatment systems; and the potential threat to public health. The results of the evaluation may be used as a briefing tool for non-public health professionals.

PUBLIC HEALTH/TOXICOLOGY

Client: Brayton Purcell, Novato, California

Dr. Clark performed a toxicological assessment of residents exposed to methyl-tertiary butyl ether (MTBE) from leaking underground storage tanks (LUSTs) adjacent to the subject property. The symptomology of residents and guests of the subject property were evaluated against the known outcomes in published literature to exposure to MTBE. The study found that residents had been exposed to MTBE in their drinking water; that concentrations of MTBE detected at the site were above regulatory guidelines; and, that the symptoms and outcomes expressed by residents and guests were consistent with symptoms and outcomes documented in published literature.

Client: Confidential, San Francisco, California

Identified and analyzed fifty years of epidemiological literature on workplace exposures to heavy metals. This research resulted in a summary of the types of cancer and non-cancer diseases associated with occupational exposure to chromium as well as the mortality and morbidity rates.

Client: Confidential, San Francisco, California

Summarized major public health research in United States. Identified major public health research efforts within United States over last twenty years. Results were used as a briefing tool for non-public health professionals.

Client: Confidential, San Francisco, California

Quantified the potential multi-pathway dose received by humans from a pesticide applied indoors. Part of team that developed exposure model and evaluated exposure concentrations in a comprehensive report on the plausible range of doses received by a specific person. This evaluation was used in the support of litigation.

Client: Covanta Energy, Westwood, California

Evaluated health risk from metals in biosolids applied as soil amendment on agricultural lands. The biosolids were created at a forest waste cogeneration facility using 96% whole tree wood chips and 4 percent green waste. Mass loading calculations were used to estimate Cr(VI) concentrations in agricultural soils based on a maximum loading rate of 40 tons of biomass per acre of agricultural soil. The results of the study were used by the Regulatory agency to determine that the application of biosolids did not constitute a health risk to workers applying the biosolids or to residences near the agricultural lands.

Client – United Kingdom Environmental Agency

Oversaw a comprehensive toxicological evaluation of methyl-*tertiary* butyl ether (M*t*BE) for the United Kingdom's Environment Agency. The evaluation included available data on the production, use, chemical characteristics, fate and transport, toxicology, and remediation of M*t*BE. The results of the evaluation have been used as a briefing tool for public health professionals.

Client – Confidential, Los Angeles, California

Prepared comprehensive evaluation of *tertiary* butyl alcohol (TBA) in municipal drinking water system. TBA is the primary breakdown product of M*t*BE, and is suspected to be the primary cause of M*t*BE toxicity. This evaluation will include available information on the production, use, chemical characteristics, fate and transport in the environment, absorption, distribution, routes of detoxification, metabolites, carcinogenic potential, and remediation of TBA. The results of the evaluation were used as a briefing tool for non-public health professionals.

Client – Confidential, Los Angeles, California

Prepared comprehensive evaluation of methyl *tertiary* butyl ether (MTBE) in municipal drinking water system. MTBE is a chemical added to gasoline to increase the octane

rating and to meet Federally mandated emission criteria. The evaluation included available data on the production, use, chemical characteristics, fate and transport, toxicology, and remediation of MTBE. The results of the evaluation have been were used as a briefing tool for non-public health professionals.

Client – Ministry of Environment, Lands & Parks, British Columbia

Dr. Clark assisted in the development of water quality guidelines for methyl tertiary-butyl ether (MTBE) to protect water uses in British Columbia (BC). The water uses to be considered includes freshwater and marine life, wildlife, industrial, and agricultural (e.g., irrigation and livestock watering) water uses. Guidelines from other jurisdictions for the protection of drinking water, recreation and aesthetics were to be identified.

Client: Confidential, Los Angeles, California

Prepared physiologically based pharmacokinetic (PBPK) assessment of lead risk of receptors at middle school built over former industrial facility. This evaluation is being used to determine cleanup goals and will be basis for regulatory closure of site.

Client: Kaiser Venture Incorporated, Fontana, California

Prepared PBPK assessment of lead risk of receptors at a 1,100-acre former steel mill. This evaluation was used as the basis for granting closure of the site by lead regulatory agency.

RISK ASSESSMENTS/REMEDIAL INVESTIGATIONS

Client: Confidential, Atlanta, Georgia

Researched potential exposure and health risks to community members potentially exposed to creosote, polycyclic aromatic hydrocarbons, pentachlorophenol, and dioxin compounds used at a former wood treatment facility. Prepared a comprehensive toxicological summary of the chemicals of concern, including the chemical characteristics, absorption, distribution, and carcinogenic potential. Prepared risk characterization of the carcinogenic and non-carcinogenic chemicals based on the exposure assessment to quantify the potential risk to members of the surrounding community. This evaluation was used to help settle class-action tort.

Client: Confidential, Escondido, California

Prepared comprehensive Preliminary Endangerment Assessment (PEA) of dense non-aqueous liquid phase hydrocarbon (chlorinated solvents) contamination at a former printed circuit board manufacturing facility. This evaluation was used for litigation support and may be used as the basis for reaching closure of the site with the lead regulatory agency.

Client: Confidential, San Francisco, California

Summarized epidemiological evidence for connective tissue and autoimmune diseases for product liability litigation. Identified epidemiological research efforts on the health effects of medical prostheses. This research was used in a meta-analysis of the health effects and as a briefing tool for non-public health professionals.

Client: Confidential, Bogotá, Columbia

Prepared comprehensive evaluation of the potential health risks associated with the redevelopment of a 13.7 hectares plastic manufacturing facility in Bogotá, Colombia The risk assessment was used as the basis for the remedial goals and closure of the site.

Client: Confidential, Los Angeles, California

Prepared comprehensive human health risk assessment of students, staff, and residents potentially exposed to heavy metals (principally cadmium) and VOCs from soil and soil vapor at 12-acre former crude oilfield and municipal landfill. The site is currently used as a middle school housing approximately 3,000 children. The evaluation determined that the site was safe for the current and future uses and was used as the basis for regulatory closure of site.

Client: Confidential, Los Angeles, California

Managed remedial investigation (RI) of heavy metals and volatile organic chemicals (VOCs) for a 15-acre former manufacturing facility. The RI investigation of the site included over 800 different sampling locations and the collection of soil, soil gas, and groundwater samples. The site is currently used as a year round school housing approximately 3,000 children. The Remedial Investigation was performed in a manner

that did not interrupt school activities and met the time restrictions placed on the project by the overseeing regulatory agency. The RI Report identified the off-site source of metals that impacted groundwater beneath the site and the sources of VOCs in soil gas and groundwater. The RI included a numerical model of vapor intrusion into the buildings at the site from the vadose zone to determine exposure concentrations and an air dispersion model of VOCs from the proposed soil vapor treatment system. The Feasibility Study for the Site is currently being drafted and may be used as the basis for granting closure of the site by DTSC.

Client: Confidential, Los Angeles, California

Prepared comprehensive human health risk assessment of students, staff, and residents potentially exposed to heavy metals (principally lead), VOCs, SVOCs, and PCBs from soil, soil vapor, and groundwater at 15-acre former manufacturing facility. The site is currently used as a year round school housing approximately 3,000 children. The evaluation determined that the site was safe for the current and future uses and will be basis for regulatory closure of site.

Client: Confidential, Los Angeles, California

Prepared comprehensive evaluation of VOC vapor intrusion into classrooms of middle school that was former 15-acre industrial facility. Using the Johnson-Ettinger Vapor Intrusion model, the evaluation determined acceptable soil gas concentrations at the site that did not pose health threat to students, staff, and residents. This evaluation is being used to determine cleanup goals and will be basis for regulatory closure of site.

Client –Dominguez Energy, Carson, California

Prepared comprehensive evaluation of the potential health risks associated with the redevelopment of 6-acre portion of a 500-acre oil and natural gas production facility in Carson, California. The risk assessment was used as the basis for closure of the site.

Kaiser Ventures Incorporated, Fontana, California

Prepared health risk assessment of semi-volatile organic chemicals and metals for a fifty-year old wastewater treatment facility used at a 1,100-acre former steel mill. This evaluation was used as the basis for granting closure of the site by lead regulatory agency.

ANR Freight - Los Angeles, California

Prepared a comprehensive Preliminary Endangerment Assessment (PEA) of petroleum hydrocarbon and metal contamination of a former freight depot. This evaluation was as the basis for reaching closure of the site with lead regulatory agency.

Kaiser Ventures Incorporated, Fontana, California

Prepared comprehensive health risk assessment of semi-volatile organic chemicals and metals for 23-acre parcel of a 1,100-acre former steel mill. The health risk assessment was used to determine clean up goals and as the basis for granting closure of the site by lead regulatory agency. Air dispersion modeling using ISCST3 was performed to determine downwind exposure point concentrations at sensitive receptors within a 1 kilometer radius of the site. The results of the health risk assessment were presented at a public meeting sponsored by the Department of Toxic Substances Control (DTSC) in the community potentially affected by the site.

Unocal Corporation - Los Angeles, California

Prepared comprehensive assessment of petroleum hydrocarbons and metals for a former petroleum service station located next to sensitive population center (elementary school). The assessment used a probabilistic approach to estimate risks to the community and was used as the basis for granting closure of the site by lead regulatory agency.

Client: Confidential, Los Angeles, California

Managed oversight of remedial investigation most contaminated heavy metal site in California. Lead concentrations in soil excess of 68,000,000 parts per billion (ppb) have been measured at the site. This State Superfund Site was a former hard chrome plating operation that operated for approximately 40-years.

Client: Confidential, San Francisco, California

Coordinator of regional monitoring program to determine background concentrations of metals in air. Acted as liaison with SCAQMD and CARB to perform co-location sampling and comparison of accepted regulatory method with ASTM methodology.

Client: Confidential, San Francisco, California

Analyzed historical air monitoring data for South Coast Air Basin in Southern California and potential health risks related to ambient concentrations of carcinogenic metals and volatile organic compounds. Identified and reviewed the available literature and calculated risks from toxins in South Coast Air Basin.

IT Corporation, North Carolina

Prepared comprehensive evaluation of potential exposure of workers to air-borne VOCs at hazardous waste storage facility under SUPERFUND cleanup decree. Assessment used in developing health based clean-up levels.

Professional Associations

American Public Health Association (APHA)
Association for Environmental Health and Sciences (AEHS)
American Chemical Society (ACS)
California Redevelopment Association (CRA)
International Society of Environmental Forensics (ISEF)
Society of Environmental Toxicology and Chemistry (SETAC)

Publications and Presentations:

Books and Book Chapters

Sullivan, P., **J.J. J. Clark,** F.J. Agardy, and P.E. Rosenfeld. (2007). *Synthetic Toxins In The Food, Water and Air of American Cities*. Elsevier, Inc. Burlington, MA.

Sullivan, P. and **J.J. J. Clark**. 2006. *Choosing Safer Foods, A Guide To Minimizing Synthetic Chemicals In Your Diet*. Elsevier, Inc. Burlington, MA.

Sullivan, P., Agardy, F.J., and **J.J.J. Clark**. 2005. *The Environmental Science of Drinking Water*. Elsevier, Inc. Burlington, MA.

Sullivan, P.J., Agardy, F.J., **Clark, J.J.J.** 2002. *America's Threatened Drinking Water: Hazards and Solutions*. Trafford Publishing, Victoria B.C.

Clark, J.J.J. 2001. "TBA: Chemical Properties, Production & Use, Fate and Transport, Toxicology, Detection in Groundwater, and Regulatory Standards" in *Oxygenates in the Environment.* Art Diaz, Ed.. Oxford University Press: New York.

Clark, J.J.J. 2000. "Toxicology of Perchlorate" in *Perchlorate in the Environment.* Edward Urbansky, Ed. Kluwer/Plenum: New York.

Clark, J.J.J. 1995. Probabilistic Forecasting of Volatile Organic Compound Concentrations At The Soil Surface From Contaminated Groundwater. UMI.

Baker, J.; **Clark, J.J.J.**; Stanford, J.T. 1994. Ex Situ Remediation of Diesel Contaminated Railroad Sand by Soil Washing. Principles and Practices for Diesel Contaminated Soils, Volume III. P.T. Kostecki, E.J. Calabrese, and C.P.L. Barkan, eds. Amherst Scientific Publishers, Amherst, MA. pp 89-96.

Journal and Proceeding Articles

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008) A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equialency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. Organohalogen Compounds, Volume 70 (2008) page 002254.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008) Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. Organohalogen Compounds, Volume 70 (2008) page 000527

Hensley A.R., Scott, A., Rosenfeld P.E., **Clark, J.J.J.** (2007). "Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility." *Environmental Research.* 105:194-199.

Rosenfeld, P.E., **Clark, J. J.,** Hensley, A.R., and Suffet, I.H. 2007. "The Use Of An Odor Wheel Classification For The Evaluation of Human Health Risk Criteria For Compost Facilities" Water Science & Technology. 55(5): 345-357.

Hensley A.R., Scott, A., Rosenfeld P.E., **Clark, J.J.J.** 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, August 21 – 25, 2006. Radisson SAS Scandinavia Hotel in Oslo Norway.

Rosenfeld, P.E., **Clark, J. J.** and Suffet, I.H. 2005. "The Value Of An Odor Quality Classification Scheme For Compost Facility Evaluations" The U.S. Composting Council's 13th Annual Conference January 23 - 26, 2005, Crowne Plaza Riverwalk, San Antonio, TX.

Rosenfeld, P.E., **Clark, J. J.** and Suffet, I.H. 2004. "The Value Of An Odor Quality Classification Scheme For Urban Odor" WEFTEC 2004. 77th Annual Technical Exhibition & Conference October 2 - 6, 2004, Ernest N. Morial Convention Center, New Orleans, Louisiana.

Clark, J.J.J. 2003. "Manufacturing, Use, Regulation, and Occurrence of a Known Endocrine Disrupting Chemical (EDC), 2,4-Dichlorophnoxyacetic Acid (2,4-D) in California Drinking Water Supplies." National Groundwater Association Southwest Focus Conference: Water Supply and Emerging Contaminants. Minneapolis, MN. March 20, 2003.

Rosenfeld, P. and **J.J.J. Clark**. 2003. "Understanding Historical Use, Chemical Properties, Toxicity, and Regulatory Guidance" National Groundwater Association Southwest Focus Conference: Water Supply and Emerging Contaminants. Phoenix, AZ. February 21, 2003.

Clark, J.J.J., Brown A. 1999. Perchlorate Contamination: Fate in the Environment and Treatment Options. In Situ and On-Site Bioremediation, Fifth International Symposium. San Diego, CA, April, 1999.

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Browne, T., **Clark, J.J.J.** 1998. Treatment Options For Perchlorate In Drinking Water. Proceedings From the Groundwater Resource Association Seventh Annual Meeting, Walnut Creek, CA, October 23, 1998.

Clark, J.J.J., Brown, A., Rodriguez, R. 1998. The Public Health Implications of MtBE and Perchlorate in Water: Risk Management Decisions for Water Purveyors. Proceedings of the National Ground Water Association, Anaheim, CA, June 3-4, 1998.

Clark J.J.J., Brown, A., Ulrey, A. 1997. Impacts of Perchlorate On Drinking Water In The Western United States. U.S. EPA Symposium on Biological and Chemical Reduction of Chlorate and Perchlorate, Cincinnati, OH, December 5, 1997.

Clark, J.J.J.; Corbett, G.E.; Kerger, B.D.; Finley, B.L.; Paustenbach, D.J. 1996. Dermal Uptake of Hexavalent Chromium In Human Volunteers: Measures of Systemic Uptake From Immersion in Water At 22 PPM. Toxicologist. 30(1):14.

Dodge, D.G.; **Clark, J.J.J.**; Kerger, B.D.; Richter, R.O.; Finley, B.L.; Paustenbach, D.J. 1996. Assessment of Airborne Hexavalent Chromium In The Home Following Use of Contaminated Tapwater. Toxicologist. 30(1):117-118.

Paulo, M.T.; Gong, H., Jr.; **Clark, J.J.J.** (1992). Effects of Pretreatment with Ipratroprium Bromide in COPD Patients Exposed to Ozone. American Review of Respiratory Disease. 145(4):A96.

Harber, P.H.; Gong, H., Jr.; Lachenbruch, A.; **Clark, J.**; Hsu, P. (1992). Respiratory Pattern Effect of Acute Sulfur Dioxide Exposure in Asthmatics. American Review of Respiratory Disease. 145(4):A88.

McManus, M.S.; Gong, H., Jr.; Clements, P.; **Clark, J.J.J.** (1991). Respiratory Response of Patients With Interstitial Lung Disease To Inhaled Ozone. American Review of Respiratory Disease. 143(4):A91.

Gong, H., Jr.; Simmons, M.S.; McManus, M.S.; Tashkin, D.P.; Clark, V.A.; Detels, R.; **Clark, J.J.** (1990). Relationship Between Responses to Chronic Oxidant and Acute

Ozone Exposures in Residents of Los Angeles County. American Review of Respiratory Disease. 141(4):A70.

Tierney, D.F. and **J.J.J. Clark.** (1990). Lung Polyamine Content Can Be Increased By Spermidine Infusions Into Hyperoxic Rats. American Review of Respiratory Disease. 139(4):A41.

Control Pathway

AERMOD

Dispersion Options

Titles

C:\Lakes\AERMOD View\15605 HRA Con\Stocker Street Creative Camplus\S

Dispersion Options

☑ Regulatory Default ☐ Non-Default Options

Dispersion Coefficient

Urban

Population:
Name (Optional):
Roughness Length:

Output Type

☑ Concentration
☐ Total Deposition (Dry & Wet)
☐ Dry Deposition
☐ Wet Deposition

Plume Depletion

☐ Dry Removal
☐ Wet Removal

Output Warnings

☐ No Output Warnings
☐ Non-fatal Warnings for Non-sequential Met Data

Pollutant / Averaging Time / Terrain Options

Pollutant Type

OTHER - DPM

Averaging Time Options

Hours: ☑ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 6 ☐ 8 ☐ 12 ☐ 24

☐ Month ☑ Period ☐ Annual

Exponential Decay

Half-life of 4 hrs will be used

Terrain Height Options

☐ Flat ☑ Elevated

SO: Meters
RE: Meters
TG: Meters

Flagpole Receptors

☐ Yes ☑ No

Default Height = 0.00 m

Control Pathway

Optional Files

Re-Start File	Init File	Multi-Year Analyses	Event Input File	Error Listing File
☐	☐	☐	☐	■

Detailed Error Listing File

Filename: Stocker Street Creative Camplus.err

Source Pathway - Source Inputs

Polygon Area Sources

Source Type: AREA POLY

Source: PAREA1 (Project Construction Area)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m^2)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
55.23	4.30	8.66E-7		22	376327.00	3763627.46
		8.66E-7			376366.84	3763643.05
		8.66E-7			376401.06	3763662.97
		8.66E-7			376427.47	3763682.46
		8.66E-7			376460.39	3763714.08
		8.66E-7			376484.21	3763743.09
		8.66E-7			376487.67	3763749.16
		8.66E-7			376460.39	3763765.18
		8.66E-7			376439.60	3763781.64
		8.66E-7			376415.78	3763808.92
		8.66E-7			376406.69	3763817.58
		8.66E-7			376378.10	3763790.73
		8.66E-7			376363.81	3763780.34
		8.66E-7			376350.39	3763767.78
		8.66E-7			376331.33	3763749.59
		8.66E-7			376320.07	3763740.49
		8.66E-7			376307.94	3763728.80
		8.66E-7			376284.13	3763709.75
		8.66E-7			376268.97	3763695.02
		8.66E-7			376281.09	3763680.30
		8.66E-7			376298.42	3763659.08
		8.66E-7			376314.87	3763639.59

Meteorology Pathway

AERMOD

Met Input Data

Surface Met Data

Filename: C:\Users\jclar\OneDrive\Clark and Associates\Project 343 - ABJC - Stoker Street Creative Campus ISMND\ce
Format Type: Default AERMET format

Profile Met Data

Filename: C:\Users\jclar\OneDrive\Clark and Associates\Project 343 - ABJC - Stoker Street Creative Campus ISMND\ce
Format Type: Default AERMET format

Wind Speed

☐ Wind Speeds are Vector Mean (Not Scalar Means)

Wind Direction

Rotation Adjustment [deg]:

Potential Temperature Profile

Base Elevation above MSL (for Primary Met Tower): 89.00 [m]

Meteorological Station Data

Stations	Station No.	Year	X Coordinate [m]	Y Coordinate [m]	Station Name
Surface		2018			
Upper Air		2018			
On-Site		2018			

Data Period

Data Period to Process

Start Date: 1/1/2018 Start Hour: 1 End Date: 12/31/2023 End Hour: 24

Wind Speed Categories

Stability Category	Wind Speed [m/s]	Stability Category	Wind Speed [m/s]
A	1.54	D	8.23
B	3.09	E	10.8
C	5.14	F	No Upper Bound

Output Pathway

AERMOD

Tabular Printed Outputs

Short Term Averaging Period	RECTABLE Highest Values Table										MAXTABLE Maximum Values Table	DAYTABLE Daily Values Table
	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th		
1	■	☐	☐	☐	☐	☐	☐	☐	☐	☐		No

Contour Plot Files (PLOTFILE)

Path for PLOTFILES: Stocker Street Creative Camplus.AD

Averaging Period	Source Group ID	High Value	File Name
1	ALL	1st	01H1GALL.PLT
Period	ALL	N/A	PE00GALL.PLT

Results Summary

C:\Lakes\AERMOD View\15605 HRA Con\Stocker Street Creative Camplus\S

DPM - Concentration - Source Group: ALL

Averaging Period	Rank	Peak	Units	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	16.66410	ug/m^3	376429.54	3763647.72	52.56	0.00	94.99	5/31/2020, 6
PERIOD		2.49113	ug/m^3	376379.54	3763622.72	53.94	0.00	105.99	

```
**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 13.0.0
** Lakes Environmental Software Inc.
** Date: 12/4/2025
** File: C:\Lakes\AERMOD View\15605 HRA Con\Stocker Street Creative Camplus\Stocker Street Creative Camplus.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE C:\Lakes\AERMOD View\15605 HRA Con\Stocker Street Creative Camplus\S
   MODELOPT DFAULT CONC
   AVERTIME 1 PERIOD
   URBANOPT 3000 View_Park
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "Stocker Street Creative Camplus.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
   LOCATION PAREA1       AREAPOLY   376327.000  3763627.462       55.230
** DESCRSRC Project Construction Area
** Source Parameters **
   SRCPARAM PAREA1        8.66E-07     4.300        22
   AREAVERT PAREA1       376327.000 3763627.462 376366.843 3763643.053
   AREAVERT PAREA1       376401.055 3763662.975 376427.473 3763682.463
   AREAVERT PAREA1       376460.387 3763714.077 376484.206 3763743.093
   AREAVERT PAREA1       376487.670 3763749.156 376460.387 3763765.180
   AREAVERT PAREA1       376439.599 3763781.637 376415.780 3763808.921
   AREAVERT PAREA1       376406.685 3763817.582 376378.102 3763790.732
   AREAVERT PAREA1       376363.811 3763780.338 376350.386 3763767.779
   AREAVERT PAREA1       376331.330 3763749.590 376320.070 3763740.495
   AREAVERT PAREA1       376307.944 3763728.802 376284.125 3763709.747
   AREAVERT PAREA1       376268.968 3763695.022 376281.094 3763680.298
   AREAVERT PAREA1       376298.417 3763659.077 376314.874 3763639.589
   URBANSRC ALL
   HOUREMIS "STOCKER STREET CREATIVE CAMPLUS.EMI" PAREA1
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
** DESCRREC "" ""
   DISCCART    376254.54   3763522.72   71.55   94.99
   DISCCART    376254.54   3763547.72   63.14  110.63
   DISCCART    376279.54   3763522.72   79.73   94.81
   DISCCART    376279.54   3763547.72   70.45   94.99
   DISCCART    376279.54   3763572.72   59.31  111.59
   DISCCART    376304.54   3763522.72   81.97   94.13
   DISCCART    376304.54   3763547.72   75.02   94.88
```

DISCCART	376304.54	3763572.72	64.67	94.99
DISCCART	376329.54	3763547.72	72.50	94.98
DISCCART	376329.54	3763572.72	63.97	94.99
DISCCART	376329.54	3763597.72	56.98	106.83
DISCCART	376354.54	3763547.72	74.85	94.66
DISCCART	376354.54	3763572.72	64.91	94.99
DISCCART	376354.54	3763597.72	61.03	94.99
DISCCART	376379.54	3763572.72	65.74	94.99
DISCCART	376379.54	3763597.72	60.10	94.99
DISCCART	376379.54	3763622.72	53.94	105.99
DISCCART	376404.54	3763572.72	61.46	94.99
DISCCART	376404.54	3763597.72	57.19	94.99
DISCCART	376404.54	3763622.72	54.97	94.99
DISCCART	376429.54	3763597.72	54.49	94.99
DISCCART	376429.54	3763622.72	53.45	94.99
DISCCART	376429.54	3763647.72	52.56	94.99
DISCCART	376454.54	3763622.72	51.88	94.99
DISCCART	376454.54	3763647.72	51.32	94.99
DISCCART	376454.54	3763672.72	50.94	94.99
DISCCART	376479.54	3763622.72	51.61	94.99
DISCCART	376479.54	3763647.72	51.37	94.99
DISCCART	376479.54	3763672.72	50.84	94.99
DISCCART	376479.54	3763697.72	49.76	94.99
DISCCART	376504.54	3763647.72	50.01	94.99
DISCCART	376504.54	3763672.72	49.44	94.99
DISCCART	376504.54	3763697.72	49.28	94.99
DISCCART	376504.54	3763722.72	48.75	94.93
DISCCART	376529.54	3763647.72	48.50	94.99
DISCCART	376529.54	3763672.72	47.92	94.99
DISCCART	376529.54	3763697.72	47.79	94.99
DISCCART	376529.54	3763722.72	47.87	94.88
DISCCART	376529.54	3763747.72	47.55	94.81
DISCCART	376529.54	3763772.72	46.72	94.55
DISCCART	376554.54	3763672.72	47.54	94.99
DISCCART	376554.54	3763697.72	47.36	94.93
DISCCART	376554.54	3763722.72	46.60	94.88
DISCCART	376554.54	3763747.72	46.30	94.66
DISCCART	376554.54	3763772.72	45.84	94.55
DISCCART	376554.54	3763797.72	45.50	94.55
DISCCART	376579.54	3763697.72	45.68	94.93
DISCCART	376579.54	3763722.72	45.02	94.85
DISCCART	376579.54	3763747.72	45.07	94.55
DISCCART	376579.54	3763772.72	45.16	94.46
DISCCART	376579.54	3763797.72	45.10	92.92
DISCCART	376579.54	3763822.72	44.35	87.64
DISCCART	376604.54	3763722.72	44.18	94.81
DISCCART	376604.54	3763747.72	44.33	94.45
DISCCART	376604.54	3763772.72	44.11	94.13
DISCCART	376604.54	3763797.72	43.89	88.81
DISCCART	376604.54	3763822.72	43.62	87.64
DISCCART	376080.00	3763731.65	77.41	111.59
DISCCART	376080.00	3763756.65	71.11	114.69
DISCCART	376080.00	3763781.65	67.18	114.69
DISCCART	376105.00	3763681.65	82.56	102.69
DISCCART	376105.00	3763706.65	73.25	113.28
DISCCART	376105.00	3763731.65	67.79	114.69
DISCCART	376105.00	3763756.65	67.22	114.69
DISCCART	376105.00	3763781.65	65.14	114.69
DISCCART	376130.00	3763631.65	91.16	94.39
DISCCART	376130.00	3763656.65	83.35	94.55
DISCCART	376130.00	3763681.65	72.64	111.82
DISCCART	376130.00	3763706.65	66.84	114.69
DISCCART	376130.00	3763731.65	62.92	114.69
DISCCART	376130.00	3763781.65	60.73	114.69
DISCCART	376155.00	3763581.65	77.05	102.88
DISCCART	376155.00	3763606.65	85.39	94.55
DISCCART	376155.00	3763631.65	82.84	94.55
DISCCART	376155.00	3763656.65	73.47	107.45
DISCCART	376155.00	3763681.65	68.44	113.28

```
   DISCCART    376180.00   3763581.65   71.37  106.83
   DISCCART    376180.00   3763606.65   75.46  101.70
   DISCCART    376180.00   3763631.65   74.70  105.21
   DISCCART    376180.00   3763656.65   70.35  107.59
   DISCCART    376205.00   3763631.65   69.67  106.83
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "C:\Users\jclar\OneDrive\Clark and Associates\Project 343 - ABJC - Stoker Street Creative Campus
ISMND\cela_sfc_pfl\CELA_V11_trimmed.sfc"
   PROFFILE "C:\Users\jclar\OneDrive\Clark and Associates\Project 343 - ABJC - Stoker Street Creative Campus
ISMND\cela_sfc_pfl\CELA_V11_trimmed.PFL"
   SURFDATA 3166 2018
   UAIRDATA 3190 2018
   SITEDATA 60371103 2018
   PROFBASE 89.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 1 1ST
** 1-Hour Binary POSTFILE(s) for the Plume Animation
   POSTFILE 1 ALL UNFORM "Stocker Street Creative Camplus.AD\1HGALLUN_PA.POS" 31
** Auto-Generated Plotfiles
   PLOTFILE 1 ALL 1ST "Stocker Street Creative Camplus.AD\01H1GALL.PLT" 32
   PLOTFILE PERIOD ALL "Stocker Street Creative Camplus.AD\PE00GALL.PLT" 33
   SUMMFILE "Stocker Street Creative Camplus.sum"
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of            3 Warning Message(s)
 A Total of            0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
               ***  NONE  ***


    ********   WARNING MESSAGES   ********
 CO W320      22       URBOPT: Input Parameter May Be Out-of-Range for Parameter       URB-POP
 ME W186     158       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
 ME W187     158       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************

 *** AERMOD - VERSION 24142  ***   *** C:\Lakes\AERMOD View\15605 HRA Con\Stocker Street Creative Camplus\S ***
12/04/25
 *** AERMET - VERSION  22112 ***   ***                                                                    ***        23:33:18
                                                                                                                   PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                          ***     MODEL SETUP OPTIONS SUMMARY       ***
```

- -

** Model Options Selected:
     * Model Uses Regulatory DEFAULT Options
     * Model Is Setup For Calculation of Average CONCentration Values.
     * NO GAS DEPOSITION Data Provided.
     * NO PARTICLE DEPOSITION Data Provided.
     * Model Uses NO DRY DEPLETION. DDPLETE = F
     * Model Uses NO WET DEPLETION. WETDPLT = F
     * Stack-tip Downwash.
     * Model Accounts for ELEVated Terrain Effects.
     * Use Calms Processing Routine.
     * Use Missing Data Processing Routine.
     * No Exponential Decay.
     * Model Uses URBAN Dispersion Algorithm for the SBL for   1 Source(s),
       for Total of   1 Urban Area(s):
  Urban Population =   3000.0 ; Urban Roughness Length = 1.000 m
     * Urban Roughness Length of 1.0 Meter Used.
     * ADJ_U*   - Use ADJ_U* option for SBL in AERMET
     * CCVR_Sub - Meteorological data includes CCVR substitutions
     * TEMP_Sub - Meteorological data includes TEMP substitutions
     * Model Assumes No FLAGPOLE Receptor Heights.
     * The User Specified a Pollutant Type of: DPM

**Model Calculates 1 Short Term Average(s) of: 1-HR
    and Calculates PERIOD Averages

**This Run Includes: 1 Source(s);   1 Source Group(s); and   81 Receptor(s)

               with: 0 POINT(s), including
                          0 POINTCAP(s) and   0 POINTHOR(s)
                and: 0 VOLUME source(s)
                and: 1 AREA type source(s)
                and: 0 LINE source(s)
                and: 0 RLINE/RLINEXT source(s)
                and: 0 OPENPIT source(s)
                and: 0 BUOYANT LINE source(s) with a total of   0 line(s)
                and: 0 SWPOINT source(s)

**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date: 22112

**Output Options Selected:
         Model Outputs Tables of PERIOD Averages by Receptor
         Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
         Model Outputs External File(s) of Concurrent Values for Postprocessing (POSTFILE Keyword)
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) =   89.00 ; Decay Coef. =   0.000   ; Rot. Angle =   0.0
                 Emission Units = GRAMS/SEC   ; Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =   3.5 MB of RAM.

**Input Runstream File: aermod.inp

**Output Print File: aermod.out

**Detailed Error/Message File: Stocker Street Creative Camplus.err

**File for Summary of Results: Stocker Street Creative Camplus.sum

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** AREAPOLY SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC /METER**2)	LOCATION OF AREA X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	NUMBER OF VERTS.	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY	AIRCRAFT
PAREA1	0	0.86600E-06	376327.0	3763627.5	55.2	4.30	22	0.00	YES	HOURLY	NO

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs
ALL	PAREA1 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs
3000.		PAREA1 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(	376254.5,	3763522.7,	71.5,	95.0,	0.0);	(	376254.5,	3763547.7,	63.1,	110.6,	0.0);
(	376279.5,	3763522.7,	79.7,	94.8,	0.0);	(	376279.5,	3763547.7,	70.5,	95.0,	0.0);
(	376279.5,	3763572.7,	59.3,	111.6,	0.0);	(	376304.5,	3763522.7,	82.0,	94.1,	0.0);
(	376304.5,	3763547.7,	75.0,	94.9,	0.0);	(	376304.5,	3763572.7,	64.7,	95.0,	0.0);
(	376329.5,	3763547.7,	72.5,	95.0,	0.0);	(	376329.5,	3763572.7,	64.0,	95.0,	0.0);
(	376329.5,	3763597.7,	57.0,	106.8,	0.0);	(	376354.5,	3763547.7,	74.8,	94.7,	0.0);
(	376354.5,	3763572.7,	64.9,	95.0,	0.0);	(	376354.5,	3763597.7,	61.0,	95.0,	0.0);
(	376379.5,	3763572.7,	65.7,	95.0,	0.0);	(	376379.5,	3763597.7,	60.1,	95.0,	0.0);

(376379.5, 3763622.7, 53.9, 106.0, 0.0); (376404.5, 3763572.7, 61.5, 95.0, 0.0);
(376404.5, 3763597.7, 57.2, 95.0, 0.0); (376404.5, 3763622.7, 55.0, 95.0, 0.0);
(376429.5, 3763597.7, 54.5, 95.0, 0.0); (376429.5, 3763622.7, 53.4, 95.0, 0.0);
(376429.5, 3763647.7, 52.6, 95.0, 0.0); (376454.5, 3763622.7, 51.9, 95.0, 0.0);
(376454.5, 3763647.7, 51.3, 95.0, 0.0); (376454.5, 3763672.7, 50.9, 95.0, 0.0);
(376479.5, 3763622.7, 51.6, 95.0, 0.0); (376479.5, 3763647.7, 51.4, 95.0, 0.0);
(376479.5, 3763672.7, 50.8, 95.0, 0.0); (376479.5, 3763697.7, 49.8, 95.0, 0.0);
(376504.5, 3763647.7, 50.0, 95.0, 0.0); (376504.5, 3763672.7, 49.4, 95.0, 0.0);
(376504.5, 3763697.7, 49.3, 95.0, 0.0); (376504.5, 3763722.7, 48.8, 94.9, 0.0);
(376529.5, 3763647.7, 48.5, 95.0, 0.0); (376529.5, 3763672.7, 47.9, 95.0, 0.0);
(376529.5, 3763697.7, 47.8, 95.0, 0.0); (376529.5, 3763722.7, 47.9, 94.9, 0.0);
(376529.5, 3763747.7, 47.5, 94.8, 0.0); (376529.5, 3763772.7, 46.7, 94.5, 0.0);
(376554.5, 3763672.7, 47.5, 95.0, 0.0); (376554.5, 3763697.7, 47.4, 94.9, 0.0);
(376554.5, 3763722.7, 46.6, 94.9, 0.0); (376554.5, 3763747.7, 46.3, 94.7, 0.0);
(376554.5, 3763772.7, 45.8, 94.5, 0.0); (376554.5, 3763797.7, 45.5, 94.5, 0.0);
(376579.5, 3763697.7, 45.7, 94.9, 0.0); (376579.5, 3763722.7, 45.0, 94.8, 0.0);
(376579.5, 3763747.7, 45.1, 94.5, 0.0); (376579.5, 3763772.7, 45.2, 94.5, 0.0);
(376579.5, 3763797.7, 45.1, 92.9, 0.0); (376579.5, 3763822.7, 44.3, 87.6, 0.0);
(376604.5, 3763722.7, 44.2, 94.8, 0.0); (376604.5, 3763747.7, 44.3, 94.5, 0.0);
(376604.5, 3763772.7, 44.1, 94.1, 0.0); (376604.5, 3763797.7, 43.9, 88.8, 0.0);
(376604.5, 3763822.7, 43.6, 87.6, 0.0); (376080.0, 3763731.6, 77.4, 111.6, 0.0);
(376080.0, 3763756.6, 71.1, 114.7, 0.0); (376080.0, 3763781.6, 67.2, 114.7, 0.0);
(376105.0, 3763681.6, 82.6, 102.7, 0.0); (376105.0, 3763706.6, 73.2, 113.3, 0.0);
(376105.0, 3763731.6, 67.8, 114.7, 0.0); (376105.0, 3763756.6, 67.2, 114.7, 0.0);
(376105.0, 3763781.6, 65.1, 114.7, 0.0); (376130.0, 3763631.6, 91.2, 94.4, 0.0);
(376130.0, 3763656.6, 83.3, 94.5, 0.0); (376130.0, 3763681.6, 72.6, 111.8, 0.0);
(376130.0, 3763706.6, 66.8, 114.7, 0.0); (376130.0, 3763731.6, 62.9, 114.7, 0.0);
(376130.0, 3763781.6, 60.7, 114.7, 0.0); (376155.0, 3763581.6, 77.0, 102.9, 0.0);
(376155.0, 3763606.6, 85.4, 94.5, 0.0); (376155.0, 3763631.6, 82.8, 94.5, 0.0);
(376155.0, 3763656.6, 73.5, 107.5, 0.0); (376155.0, 3763681.6, 68.4, 113.3, 0.0);
(376180.0, 3763581.6, 71.4, 106.8, 0.0); (376180.0, 3763606.6, 75.5, 101.7, 0.0);
(376180.0, 3763631.6, 74.7, 105.2, 0.0); (376180.0, 3763656.6, 70.3, 107.6, 0.0);
(376205.0, 3763631.6, 69.7, 106.8, 0.0);

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1

*** THE PERIOD (43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
376254.54	3763522.72	0.68394	376254.54	3763547.72	0.91464
376279.54	3763522.72	0.59570	376279.54	3763547.72	0.89695
376279.54	3763572.72	1.27010	376304.54	3763522.72	0.57393
376304.54	3763547.72	0.81558	376304.54	3763572.72	1.38974
376329.54	3763547.72	0.84364	376329.54	3763572.72	1.40074
376329.54	3763597.72	2.16722	376354.54	3763547.72	0.67781
376354.54	3763572.72	1.20300	376354.54	3763597.72	1.82615
376379.54	3763572.72	0.95959	376379.54	3763597.72	1.58421
376379.54	3763622.72	2.49113	376404.54	3763572.72	0.83474
376404.54	3763597.72	1.27170	376404.54	3763622.72	1.90288
376429.54	3763597.72	0.97096	376429.54	3763622.72	1.35621
376429.54	3763647.72	2.02120	376454.54	3763622.72	0.95878
376454.54	3763647.72	1.33257	376454.54	3763672.72	1.94071
376479.54	3763622.72	0.70305	376479.54	3763647.72	0.92857
376479.54	3763672.72	1.24265	376479.54	3763697.72	1.66335
376504.54	3763647.72	0.67272	376504.54	3763672.72	0.85078
376504.54	3763697.72	1.07455	376504.54	3763722.72	1.32204
376529.54	3763647.72	0.52010	376529.54	3763672.72	0.63717
376529.54	3763697.72	0.77391	376529.54	3763722.72	0.90942
376529.54	3763747.72	0.97239	376529.54	3763772.72	0.90749
376554.54	3763672.72	0.51108	376554.54	3763697.72	0.60195
376554.54	3763722.72	0.67364	376554.54	3763747.72	0.70463
376554.54	3763772.72	0.67465	376554.54	3763797.72	0.60313
376579.54	3763697.72	0.47824	376579.54	3763722.72	0.52330

376579.54	3763747.72	0.54395	376579.54	3763772.72	0.52999
376579.54	3763797.72	0.48711	376579.54	3763822.72	0.42707
376604.54	3763722.72	0.42452	376604.54	3763747.72	0.43903
376604.54	3763772.72	0.42953	376604.54	3763797.72	0.40107
376604.54	3763822.72	0.36101	376080.00	3763731.65	0.06451
376080.00	3763756.65	0.06482	376080.00	3763781.65	0.06066
376105.00	3763681.65	0.08671	376105.00	3763706.65	0.09525
376105.00	3763731.65	0.09359	376105.00	3763756.65	0.08043
376105.00	3763781.65	0.07123	376130.00	3763631.65	0.10778
376130.00	3763656.65	0.11217	376130.00	3763681.65	0.13125
376130.00	3763706.65	0.13250	376130.00	3763731.65	0.12173
376130.00	3763781.65	0.08858	376155.00	3763581.65	0.20002
376155.00	3763606.65	0.15053	376155.00	3763631.65	0.14839
376155.00	3763656.65	0.17468	376155.00	3763681.65	0.17983
376180.00	3763581.65	0.31688	376180.00	3763606.65	0.25146
376180.00	3763631.65	0.23418	376180.00	3763656.65	0.24355

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43824 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
376205.00	3763631.65	0.38178			

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
376254.54	3763522.72	7.82409	(19063006)	376254.54	3763547.72	9.80381	(22010322)

376279.54	3763522.72	7.55469	(19063006)	376279.54	3763547.72	9.52536	(19063006)
376279.54	3763572.72	12.82193	(22010322)	376304.54	3763522.72	6.39000	(19063006)
376304.54	3763547.72	8.75893	(19063006)	376304.54	3763572.72	11.74313	(19063006)
376329.54	3763547.72	8.55342	(22062806)	376329.54	3763572.72	11.62413	(22062806)
376329.54	3763597.72	15.43991	(22032205)	376354.54	3763547.72	7.92145	(20070406)
376354.54	3763572.72	10.93492	(22100307)	376354.54	3763597.72	13.82317	(22100307)
376379.54	3763572.72	9.97662	(19072206)	376379.54	3763597.72	12.42559	(23071306)
376379.54	3763622.72	16.35990	(20053106)	376404.54	3763572.72	9.49219	(22061006)
376404.54	3763597.72	11.88954	(20053106)	376404.54	3763622.72	15.48319	(20053106)
376429.54	3763597.72	11.68367	(20053106)	376429.54	3763622.72	13.95916	(20053106)
376429.54	3763647.72	16.66410	(20053106)	376454.54	3763622.72	12.57819	(20053106)
376454.54	3763647.72	14.38221	(20053106)	376454.54	3763672.72	16.55981	(20053106)
376479.54	3763622.72	11.42208	(20053106)	376479.54	3763647.72	12.59525	(20053106)
376479.54	3763672.72	13.74241	(20053106)	376479.54	3763697.72	15.05730	(19061206)
376504.54	3763647.72	10.32284	(20053106)	376504.54	3763672.72	11.09522	(19061206)
376504.54	3763697.72	12.53974	(19061206)	376504.54	3763722.72	13.78884	(23061606)
376529.54	3763647.72	8.58758	(19061206)	376529.54	3763672.72	9.69088	(19061206)
376529.54	3763697.72	10.29802	(19040307)	376529.54	3763722.72	10.83136	(23053106)
376529.54	3763747.72	11.30157	(23053106)	376529.54	3763772.72	11.17132	(22010606)
376554.54	3763672.72	8.47711	(19061206)	376554.54	3763697.72	8.75342	(22011420)
376554.54	3763722.72	8.88047	(23053106)	376554.54	3763747.72	9.07658	(23053106)
376554.54	3763772.72	9.62272	(22010606)	376554.54	3763797.72	9.00446	(23071206)
376579.54	3763697.72	7.41677	(22011420)	376579.54	3763722.72	7.45815	(23053106)
376579.54	3763747.72	7.58627	(23053106)	376579.54	3763772.72	8.13778	(22010606)
376579.54	3763797.72	8.07120	(22010606)	376579.54	3763822.72	7.90630	(22010207)
376604.54	3763722.72	6.76975	(22011607)	376604.54	3763747.72	6.52396	(23053106)
376604.54	3763772.72	6.78400	(22010606)	376604.54	3763797.72	7.29558	(22010606)
376604.54	3763822.72	6.77334	(22022607)	376080.00	3763731.65	5.21230	(19072604)
376080.00	3763756.65	6.21406	(20112221)	376080.00	3763781.65	5.99838	(20112221)
376105.00	3763681.65	6.01041	(22010806)	376105.00	3763706.65	6.78075	(22031723)
376105.00	3763731.65	7.22485	(19072604)	376105.00	3763756.65	7.02422	(20112221)
376105.00	3763781.65	6.36333	(20112221)	376130.00	3763631.65	5.05984	(22020122)
376130.00	3763656.65	5.97670	(22010519)	376130.00	3763681.65	8.12006	(22010806)
376130.00	3763706.65	8.22165	(22031723)	376130.00	3763731.65	8.37797	(19072604)
376130.00	3763781.65	7.22601	(22021108)	376155.00	3763581.65	7.59777	(22010821)

376155.00	3763606.65	6.37630	(19120808)	376155.00	3763631.65	6.30481	(22010805)
376155.00	3763656.65	8.08316	(22010519)	376155.00	3763681.65	9.58538	(22010806)
376180.00	3763581.65	8.55451	(22010821)	376180.00	3763606.65	8.78760	(22010821)
376180.00	3763631.65	8.70247	(22010805)	376180.00	3763656.65	9.41653	(22010519)

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
376205.00	3763631.65	11.05240	(22010821)				

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (43824 HRS) RESULTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	2.49113 AT (376379.54, 3763622.72, 53.94, 105.99, 0.00)	DC	
	2ND HIGHEST VALUE IS	2.16722 AT (376329.54, 3763597.72, 56.98, 106.83, 0.00)	DC	
	3RD HIGHEST VALUE IS	2.02120 AT (376429.54, 3763647.72, 52.56, 94.99, 0.00)	DC	
	4TH HIGHEST VALUE IS	1.94071 AT (376454.54, 3763672.72, 50.94, 94.99, 0.00)	DC	
	5TH HIGHEST VALUE IS	1.90288 AT (376404.54, 3763622.72, 54.97, 94.99, 0.00)	DC	
	6TH HIGHEST VALUE IS	1.82615 AT (376354.54, 3763597.72, 61.03, 94.99, 0.00)	DC	
	7TH HIGHEST VALUE IS	1.66335 AT (376479.54, 3763697.72, 49.76, 94.99, 0.00)	DC	
	8TH HIGHEST VALUE IS	1.58421 AT (376379.54, 3763597.72, 60.10, 94.99, 0.00)	DC	
	9TH HIGHEST VALUE IS	1.40074 AT (376329.54, 3763572.72, 63.97, 94.99, 0.00)	DC	
	10TH HIGHEST VALUE IS	1.38974 AT (376304.54, 3763572.72, 64.67, 94.99, 0.00)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

```
                                                    DATE
NETWORK
GROUP ID                          AVERAGE CONC     (YYMMDDHH)             RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)    OF TYPE
GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- -

ALL      HIGH   1ST HIGH VALUE IS      16.66410  ON 20053106: AT (  376429.54,  3763647.72,    52.56,    94.99,    0.00)  DC



 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
 *** AERMOD - VERSION 24142  ***   *** C:\Lakes\AERMOD View\15605 HRA Con\Stocker Street Creative Camplus\S ***
12/04/25
 *** AERMET - VERSION  22112 ***   ***                                                                    ***        23:33:18
                                                                                                                   PAGE  14
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of            5 Warning Message(s)
 A Total of          577 Informational Message(s)

 A Total of        43824 Hours Were Processed

 A Total of           42 Calm Hours Identified

 A Total of          535 Missing Hours Identified (  1.22 Percent)


    ******** FATAL ERROR MESSAGES ********
               ***  NONE  ***


    ********   WARNING MESSAGES   ********
 CO W320      22       URBOPT: Input Parameter May Be Out-of-Range for Parameter       URB-POP
 ME W186     158       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
 ME W187     158       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET
 MX W450   26305       CHKDAT: Record Out of Sequence in Meteorological File at:      22010101
 MX W450   26305       CHKDAT: Record Out of Sequence in Meteorological File at:    1 year gap

    ***********************************
    *** AERMOD Finishes Successfully ***
    ***********************************
```

Risk Calculations For Diesel Exhaust

$Risk_{inh\text{-}res} = Dose_{air} * CPF * ASF * ED/AT$

$Dose_{air} = C_{air} * \{BR/BW\} * A * EF * 10^{-6}$

Variable	Description	Units	Value
$Risk_{inh\text{-}air}$	Residential inhalation cancer risk	Unitless	Calculated
$Dose_{air}$	Daily inhalation dose	mg/kg-day	Calculated
CPF	Inhalation cancer potency factor	$(mg/kg\text{-}day)^{-1}$	Chemical Specific
ASF	Age sensitivity factor for a specified age group	Unitless	Calculated
ED	Exposure duration (in years) for a specified age group	years	Calculated
AT	Averaging time for lifetime caner risk	years	70
FAH	Fraction of time spent at home	Unitless	Calculated

Variable	Description	Units	Value		
$Dose_{air}$	Daily inhalation dose	mg/kg-day	Calculated		
C_{air}	Concentration in air	ug/m^3		**2.49**	0.03925
{BR/BW}	Daily Breathing rate normalized to body weight	L/kg body weight-day	Calculated		
A	Inhalation absorption fraction	Unitless		1	
EF	Exposure frequency (days/365 days)	Unitless	Calculated		
10^{-6}	migrograms to milligrams conversion, liters to cubic meters conversion	Unitless	Calculated		

2.54E+06

Residential Exposures

Age Group	Risk (per million)	Age Sensitivity	FAH	ED	CPF	Dose Air	Cair	BR/BW	A	EF
3rd Trimester	5.34E-01	10	1	0.25	1.1	1.36E-05	0.039	361	1	0.958904
0-1	6.45E+00	10	1	1	1.1	4.10E-05	0.039	1090	1	0.958904
1-2	6.45E+00	10	1	1	1.1	4.10E-05	0.039	1090	1	0.958904
2-3	0.00E+00	3	1	0	1.1	2.15E-05	0.039	572	1	0.958904
3-4	0.00E+00	3	1	0	1.1	2.15E-05	0.039	572	1	0.958904
2<9	0.00E+00	3	0.72	0	1.1	3.24E-05	0.039	861	1	0.958904
2<16	0.00E+00	3	0.72	0	1.1	2.80E-05	0.039	745	1	0.958904
16<30	0.00E+00	1	0.73	0	1.1	1.26E-05	0.039	335	1	0.958904
16-70	0.00E+00	1	0.73	0	1.1	1.09E-05	0.039	290	1	0.958904

3rd trimeseter to 1.	1.34E+01
3rd trimester to 30	6.98E+00
3rd trimester to 70	**1.34E+01**

January 30, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St. Room 721
Los Angeles, CA 90012

RE: Case No: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

The locally-led development of the Stocker Street Creative campus is designed to create industry-specific jobs and drive our local creative economy. An estimated 2,100 construction related jobs and 1,600 industry/operational jobs are anticipated. The project commits to creating significant living-wage employment opportunities and skilled labor jobs during both construction and operation, specifically targeting local hires. This is a unique opportunity for the local Baldwin Hills/View Park/Leimert Park/South Los Angeles community.

Curtom-Matt is the General Contractor for the Stocker Street Creative project. We represent the Developer's commitment to local inclusion. I am the President of Curtom Building & Development Corporation and a homeowner in View Park. Curtom Building is a local, black, woman owned general contractor and construction management firm. Historically, extensive outreach is performed to ensure maximum participation from other local, women, and minority owned firms. Curtom-Matt is honored to participate in this locally-driven development to minimize construction impacts on the community and maximize local opportunities and local hiring that this project will afford.

Stocker Street Creative is designed to be 'open' shop, which is most fitting for this project. This means union and non-union contractors are welcome to participate. This structure will maximize opportunities for local and small business participation, living-wage employment opportunities, and skilled labor job opportunities. We of course are committed to providing excellence in the building of the project, and our approach provides opportunities for all contractors, businesses, and workforce. This project is a critical step in fostering local capabilities, creating sustainable industry jobs, and ensuring the continued economic vibrancy of our community.

In Curtom-Matt's outreach efforts thus far, over 130 contractors/businesses have expressed interest in participating in this project when available for bidding; approximately 65% are union and 35% non-union; approximately 40% are local. This state-of-the-art campus could anticipate the following union trades – Concrete, Mechanical, Steel, Plumbing, and Carpentry. Our Community Connection events have been successful and effective in keeping the industry informed about the project. When this project is approved for construction, our bidding process will be fair and equitable. We appreciate and need the job training and local hire initiatives Stocker Street Creative is facilitating for young adults and those seeking

career advancement. It is imperative that we work with Union Apprenticeship Training Programs, Work Source Centers, Coalition for Responsible Community Development (CRCD), Los Angeles Trade Technical College, Los Angeles Urban League, Yes2Jobs, Demo Chicks, LeadersUp, Maxine Waters Employment Prep Center, National Association of Minority Contractors (NAMC), Pacific Coast Regional Small Business Development Center (PCR), and others.

Numerous major projects have recently been built or are under construction in South Los Angeles. The Stocker Street Creative project is an opportunity for those who have been successful on those previous projects to continue their success on this project. To create local continual job opportunities is critical for the economic vibrancy of our community. The Stocker Street Creative project is committed to creating significant living-wage employment opportunities and skilled labor jobs during construction and operation, specifically targeting the local Baldwin Hills/View Park/Leimert Park/South Los Angeles community.

Thank you,

Brenda J. Curry

Jason Lin

MITIGATION AND MONITORING PROGRAM

1.1 INTRODUCTION

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project's impacts in the IS/MND applies mitigation measures needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the mitigation measures identified for the Project.

1.2 ORGANIZATION

As shown on the following pages, each identified mitigation measure for the Project is listed and categorized by environmental impact area, with identification of the following for each measure:

- 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.
- Monitoring Phase: the phase of the Project during which the mitigation measure shall be monitored.
- Monitoring Frequency: the frequency at which the mitigation measure shall be monitored.
- Action Indicating Compliance: the action by which the Enforcement or Monitoring Agency indicates that compliance with the identified mitigation measure has been implemented.

1.3 ADMINISTRATIVE PROCEDURES AND ENFORCEMENT

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each mitigation measure and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each mitigation measure has been implemented. The Applicant shall maintain records demonstrating compliance with each mitigation measure. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of the mitigation measure during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the mitigation measure during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measure within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

1.4 PROGRAM MODIFICATION

Minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies/other parties as may be applicable, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the mitigation measures contained in this MMP. The enforcing City departments may determine substantial conformance with mitigation measures in the MMP in their reasonable discretion. If the City department identified as the Enforcement Agency cannot find substantial conformance work may need to be suspended at the discretion of the City department identified as the Enforcement Agency. A mitigation measure may be modified or deleted as follows: the City department responsible for enforcing the measure, or the decision maker for a subsequent discretionary project related approval, finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the mitigation measure. Any addendum or subsequent CEQA clearance shall explain why the mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the mitigation measure, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a mitigation measure shall not in and of itself require modification to any Project discretionary

approval unless the Lead Agency also finds that the change to the mitigation measure results in a substantial change to the Project or the non-environmental conditions of approval.

1.5 MITIGATION MONITORING PROGRAM

A. GEOLOGY AND SOILS

Mitigation Measures

GS-1 **Qualified Professional Paleontologist**. Prior to excavation, the project applicant shall retain a Qualified Professional Paleontologist, as defined by the Society of Vertebrates Paleontology's Standard Practices (SVPS) (2010). The Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources.

Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Qualified Professional Paleontologist or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel to comply with Policy CR9 of the West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District.

Paleontological Monitoring. Initial part-time monitoring (i.e., spot-checking) shall be conducted for all ground-disturbing activities that reach 6 feet or more below the surface to check for the presence of geologic units of high sensitivity (i.e., Quaternary older alluvium). If such sediments are observed at depth, then full-time monitoring shall be conducted. Paleontological monitoring shall be conducted by a paleontological monitor with experience with collection and salvage of paleontological resources and who meets the minimum standards of the SVPS (2010) for a Paleontological Resources Monitor. The Qualified Professional Paleontologist may recommend that monitoring be reduced in frequency or ceased entirely based on geologic observations. Such decisions shall be subject to review and approval by the City of Los Angeles. In the event of a fossil discovery by the paleontological monitor or construction personnel, all construction activity within 50 feet of the find shall cease, and the Qualified Professional Paleontologist shall evaluate the find. If the fossil(s) is (are) not scientifically significant, then construction activity may resume. If it is determined that the fossil(s) is (are) scientifically significant, the following shall be completed:

Fossil Salvage. The paleontological monitor shall salvage (i.e., excavate and recover) the fossil to protect it from damage/destruction. Typically, fossils can be safely salvaged quickly by a single paleontological monitor with minimal disruption to construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically sensitive deposits. After the fossil(s) is (are) salvaged, construction activity may resume.

Fossil Preparation and Curation. Fossils shall be identified to the lowest (i.e., most-specific) possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Professional Paleontologist.

Final Paleontological Mitigation Report. Upon completion of ground-disturbing activities (or laboratory preparation and curation of fossils, if necessary), the Qualified Professional Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts. The report shall include a summary of the field and laboratory methods employed; an overview of project geology; and, if fossils were discovered, an analysis of the fossils, including physical description, taxonomic identification, and scientific significance. The report shall be submitted to the City of Los Angeles and, if fossil curation occurred, the designated scientific institution.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency**: City of Los Angeles Department of City Planning
- **Monitoring Phase**: Prior to and during construction
- **Monitoring Frequency**: On-going during construction
- **Action Indicating Compliance**: Field inspection sign-off

B. NOISE

Mitigation Measures

N-1 Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency**: City of Los Angeles Department of Building and Safety
- **Monitoring Phase**: Prior to and during construction
- **Monitoring Frequency**: On-going during construction
- **Action Indicating Compliance**: Field inspection sign-off

N-2 A temporary construction noise barrier, or equivalent noise reduction strategy, shall be installed on the northern property line that is capable of reducing noise by 10 dBA or greater as needed at affected residences.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency**: City of Los Angeles Department of Building and Safety
- **Monitoring Phase**: Prior to and during construction
- **Monitoring Frequency**: On-going during construction
- **Action Indicating Compliance**: Field inspection sign-off

N-3 Noise and vibration construction activities whose specific location on the Project site may be flexible (e.g., operation of compressors and generators) shall be conducted as far away as possible from the nearest sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses. The construction contractor shall locate construction staging areas away from noise-sensitive uses.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency**: City of Los Angeles Department of Building and Safety
- **Monitoring Phase**: Prior to and during construction
- **Monitoring Frequency**: On-going during construction
- **Action Indicating Compliance**: Field inspection sign-off

N-4 Amplified sound shall not be permitted after 10:00 pm and special events with no amplified sound equipment shall not be permitted after 12:00 am without further study. The applicant shall prepare an acoustical study to predict operational noise levels of outdoor gathering spaces once the acoustical equipment layout and anticipated event hours and occupancy have been identified. The acoustical study shall predict noise levels based on amplified sound equipment locations, equipment maximum noise level, number of pieces of equipment, and occupancy of each of the outdoor gathering spaces. The acoustical study shall identify any additional mitigation measures to ensure ambient noise levels at sensitive receptors would not result in an incremental increase in community noise equivalent level of 5 dBA or more at surrounding sensitive receptors. Noise reduction methods that may be implemented include, but are not limited to:

  - Time restrictions on operation of amplified sound and events.
  - Design features, such as solid barriers to reduce noise at off-site sensitive receptors.
  - Restrictions on decibel levels of amplified sound equipment.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency**: City of Los Angeles Department of City Planning
- **Monitoring Phase**: Prior to occupancy and ongoing during operations
- **Monitoring Frequency**: Once prior to occupancy and ongoing compliance during operations
- **Action Indicating Compliance**: Acoustical study review and sign-off and ongoing compliance during operations

N-5 Prior to commencement of construction activity, a qualified structural engineer licensed in California shall survey the existing foundation and other structural aspects of Sanchez Ranch Adobe. The survey shall provide a shoring design to protect the identified land uses from potential damage. The qualified structural engineer shall submit a pre-construction survey letter establishing baseline conditions at the historic buildings. These baseline conditions shall be forwarded to the lead agency and to the mitigation monitor prior to issuance of any foundation only or building permit. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to the historic buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with

the Secretary of the Interior Standards. Repairs to shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24) prior to issuance of any temporary or permanent certificate of occupancy for the new building.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency**: City of Los Angeles Department of Building and Safety
- **Monitoring Phase**: Prior to, during and post construction
- **Monitoring Frequency**: Prior to and ongoing construction
- **Action Indicating Compliance**: Field inspection sign-off

C. TRANSPORTATION

Mitigation Measures

T-1 The Project shall implement the following intersection improvements at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street

- Install a protected-only left-turn phase for the northbound Santa Rosalia Drive/Angeles Vista Boulevard at Stocker Street, which includes restriping the approach from a shared left-through and right-turn lane to a dedicated left-turn lane, a through lane, and a right-turn lane. Restriping of the approach may require the removal of existing on-street parking on both sides of the street.
- Implement a protected-permissive left-turn phasing for the eastbound and westbound approaches of Stocker Street.
- Install a dedicated right-turn lane for the southbound approach of Santa Rosalia Drive/Angeles Vista Boulevard.

- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency**: City of Los Angeles Department of City of Transportation
- **Monitoring Phase**: Prior to and during construction
- **Monitoring Frequency**: Once during plan check and during construction
- **Action Indicating Compliance**: Field Inspection sign-off and issuance of certificate of occupancy

T-2 The Project shall install stop signs or electronic warning devices at site access points; install stop-signs and pavement markings internal to the site; and install devices to augment driver/pedestrian sight lines.

- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency**: City of Los Angeles Department of Transportation
- **Monitoring Phase**: Prior to and during construction
- **Monitoring Frequency**: Once during plan check and during construction
- **Action Indicating Compliance**: Field Inspection sign-off and issuance of certificate of occupancy

D. TRIBAL CULTURAL RESOURCES

Mitigation Measures

TCR-1: Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain qualified tribal monitors/consultants from the Gabrieleno Band of Mission Indians Kizh-Nation and a qualified archaeologist/archaeological monitor. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil, pavement removal, grubbing, tree removals, boring or a similar activity at the project site. Any tribal monitor/consultant shall be approved by the Gabrieleno Band of Mission Indians-Kizh Nation Tribal Government. A qualified archaeologist/archaeological monitor shall be identified as principal personnel who must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California. The archaeologist shall ensure that all other personnel associated with and hired for the archaeological monitoring are appropriately trained and qualified.

While any ground disturbance activities are taking place, the archaeological and tribal monitors/consultants shall observe all ground disturbance activities on the project site at all times. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archaeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the City has determined that the Project site has a low potential for impacting tribal cultural resources after consultation with the tribal monitor/consultant and archaeologist.

Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor/consultant, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that includes information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project site, for City inspection, documentation establishing the WEAP training was completed for all members of the construction crew involved in ground disturbance activities.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the archaeologist, in consultation with the tribal monitor/consultant approved by the Gabrieleno Band of Mission Indians-Kizh Nation, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities in the immediate vicinity of the find until the find can be assessed by the archaeologist and tribal monitor/consultant.
2. If the archaeologist and tribal monitor/consultant determine the resources are Native American in origin, the Gabrieleno Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes.
3. The Applicant, or its successor, shall implement the tribe's recommendations if the archaeologist, in consultation with the tribal monitor/consultant, reasonably conclude that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the Gabrieleno Band of Mission Indians-Kizh Nation, the archaeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation. Any discrepancies between the implementation of the recommendations shall be resolved through the City as the Lead Agency, in consultation with the archaeologist and tribal monitor/consultant.
5. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the archaeologist and tribal monitor/consultant and determined to be reasonable and appropriate.
6. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 4 above.
7. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
8. Notwithstanding paragraph 7 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, Section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.
9. Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken.

- **Enforcement Agency:** City of Los Angeles Department of City Planning and City of Los Angeles Department of Building and Safety
- **Monitoring Agency**: City of Los Angeles Department of City Planning and City of Los Angeles Department of Building and Safety
- **Monitoring Phase**: Prior to and during construction
- **Monitoring Frequency**: On-going during construction
- **Action Indicating Compliance**: Field Inspection sign-off and issuance of certificate of occupancy

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION

Public Resources Code Section 21092 and Cal. Code of Regulations Title 14, Section 15072 (the Guidelines for the California Environmental Quality Act) require a local agency to provide a notice of intent to adopt a negative declaration or mitigated negative declaration to the public, responsible agencies, trustee agencies, and the county clerk of each county within which the proposed project is located, sufficiently prior to adoption by the lead agency of the negative declaration or mitigated negative declaration to allow the public and agencies the review period provided under Section 15105 of the Guidelines.

Project Title: Stocker Street Creative

Project Location: 3701 – 3761 Stocker Street (legally described as Lot PT LT 41, Arb 78-82, Block None, Tract Rancho Cienega O'Paso de La Tijera)

Project Description: Construction of a campus for studio and sound stage production, totaling approximately 256,758 square feet with a 1.15:1 FAR, within 6 new buildings ranging in height from one story (14 feet) up to a height of seven stories (110 feet). The project includes approximately 111,814 square feet of studio production and associated ancillary facilities; approximately 18,033 square feet of restaurant/retail space; 126,911 square feet of office space and a parking garage with 344 parking stalls, and a 2,684 square foot community room. The project also includes the removal of 29 non-protected on-site trees; no trees within the public right-of-way are proposed to be removed. A Haul Route is proposed for the export of approximately 21,800 cubic yards of soil.

Schedule: The City of Los Angeles will receive comments on the proposed mitigated negative declaration beginning November 6, 2025 for 30 days, ending December 8, 2025. The City of Los Angeles, as lead agency, will make a determination on the project, following a public hearing to be scheduled.

Copies of the proposed mitigated negative declaration and all documents referenced in the proposed mitigated negative declaration are available for review during the lead agency's normal business hours at: City of Los Angeles Planning Dept., 200 N. Spring St., Room 721, Los Angeles, CA 90012.

Signature: Kyle Winston Date: 11/4/2025

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

PETITION IN SUPPORT OF STOCKER STREET CREATIVE

I/WE, THE UNDERSIGNED, SUPPORT THE DEVELOPMENT OF THE STOCKER STREET CREATIVE PROJECT.
I/We welcome the development of the 5-acre Stocker Street Creative campus which will deliver 256,000 square feet of new facilities, featuring five state-of-the-art sound stages, extensive production and support space, creative offices, community space, eatery spaces and a rooftop dining experience for the local creative community and residents. I/We support the community and economic development benefits of the Stocker Street Creative project:

- **Job Creation:** The project commits to creating significant living-wage employment opportunities and skilled labored jobs during both construction and operation, specifically targeting local hires. With an estimated 2,100 Construction jobs & 1,600 industry/operational jobs, we appreciate and need the job training and local hire initiatives Stocker Street Creative is facilitating for young adults and those seeking career advancement.
- **Economic Development Hub in South Los Angeles:** Stocker Street Creative will transform an aging commercial office building site into a state-of-the-art creative industry center for film, TV, and media production, providing a level setting space for hundreds of small businesses, nonprofits and educational programs to thrive.
- **Neighborhood Improvement:** The design will feature modern sustainable architecture that will qualify for LEED certification and CA Film Commission certification to support film maker requests for film and tv tax credits.
- **Community Enhancement:** Stocker Street Creative will include a publicly accessible central plaza, community meeting rooms and local dining options designed for tenants, residents and community engagement.

I/We strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

- Pursuant to LAMC Section 16.05, Site Plan Review for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the Crenshaw Corridor Specific Plan.
- Pursuant to LAMC Section 12.24.U.15, a Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets.
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Zip code: 90047 **Email:** angenurse@hotmail.com
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CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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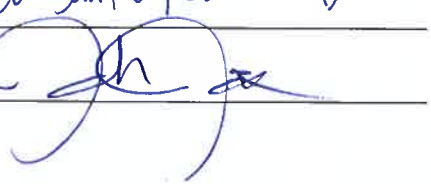
Name: Jos H Jones **Org:** _____ **Date:** 1/20/26

Address: 3750 Santa Rosalia Dr 414 **Zip code:** 90008 **Email:** jsh86jones86@me.com

Signature: 

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Name: Stacy Maspero **Org:** ECSWA DC **Date:** 1/20/26

Address: PO Box 43053 LA 90043 **Zip code:** 90047 **Email:** Stacidyer2001@yahoo.com

Signature:

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Name: Lisa Tatum **Org:** IATSE **Date:** 1/20/2026

Address: 1271 W. 80th Street **Zip code:** 90044 **Email:** AMoreFabulous YouInc@gmail.com

Signature: Lisa Tatum

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Ishmani Baber **Org:** _____ **Date:** 1/20/24

Address: 7320 S. Vermont **Zip code:** 90044 **Email:** Ishmani Baber @ Gmail.com

Signature: Ishmani Baber

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Name: Naomi Suber **Org:** Empowerment Congress **Date:** 1/20/2026

Address: 1828 w 81 st **Zip code:** 90047 **Email:** naomi.suber42@gmail.com

Signature: [signature]

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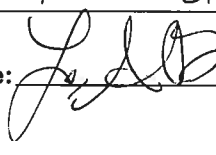
Name: Leonora Anzaldua **Org:** Neigh **Date:** 20 January 2026

Address: 9107 LA SALLE AVE **Zip code:** 90047 **Email:** LEONORA.ANZALDUA@GMAIL.COM

Signature: 

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Name: Aleta Cruel **Org:** College Board **Date:** 1/20/26

Address: 2111 W. 85th St. **Zip code:** 90047 **Email:** aleta.cruel@gmail.com

Signature: Aleta Cruel

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Name: Kenny Hargrove **Org:** _____ **Date:** January 20, 2026

Address: PO Box 2944, LA, CA **Zip code:** 90078 **Email:** Kenny

Signature: _____

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Name: Grey Perez **Org:** Alliance Bunker Ted **Date:** 1/20/26

Address: 2111 W. 85th St Los Angeles **Zip code:** 90047 **Email:**

Signature:

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Name: Virgil Grant **Org:** California Connected **Date:** 1-20-26

Address: 7415 Crenshaw Blvd **Zip code:** 90043 **Email:** vg@californiaconnected

Signature:

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Nechele Hammock **Org:** ECWSW **Date:** 1-20-26

Address: 9415 W A Salle Ave LA 90047 **Zip code:** 90047 **Email:** Nechele@me.com

Signature:

RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
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Name: Patrice Thomas **Org:** _____ **Date:** 1/20/26

Address: 9115 La Salle Ave **Zip code:** 90047 **Email:** Lilsqueeksen98@yahoo.com

Signature: Patrice Lyn Thomas

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Name: JAMES REED **Org:** ECSWANDC **Date:** 1/20/26

Address: _____ **Zip code:** 90047 **Email:** jamesareed@yahoo.com

Signature: _____

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Name: Alicia W. Grant **Org:** _____ **Date:** 1-20-26

Address: 3406 La Salle Ave **Zip code:** 90007 **Email:** _____

Signature: A. Grant

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CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Tunisia Johnson **Org:** _____ **Date:** 1/20/26

Address: 3608 W. 118th **Zip code:** 90303 **Email:** tunisiajohnson@gmail.com

Signature: _____

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Name: Sherry Bailey **Org:** _____ **Date:** 1-23-2026

Address: 5616 Springhill Place **Zip code:** 90043 **Email** Chairteamcsbe@gmail.net

Signature: Sherry Bailey

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Name: Lyric Joseph-Armstrong **Org:** _____ **Date:** Jan 23, 2026

Address: 5632 Wenlock St **Zip code:** 90016 **Email:** lyricarmstrong@gmail.com

Signature: [signature]

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Name: Carl Brackens **Org:** _____ **Date:** 1/23/2026

Address: 3725 Don Felipe Dr **Zip code:** 90008 **Email:** Carl@LoansByCARL.a

Signature: _____

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

PETITION IN SUPPORT OF STOCKER STREET CREATIVE

I/WE, THE UNDERSIGNED, SUPPORT THE DEVELOPMENT OF THE STOCKER STREET CREATIVE PROJECT.
I/We welcome the development of the 5-acre Stocker Street Creative campus which will deliver 256,000 square feet of new facilities, featuring five state-of-the-art sound stages, extensive production and support space, creative offices, community space, eatery spaces and a rooftop dining experience for the local creative community and residents. I/We support the community and economic development benefits of the Stocker Street Creative project:

- **Job Creation:** The project commits to creating significant living-wage employment opportunities and skilled labored jobs during both construction and operation, specifically targeting local hires. With an estimated 2,100 Construction jobs & 1,600 industry/operational jobs, we appreciate and need the job training and local hire initiatives Stocker Street Creative is facilitating for young adults and those seeking career advancement.
- **Economic Development Hub in South Los Angeles:** Stocker Street Creative will transform an aging commercial office building site into a state-of-the-art creative industry center for film, TV, and media production, providing a level setting space for hundreds of small businesses, nonprofits and educational programs to thrive.
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Name: Harriette Middleton **Org:** _____ **Date:** 4/29/26

Address: 3820 Stocker St #2 **Zip code:** 90008 **Email:** harriettemiddleton@sbcglobal.net

Signature: Harriette Middleton

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Name: Roderick A. Smith **Org:** _____ **Date:** 1/29/26

Address: 3824 Stocker St., #1 **Zip code:** 90008 **Email:** rod1smith@yahoo.com

Signature: [signature]

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Name: Kindy Williams **Org:** 208 **Date:** 1/29/26

Address: 3764 Stocker St. **Zip code:** 90008 **Email:**

Signature:

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

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Please feel free to contact me at 323-299-5054 or by email at propiano@aol.com should you require additional information.

Sincerely,

Byron J Smith, Professor
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 213-610-9563 or by email at hnydot@aol.com should you require additional information.

Sincerely,

Estella Creighton
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 323-294-4911 or by email at donnawisdom@yahoo.com should you require additional information.

Sincerely,

Donna Wilson
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
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Los Angeles, CA 90012
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Please feel free to contact me at 310-348-9172 or by email at stokesgwn@aol.com should you require additional information.

Sincerely,

Gwendolyn Stokes
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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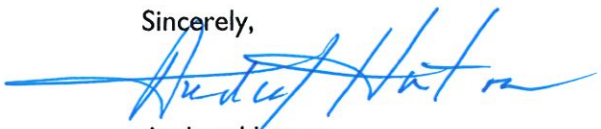
Please feel free to contact me at 213-952-6281 or by email at klassyraft2@yahoo.com should you require additional information.

Sincerely,



Audrey Horton
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
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Please feel free to contact me at 323-772-0431 or by email at jdcochran33@yahoo.com should you require additional information.

Sincerely,

Jacqueline Cochran

Dr. Jacqueline Cochran
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

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Please feel free to contact me at 310-532-5290 or by email at speles13@aol.com should you require additional information.

Sincerely,

Lessie Thompson
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January 18, 2026

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Please feel free to contact me at 805-797-2998 or by email at irenepink@peoplepc.com should you require additional information.

Sincerely,

Dr. Irene Pinkard
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

As a home owner in the area, I am writing to express my strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

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Please feel free to contact me at 323-757-7376 or by email at 5ethelwilliams@att.net should you require additional information.

Sincerely,

Ethel Williams
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 213-924-3510 or by email at arvisjon@msn.com should you require additional information.

Sincerely,

Arvis L. Jones

Arvis Jones
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact us at 323-896-0803 or by email at sbswartz@icloud.com should you require additional information.

Sincerely,

Steve & Sylvia Swartz
Home Owners

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 323-687-6716 or by email at bjj1917@ca.rr.com should you require additional information.

Sincerely,

Brenda Jones
Home Owner



CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 310-991-6785 or by email at haynes.rosby@yahoo.com should you require additional information.

Sincerely,

Alberta Rosby
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 323-527-6520 or by email at ssmith3066@aol.com.com should you require additional information.

Sincerely,

Shirley Smith

Shirley Smith
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 323-292-0067 or by email at carol_smith041@yahoo.com should you require additional information.

Sincerely,

Carol Smith

Dr. Carol Smith
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 310-944-6425 or by email at cbaylark@aol.com should you require additional information.

Sincerely,

Cheryl Baylark
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 323-564-2041 should you require additional information.

Sincerely,

Brenda L. Barton

Brenda Barton
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 714-222-6913 or by email at tony@fitgroup.com should you require additional information.

Sincerely,

Rev, Everton Robinson
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 323-632-3644 or by email at mr.curry1@sbcglobal.net should you require additional information.

Sincerely,

Victor Curry
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 310-415-5925 or by email at leticiahalsey@yahoo.com should you require additional information.

Sincerely,

Leticia Halsey
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 310-344-3621 or by email at aletaboston@yahoo.com should you require additional information.

Sincerely,

Aleta Boston
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
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E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 323-296-1547 or by email at debby5233@gmail.com should you require additional information.

Sincerely,

Debra Williams
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
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Please feel free to contact me at 310-714-3985 or by email at rossange@gmail.com should you require additional information.

Sincerely,

Angela M. Ross

Angela Ross
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

As a home owner in the area, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. It will provide local employment opportunities for contractors and construction workers, and employment of staff for the completed campus. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with my personal vision for building and positive growth in our community.

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Please feel free to contact me at 310-613-4954 or by email at janicehinton71@yahoo.com should you require additional information.

Sincerely,

Janice Hinton

Janice Hinton
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 310-515-1502 or by email at asberrysa@aol.com should you require additional information.

Sincerely,

Sharon Asberry

Sharon Asberry
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 310-326-1726 or by email at jpinc1226@aol.com should you require additional information.

Sincerely,

Patricia Carr-Harris

Patricia Carr Harris
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 310-720-4936 or by email at marshall.wanda@hitco.com should you require additional information.

Sincerely,

Wanda Marshall

Wanda Marshall
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
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Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

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Please feel free to contact me at 310-418-0278 or by email at elainemarcia@yahoo.com should you require additional information.

Sincerely,

Dr. Elaine Thompson
Home Owner



CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 24, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of our local business, Le Chic Hair Design, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our business has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for several decades. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission to support community development.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

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Please feel free to contact us at (310) 739-1277 should you require additional information.

Sincerely,

Geridetta Walker
Owner
Le Chic Hair Design

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

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Please feel free to contact me at (✓) 562)760-9690 or by email at MaxandClaude@Verizon.Net should you require additional information.

Sincerely,

Maxine Harrison

MAXINE HARRISON

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
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Please feel free to contact me at (310) 886-0068 or by email at
should you require additional information.

Sincerely,

Annette W. Johnson

ANNETTE W. JOHNSON

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative
(stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at (323) 758-7282 or by email at dmrobi@msn.com should you require additional information.

Sincerely,

CURTIS W. ROBINSON
D'Etta ROBINSON

Al'Etta Robinson

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at (424) 202-4181 or by email at TateKTrout@outlook.com should you require additional information.

Sincerely,

Karen Trautman

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at (562)676-7163 or by email at cyvonnek73@gmail.com should you require additional information.

Sincerely,

Consta Yvonne Kelly

CONSTA YVONNE KELLY

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at ( ) or by email at yona4180aol.com should you require additional information.

Sincerely,

Yvonne R Jones

Yvonne R. Jones

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at (310) 908.2908 or by email at
should you require additional information.

Sincerely,

Clinton Stewart
CLINTON STEWART

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative
(stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at ( ) or by email at laurenrobinson92@gmail.com should you require additional information.

Sincerely,

Lauren McConnell

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
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Please feel free to contact me at (562) 746-7221 or by email at ANNETTELC@Verizon.Net should you require additional information.

Sincerely,

Annette Langley-Clarke
ANNETTE LANGLEY-CLARKE
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

As a Home Owner in the area, I am writing to express my strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. It will provide local employment opportunities for contractors and construction workers, and employment of staff for the completed campus. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with my personal vision for building and positive growth in our community.

I am in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact me at (310) 926-4676 or by email at
should you require additional information.

Sincerely,

Chuck Sykes

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

LOZEAU DRURY LLP

T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
richard@lozeaudrury.com

VIA EMAIL

February 2, 2024

Kyle Winston, City Planner
City of Los Angeles Planning Department
City of Los Angeles
221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
kyle.winston@lacity.org

Vince Bertoni, AICP, Director
City of Los Angeles Planning Department
City of Los Angeles
200 N. Spring Street, Room 525
Los Angeles, CA 90012
vince.bertoni@lacity.org

Holly L. Wolcott, City Clerk
Office of the City Clerk
City of Los Angeles
200 N. Spring Street, Room 360
Los Angeles, CA 90012
cityclerk@lacity.org

Re: CEQA and Land Use Notice Request for the Stocker Street Creative Project (CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI; ENV-2024-326-EAF)

Dear Mr. Winston, Mr. Bertoni, and Ms. Wolcott,

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the project known as the Stocker Street Creative Project (CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI; ENV-2024-326-EAF), including all actions referring or related to the proposed development of a film production studio complex consisting of five buildings: the film production studio, an associated office, a general office, a restaurant, and a mill shop totaling 256,700 square feet of building space and a 6-story parking building with 375 parking stalls, located at 3701-3761 Stocker Street on APNs 5032-022-003, -004, -005, 017, and -018 in the City of Los Angeles. ("Project").

We hereby request that the City of Los Angeles ("City") send by electronic mail, if possible, or U.S. Mail to our firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared for the Project pursuant to the California Environmental Quality Act ("CEQA"), including, but not limited to:
    - Notices of any public hearing held pursuant to CEQA.

- Notices of determination that an Environmental Impact Report ("EIR") is required for the Project, prepared pursuant to Public Resources Code Section 21080.4.
- Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.
- Notices of preparation of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21092.
- Notices of availability of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
- Notices of approval and/or determination to carry out the Project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of any addenda prepared to a previously certified or approved EIR.
- Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of determination that the Project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
- Notice of any Final EIR prepared pursuant to CEQA.
- Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092**, which requires 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.

Please send notice by electronic mail, if possible, or U.S. Mail to:

Richard Drury
Chase Preciado
Madeline Dawson
Layne Fajeau
Lozeau Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
richard@lozeaudrury.com
chase@lozeaudrury.com
madeline@lozeaudrury.com
layne@lozeaudrury.com

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,

Chase R. Preciado

Chase Preciado
Lozeau | Drury LLP

Ph: (626) 314-3821
Fx: (626) 389-5414
Em: info@mitchtsailaw.com

Mitchell M. Tsai
Law Firm

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

September 10, 2024

Beatrice Pacheco
Chief Clerk
City of Los Angeles Planning Records Management
1350 North Figueroa Avenue, Suite 1350
Los Angeles, CA 90012
Em: beatrice.pacheco@lacity.org
Em: Planning.custodianofrecords@lacity.org

RE: Public Records Act and Advance Notice List Request Regarding the Stocker Street Creative Campus Project (CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI; ENV-2024-326-EAF).

Dear Beatrice Pacheco,

On behalf of the Western States Regional Council of Carpenters ("**Western Carpenters**" or "**WSRCC**")and its members, this Office requests that the City of Los Angeles ("**City**") provide any and all information referring or related to the Stocker Street Creative Campus Project ("**Project**") pursuant to the California Public Records Act ("**PRA**"), Cal. Government ("**Gov't**") Code §§ 7920–7931 (collectively "**PRA Request**").

Moreover, WSRCC requests that City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("**CEQA**"), Cal Public Resources Code ("**PRC**") § 21000 *et seq*, and the California Planning and Zoning Law ("**Planning and Zoning Law**"), Cal. Gov't Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and 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 Western States Regional Council of Carpenters is a labor union representing almost 90,000 union carpenters in twelve states, including California, and has a strong interest in well-ordered land use planning and addressing the environmental impacts of development projects, such as the Project.

I. PUBLIC RECORDS ACT REQUEST.

Western Carpenters is requesting any and all information referring or related to the Project.

The Public Records Act defines the term "public record" broadly as "any writing containing information relating to the conduct of the public's business . . . regardless of physical form and characteristics." Gov't Code § 7920.530(a). "Records" includes all communications relating to public business regardless of physical form or characteristics, including but not limited to any writing, picture, sound, or symbol, whether paper, magnetic, electronic, text, other media, or written verification of any oral communication. Included in this request are any references in any appointment calendars and applications, phone records, or text records. These "records" are to include, but are not limited to correspondences, e-mails, reports, letters, memorandums, and communications by any employee or elected official of **City** concerning the Project.

Please include in your response to this request the following examples of "records," as well as any similar physical or electronic forms of communication: any form of writing such as correspondence, electronic mail records ("email"), legal and factual memoranda, facsimiles, photographs, maps, videotapes, film, data, reports, notes, audiotapes, or drawings. Cal. Government Code § 7920.545 (defining a writing to including "any record thereby created, regardless of the manner in which the record has been stored"). Responsive correspondence should include, *inter alia*, emails, text messages, or any other form of communication regardless of whether they were sent or received on public or privately-owned electronic devices "relating to the conduct of the public's business." Cal. Government Code § 7920.530; *Citizens for Ceres v. Super. Ct.* ("*Ceres*") (2013) 217 Cal. App. 4th 889, 909; *Citizens for Open Gov't v. City of Lodi ("Lodi")* (2012) 205 Cal.App.4th 296, 307, 311; *City of San Jose v. Superior Court* (2017) 2 Cal. 5th 608, 625 (finding that a public employee or officer's "writings about public business are not excluded" from the California Public Records Act "simply because they have been sent, received, or stored in a personal account.") .

This Office requests any and all information referring or related to the Project, including but not limited to:

(1) All Project application materials;

(2) All staff reports and related documents prepared by the City with respect to its compliance with the substantive and procedural requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the CEQA Guidelines, title 14, California Code of Regulations, § 15000 et seq. (collectively "**CEQA**") and with respect to the action on the Project;

(3) All staff reports and related documents prepared by the City and written testimony or documents submitted by any person relevant to any findings or statement of overriding considerations adopted by the agency pursuant to CEQA;

(4) Any transcript or minutes of the proceedings at which the decisionmaking body of the City heard testimony on, or considered any environmental document on, the Project, and any transcript or minutes of proceedings before any advisory body to the public agency that were presented to the decisionmaking body prior to action on the environmental documents or on the Project;

(5) All notices issued by the City to comply with CEQA or with any other law governing the processing and approval of the Project;

(6) All written comments received in response to, or in connection with, environmental documents prepared for the Project, including responses to the notice of preparation;

(7) All written evidence or correspondence submitted to, or transferred from, the City with respect to compliance with CEQA or with respect to the Project;

(8) Any proposed decisions or findings submitted to the decisionmaking body of the City by its staff, or the Project proponent, Project opponents, or other persons;

(9) The documentation of the final City decision and approvals, including the final environmental impact report, mitigated negative declaration, negative declaration, or notice of exemption, and all documents, in addition to those referenced in paragraph (3), cited

or relied on in the findings or in a statement of overriding considerations adopted pursuant to CEQA;

(10) Any other written materials relevant to the public agency's compliance with CEQA or to its decision on the merits of the Project, including the initial study, any drafts of any environmental document, or portions thereof, that have been released for public review, and copies of studies or other documents relied upon in any environmental document prepared for the Project and either made available to the public during the public review period or included in the City's files on the Project, and all internal agency communications, including staff notes and memoranda related to the Project or to compliance with CEQA; and

(11) The full written record before any inferior administrative decisionmaking body whose decision was appealed to a superior administrative decisionmaking body prior to the filing of any litigation.

Please respond within 10 days from the date you receive this request as to whether this request specifies identifiable records not exempt from disclosure under the PRA or otherwise privileged or confidential, and are therefore subject to disclosure. Cal. Government Code § 7922.535(a). This Office understands that this time may be extended up to 14 days for unusual circumstances as provided by Cal. Government Code § 7922.535(b), and that we will be notified of any extension and the reasons justifying it.

We request that you provide all documents in electronic format and waive any and all fees associated with this Request. WSRCC is a community-based organization. Please notify and obtain express approval from this Office before incurring any duplication costs.

If any of the above requested documents are available online, please provide us with the URL web address at which the documents may be downloaded. If any of the requested documents are retained by the City in electronic computer-readable format such as PDF (portable document format), please provide us with pdf copies of the

documents via email, or inform us of the location at which we can copy these documents electronically. Cal. Government Code § 7922.570.

In preparing your response, please bear in mind that you have an obligation under Government Code section 7922.600(a) to (1) identify all records and information responsive to our request or the purpose of our request; (2) describe the information technology and physical location in which the records exist; and (3) provide suggestions for overcoming any practical basis for denying access to the records or information sought.

In responding to this request, please bear in mind that any exemptions from disclosure you may believe to be applicable are to be narrowly construed. *Marken v. Santa Monica-Malibu Unif. Sch. Dist.* (2012) 202 Cal. App. 4th 1250,1262; and may be further narrowed or eliminated by the adoption of Proposition 59, which amended article I, section 3(b)(2) of the California Constitution to direct that any "statute ... or other authority ... [that] limits the right of access" to "information concerning the conduct of the people's business" must be "narrowly construed."

As for any records that you nonetheless decline to produce on the grounds of an exemption, please bear in mind that the case law under the Public Records Act imposes a duty on you to distinguish between the exempt and the non-exempt portion of any such records, and to attempt in good faith to redact the exempt portion and to disclose the balance of such documents.

Please bear in mind further that should you choose to withhold any document from disclosure, you have a duty under Government Code section 7923.750, subd. (a) to "justify withholding any record by demonstrating that the record in question is exempt under express provisions" of the Public Records Act or that "the public interest served by not disclosing the record clearly outweighs the public interest served by disclosure of the record."

Finally, please note that you must retain and not destroy any and all records, notwithstanding any local record retention or document destruction policies. As the Court noted in *Golden Door Properties, LLC v. Superior Court of San Diego County* (2020) 53 Cal.App.5th 733 that a public agency "must retain '[a]ll written evidence or correspondence submitted to, or transferred from' . . . with respect to" CEQA compliance or "with respect to the project."

II. ADVANCE NOTICE LIST REQUEST.

We also ask that you put this Office on its notice list for any and all notices issued under the CEQA and the Planning and Zoning Law.

In particular, we request that the City send by mail or electronic mail notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivision for the Project, or supported, in whole or in part, through permits, contracts, grants, subsidies, loans, or other forms of approvals, actions or assistance, including but not limited to the following:

- Notices of any public hearing held in connection with the Project; as well as
- Any and all notices prepared pursuant to CEQA, including but not limited to:
- Notices of determination that an Environmental Impact Report ("EIR") or supplemental EIR is required for a project, prepared pursuant to Public Resources Code Section 21080.4;
- Notices of availability of an EIR or a negative declaration for a project prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations;
- Notices of approval or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of approval or certification of any EIR or negative declaration prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of exemption from CEQA prepared pursuant to Public Resources Code section 21152 or any other provision of law; and
- Notice of any Final EIR prepared pursuant to CEQA.

This Office is requesting notices of any approvals or public hearings under CEQA and the California Planning and Zoning Law. This request is filed pursuant to California

Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 requiring 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.

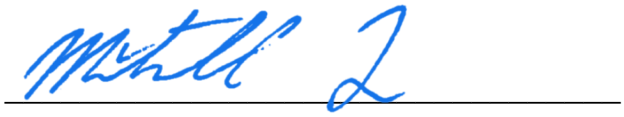
Please send notice by regular or electronic mail to:

Mitchell M. Tsai Law Firm
139 South Hudson Avenue
Suite 200
Pasadena, California 91101

Em: info@mitchtsailaw.com
Em: mitch@mitchtsailaw.com
Em: graceh@mitchtsailaw.com

We look forward to working with you. If you have any questions or concerns, please do not hesitate to contact our Office.

Sincerely,



Mitchell M. Tsai
Attorneys for Western States Regional Council of Carpenters

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Mitchell M. Tsai
Law Firm

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

November 6, 2024

Crenshaw Corridor Design Review Board
200 N. Spring St., Room 720
(Attn. Isaiah Ross)
Los Angeles, CA 90012
Tel. (213) 238-7731
E-mail: isaiah.ross@lacity.org

RE: City of Los Angeles, 3701 – 3761 Stocker Street Project (Agenda Item No. 3.a.)

Dear Isaiah Ross,

On behalf of the Western States Regional Council of Carpenters ("Western Carpenters" or "WSRCC"), my Office is submitting these comments for the City of Los Angeles's 3701 – 3761 Stocker Street Project ("**Project**"), which will be discussed at the November 7, 2024 Crenshaw Corridor Design Review Board meeting.

The Western States Regional Council of Carpenters is a labor union representing almost 90,000 union carpenters in 12 states, including California, and has a strong interest in well-ordered land use planning and in addressing the environmental impacts of development projects.

The proposed Project would consist of a 5-acre, 222,156 square-foot motion picture production studio campus including the new construction of five buildings totaling 256,700 square-feet and a total Floor Area Ratio (FAR) of 1.16:1. The Project also includes four production sound stages of totaling 49,200 square-feet, 6,500 square-feet of back house space, 44,000 square-feet of production support office space, a 13,400 square-foot mill shop for set production, a 31,000 square-foot open plaza courtyard, 112,150 square feet of leasable commercial office space with conference rooms, 11,560 square feet of restaurant space, 300 square foot security building, 3,100 square-feet of dedicated campus management space, a 6-story parking building with 375 automobile parking spaces and 3,000 square-feet of ground level retail space.

Individual members of the Western Carpenters live, work, and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

The Western 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 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 Western 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 Western 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.

I. THE CITY SHOULD REQUIRE THE USE OF A LOCAL WORKFORCE TO BENEFIT THE COMMUNITY'S ECONOMIC DEVELOPMENT AND ENVIRONMENT

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.[1]

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.[2]

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[1] 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.

[2] 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.

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 include potential reductions in both vehicle miles traveled and vehicle hours traveled.[3]

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.[4] 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.

Recently, the State of California verified its commitment towards workforce development through the Affordable Housing and High Road Jobs Act of 2022, otherwise known as Assembly Bill No. 2011 ("**AB2011**"). AB2011 amended the Planning and Zoning Law to allow ministerial, by-right approval for projects being built alongside commercial corridors that meet affordability and labor requirements.

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[3] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[4] 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.

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.

II. 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.[5]

Western Carpenters recommend that the Lead Agency adopt additional requirements to mitigate public health risks from the Project's construction activities. Western 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 Western Carpenters' experience with safe construction site work practices, Western 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.

[5] 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.

- 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:

- 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.[6]

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.

[6] *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.

Western 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.[7]

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.

If the City has any questions, feel free to contact my Office.

Sincerely,

Grace Holbrook
Attorneys for Western States
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);

[7] For details concerning Western Carpenter's ICRA training program, *see* https://icrahealthcare.com/.

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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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

[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.

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
Mojave Desert	16.8	10.8
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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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

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, 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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	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.

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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

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, 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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	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

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.

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

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

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:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

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.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

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.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

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.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

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.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

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.

Ph: (626) 314-3821
Fx: (626) 389-5414
Em: info@mitchtsailaw.com

Mitchell M. Tsai
Law Firm

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

April 30, 2025

Beatrice Pacheco
Chief Clerk
City of Los Angeles Planning Records Management
1350 North Figueroa Avenue, Suite 1350
Los Angeles, CA 90012
Em: beatrice.pacheco@lacity.org
Em: Planning.custodianofrecords@lacity.org

RE: Public Records Act and Advance Notice List Request Regarding the Stocker Street Creative Campus Project (CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI, ENV-2024-326-EAF).

Dear Beatrice Pacheco,

On behalf of the Western States Regional Council of Carpenters ("**Western Carpenters**" or "**WSRCC**")and its members, this Office requests that the City of Los Angeles ("**City**") provide any and all information referring or related to the Stocker Street Creative Campus Project (CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI, ENV-2024-326-EAF) ("**Project**") pursuant to the California Public Records Act ("**PRA**"), Cal. Government ("**Gov't**") Code §§ 7920–7931 (collectively "**PRA Request**").

Moreover, WSRCC 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**"), Cal Public Resources Code ("**PRC**") § 21000 *et seq*, and the California Planning and Zoning Law ("**Planning and Zoning Law**"), Cal. Gov't Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and 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 Western States Regional Council of Carpenters is a labor union representing almost 90,000 union carpenters in twelve states, including California, and has a strong

interest in well-ordered land use planning and addressing the environmental impacts of development projects, such as the Project.

I. PUBLIC RECORDS ACT REQUEST.

Western Carpenters is requesting any and all information referring or related to the Project dating after September 10, 2024.

The Public Records Act defines the term "public record" broadly as "any writing containing information relating to the conduct of the public's business . . . regardless of physical form and characteristics." Gov't Code § 7920.530(a). "Records" includes all communications relating to public business regardless of physical form or characteristics, including but not limited to any writing, picture, sound, or symbol, whether paper, magnetic, electronic, text, other media, or written verification of any oral communication. Included in this request are any references in any appointment calendars and applications, phone records, or text records. These "records" are to include, but are not limited to correspondences, e-mails, reports, letters, memorandums, and communications by any employee or elected official of the City concerning the Project.

Please include in your response to this request the following examples of "records," as well as any similar physical or electronic forms of communication: any form of writing such as correspondence, electronic mail records ("email"), legal and factual memoranda, facsimiles, photographs, maps, videotapes, film, data, reports, notes, audiotapes, or drawings. Cal. Government Code § 7920.545 (defining a writing to including "any record thereby created, regardless of the manner in which the record has been stored"). Responsive correspondence should include, *inter alia*, emails, text messages, or any other form of communication regardless of whether they were sent or received on public or privately-owned electronic devices "relating to the conduct of the public's business." Cal. Government Code § 7920.530; *Citizens for Ceres v. Super. Ct.* ("*Ceres*") (2013) 217 Cal. App. 4th 889, 909; *Citizens for Open Gov't v. City of Lodi ("Lodi")* (2012) 205 Cal.App.4th 296, 307, 311; *City of San Jose v. Superior Court* (2017) 2 Cal. 5th 608, 625 (finding that a public employee or officer's "writings about public business are not excluded" from the California Public Records Act "simply because they have been sent, received, or stored in a personal account.") .

This Office requests any and all information referring or related to the Project from after September 10, 2024, including but not limited to:

(1) All Project application materials;

(2) All staff reports and related documents prepared by the City with respect to its compliance with the substantive and procedural requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the CEQA Guidelines, title 14, California Code of Regulations, § 15000 et seq. (collectively "**CEQA**") and with respect to the action on the Project;

(3) All staff reports and related documents prepared by the City and written testimony or documents submitted by any person relevant to any findings or statement of overriding considerations adopted by the agency pursuant to CEQA;

(4) Any transcript or minutes of the proceedings at which the decisionmaking body of the City heard testimony on, or considered any environmental document on, the Project, and any transcript or minutes of proceedings before any advisory body to the public agency that were presented to the decisionmaking body prior to action on the environmental documents or on the Project;

(5) All notices issued by the City to comply with CEQA or with any other law governing the processing and approval of the Project;

(6) All written comments received in response to, or in connection with, environmental documents prepared for the Project, including responses to the notice of preparation;

(7) All written evidence or correspondence submitted to, or transferred from, the City with respect to compliance with CEQA or with respect to the Project;

(8) Any proposed decisions or findings submitted to the decisionmaking body of the City by its staff, or the Project proponent, Project opponents, or other persons;

(9) The documentation of the final City decision and approvals, including the final environmental impact report, mitigated negative declaration, negative declaration, or notice of exemption, and all documents, in addition to those referenced in paragraph (3), cited or relied on in the findings or in a statement of overriding considerations adopted pursuant to CEQA;

(10) Any other written materials relevant to the public agency's compliance with CEQA or to its decision on the merits of the Project, including the initial study, any drafts of any environmental document, or portions thereof, that have been released for public review, and copies of studies or other documents relied upon in any environmental document prepared for the Project and either made available to the public during the public review period or included in the City's files on the Project, and all internal agency communications, including staff notes and memoranda related to the Project or to compliance with CEQA; and

(11) The full written record before any inferior administrative decisionmaking body whose decision was appealed to a superior administrative decisionmaking body prior to the filing of any litigation.

Please respond within 10 days from the date you receive this request as to whether this request specifies identifiable records not exempt from disclosure under the PRA or otherwise privileged or confidential, and are therefore subject to disclosure. Cal. Government Code § 7922.535(a). This Office understands that this time may be extended up to 14 days for unusual circumstances as provided by Cal. Government Code § 7922.535(b), and that we will be notified of any extension and the reasons justifying it.

We request that you provide all documents in electronic format and waive any and all fees associated with this Request. WSRCC is a community-based organization. Please notify and obtain express approval from this Office before incurring any duplication costs.

If any of the above requested documents are available online, please provide us with the URL web address at which the documents may be downloaded. If any of the requested documents are retained by the City in electronic computer-readable format such as PDF (portable document format), please provide us with pdf copies of the documents via email, or inform us of the location at which we can copy these documents electronically. Cal. Government Code § 7922.570.

In preparing your response, please bear in mind that you have an obligation under Government Code section 7922.600(a) to (1) identify all records and information responsive to our request or the purpose of our request; (2) describe the information technology and physical location in which the records exist; and (3) provide suggestions for overcoming any practical basis for denying access to the records or information sought.

In responding to this request, please bear in mind that any exemptions from disclosure you may believe to be applicable are to be narrowly construed. *Marken v. Santa Monica-Malibu Unif. Sch. Dist.* (2012) 202 Cal. App. 4th 1250,1262; and may be further narrowed or eliminated by the adoption of Proposition 59, which amended article I, section 3(b)(2) of the California Constitution to direct that any "statute ... or other authority ... [that] limits the right of access" to "information concerning the conduct of the people's business" must be "narrowly construed."

As for any records that you nonetheless decline to produce on the grounds of an exemption, please bear in mind that the case law under the Public Records Act imposes a duty on you to distinguish between the exempt and the non-exempt portion of any such records, and to attempt in good faith to redact the exempt portion and to disclose the balance of such documents.

Please bear in mind further that should you choose to withhold any document from disclosure, you have a duty under Government Code section 7923.750, subd. (a) to "justify withholding any record by demonstrating that the record in question is exempt under express provisions" of the Public Records Act or that "the public interest served by not disclosing the record clearly outweighs the public interest served by disclosure of the record."

Finally, please note that you must retain and not destroy any and all records, notwithstanding any local record retention or document destruction policies. As the

Court noted in *Golden Door Properties, LLC v. Superior Court of San Diego County* (2020) 53 Cal.App.5th 733 that a public agency "must retain '[a]ll written evidence or correspondence submitted to, or transferred from' . . . with respect to" CEQA compliance or "with respect to the project."

II. ADVANCE NOTICE LIST REQUEST.

We also ask that you put this Office on its notice list for any and all notices issued under the CEQA and the Planning and Zoning Law.

In particular, we request that the City send by mail or electronic mail notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivision for the Project, or supported, in whole or in part, through permits, contracts, grants, subsidies, loans, or other forms of approvals, actions or assistance, including but not limited to the following:

- Notices of any public hearing held in connection with the Project; as well as
- Any and all notices prepared pursuant to CEQA, including but not limited to:
- Notices of determination that an Environmental Impact Report ("EIR") or supplemental EIR is required for a project, prepared pursuant to Public Resources Code Section 21080.4;
- Notices of availability of an EIR or a negative declaration for a project prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations;
- Notices of approval or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of approval or certification of any EIR or negative declaration prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of exemption from CEQA prepared pursuant to Public Resources Code section 21152 or any other provision of law; and

- Notice of any Final EIR prepared pursuant to CEQA.

This Office is requesting notices of any approvals or public hearings under CEQA and the California Planning and Zoning Law. This request is filed pursuant to California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 requiring 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.

Please send notice by regular or electronic mail to:

Mitchell M. Tsai Law Firm
139 South Hudson Avenue
Suite 200
Pasadena, California 91101

Em: info@mitchtsailaw.com
Em: mitch@mitchtsailaw.com
Em: graceh@mitchtsailaw.com

We look forward to working with you. If you have any questions or concerns, please do not hesitate to contact our Office.

Sincerely,



Mitchell M. Tsai
Attorneys for Western States Regional Council of Carpenters

Isaiah Ross <isaiah.ross@lacity.org>

REQUEST - Join Interested Parties List

1 message

Adler Merveille <amerveille@gmail.com> Sat, Dec 28, 2024 at 3:13 PM
To: isaiah.ross@lacity.org

Isaiah - I'd like to be added to the Interested Parties list for the Crenshaw Corridor board meetings, including the 3701-3761 Stocker Street project.

I am resident living on the 4300 block of Angeles Vista Blvd and have a high interest in staying abreast of all updates and developments.

Please confirm that I have been added. Thanks in advance for your help!

Best,

Adler Merveille

RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

PETITION IN SUPPORT OF STOCKER STREET CREATIVE

I/WE, THE UNDERSIGNED, SUPPORT THE DEVELOPMENT OF THE STOCKER STREET CREATIVE PROJECT.

I/We welcome the development of the 5-acre Stocker Street Creative campus which will deliver 256,000 square feet of new facilities, featuring five state-of-the-art sound stages, extensive production and support space, creative offices, community space, eatery spaces and a rooftop dining experience for the local creative community and residents. I/We support the community and economic development benefits of the Stocker Street Creative project:

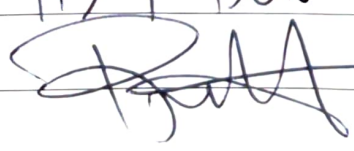
- **Job Creation:** The project commits to creating significant living-wage employment opportunities and skilled labored jobs during both construction and operation, specifically targeting local hires. With an estimated 2,100 Construction jobs & 1,600 industry/operational jobs, we appreciate and need the job training and local hire initiatives Stocker Street Creative is facilitating for young adults and those seeking career advancement.
- **Economic Development Hub in South Los Angeles:** Stocker Street Creative will transform an aging commercial office building site into a state-of-the-art creative industry center for film, TV, and media production, providing a level setting space for hundreds of small businesses, nonprofits and educational programs to thrive.
- **Neighborhood Improvement:** The design will feature modern sustainable architecture that will qualify for LEED certification and CA Film Commission certification to support film maker requests for film and tv tax credits.
- **Community Enhancement:** Stocker Street Creative will include a publicly accessible central plaza, community meeting rooms and local dining options designed for tenants, residents and community engagement.

I/We strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

- Pursuant to LAMC Section 16.05, Site Plan Review for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the Crenshaw Corridor Specific Plan.
- Pursuant to LAMC Section 12.24.U.15, a Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets.
- Pursuant to LAMC Section 12.27, a Waiver of Dedication and Improvements to (1) allow existing street and sidewalk configurations to remain on all street frontages, which allows the existing street trees to remain, (2) allow the existing sidewalk configuration to remain on Santa Rosalia, (3) allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet for a total sidewalk width of 15 feet in lieu of the existing variable 12 feet. The Waiver of Dedication is requested in lieu of the following City of Los Angeles Bureau of Engineering requirements: (1) a half right-of-way dedication of 55 feet where there is currently 40 feet along Stocker Street, and (2) a 40-foot roadway improvement where the current improvement is 28 feet, and a 20-foot radius is required at each of the corners of adjacent streets (Santa Rosalia Drive and Don Felipe Drive).
- Pursuant to LAMC Section 11.5.7.D, a Specific Plan Exception to allow wall signs that exceed 100 square feet of sign area per 50 linear feet of street frontage.
- The project would also require approval of several other discretionary requests including a Master Conditional Use Permit (MCUP) to allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza. Ordinance No. 171,681.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

Name: Reginald Hunter **Org:** _____ **Date:** _____

Address: 4134 Don Luis **Zip code:** 90008 **Email:** BIGREGG4838@gmail

Signature: 

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

PETITION IN SUPPORT OF STOCKER STREET CREATIVE

I/WE, THE UNDERSIGNED, SUPPORT THE DEVELOPMENT OF THE STOCKER STREET CREATIVE PROJECT.

I/We welcome the development of the 5-acre Stocker Street Creative campus which will deliver 256,000 square feet of new facilities, featuring five state-of-the-art sound stages, extensive production and support space, creative offices, community space, eatery spaces and a rooftop dining experience for the local creative community and residents. I/We support the community and economic development benefits of the Stocker Street Creative project:

- **Job Creation:** The project commits to creating significant living-wage employment opportunities and skilled labored jobs during both construction and operation, specifically targeting local hires. With an estimated 2,100 Construction jobs & 1,600 industry/operational jobs, we appreciate and need the job training and local hire initiatives Stocker Street Creative is facilitating for young adults and those seeking career advancement.
- **Economic Development Hub in South Los Angeles:** Stocker Street Creative will transform an aging commercial office building site into a state-of-the-art creative industry center for film, TV, and media production, providing a level setting space for hundreds of small businesses, nonprofits and educational programs to thrive.
- **Neighborhood Improvement:** The design will feature modern sustainable architecture that will qualify for LEED certification and CA Film Commission certification to support film maker requests for film and tv tax credits.
- **Community Enhancement:** Stocker Street Creative will include a publicly accessible central plaza, community meeting rooms and local dining options designed for tenants, residents and community engagement.

I/We strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

- Pursuant to LAMC Section 16.05, Site Plan Review for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the Crenshaw Corridor Specific Plan.
- Pursuant to LAMC Section 12.24.U.15, a Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets.
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- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

Name: Evyn Butler **Org:** _____ **Date:** 1/29/26

Address: 4001 Don Tomaso Dr **Zip code:** 90065 **Email:** _____

Signature: _____

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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- **Economic Development Hub in South Los Angeles:** Stocker Street Creative will transform an aging commercial office building site into a state-of-the-art creative industry center for film, TV, and media production, providing a level setting space for hundreds of small businesses, nonprofits and educational programs to thrive.
- **Neighborhood Improvement:** The design will feature modern sustainable architecture that will qualify for LEED certification and CA Film Commission certification to support film maker requests for film and tv tax credits.
- **Community Enhancement:** Stocker Street Creative will include a publicly accessible central plaza, community meeting rooms and local dining options designed for tenants, residents and community engagement.

I/We strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

- Pursuant to LAMC Section 16.05, Site Plan Review for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
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- Pursuant to LAMC Section 12.24.U.15, a Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets.
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- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

Name: Christiana Worthams **Org:** _____ **Date:** 1/29/26

Address: 4225 Angeles Vista Bl. **Zip code:** 90008 **Email:** Cworthams1230@gmail.com

Signature: C Worthams

ALAMEDA
CONSTRUCTION SERVICES, INC.
GENERAL ENGINEERING/BUILDING CONTRACTOR
LICENSED BONDED & INSURED LIC. #740423

January 23, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:
On behalf of my construction firm, Alameda Construction Services, Inc., I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for approximately 30 years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission as a union contractor to build in our community and enhance the local skilled workforce.
We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at (310) 635-3277 or by email at kramsey@alamedaconstruction.com should you require additional information.

Sincerely,

Kevin Ramsey
President
Alameda Construction Services, Inc.

CC: Christian Washington, Director, Program Activation & Project Management
Stocker Street Creative (Christian@pantheonconsultants.com)

2528 E. 125TH ST. COMPTON, CA 90222 E-MAIL kramsey@alamedaconstruction.com
310-635-3277 Ph. 310-635-0562 Fax / LIC #740423

ASPIRE
CONSTRUCTION AND MANAGEMENT

January 26, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, Aspire Construction and Management, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- Conditional Use Permit - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- Project Permit Compliance: For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
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Please feel free to contact us at (310)800-4589 or by email at aspireconstructionla@gmail.com should you require additional information.

Regards,

Imani Taylorn

Imani Taylor
CEO, Aspire Construction and Management
CSLB Lic# 1101943

February 2, 2025

Los Angeles City Planning
Design Review Board
Los Angeles City Hall
200 N. Spring Street, Suite 525
Los Angeles, CA 90012

Re: Stocker Street Creative Development Project ("SSC")

To Whom It May Concern

On behalf of the Baldwin Hills Estates Homeowners Association, we are writing to inform the Design Review Board ("DRB") that we have met on several occasions with the management team representing SSC to discuss several areas of concern that we have with the impact that this development may have on our community. While management has noted our concerns we have not, to date, received any concrete plans or commitments that assuage our concerns, although we do remain generally positive about the development as a whole.

Our areas of concern are as follows:

1. The general impact of traffic flows on the community, both during construction as well as the general operation of the project, in particular, to and from the entrance onto Don Felipe Drive.
2. The general impact of traffic flows on the community both during construction and the general operation of the project onto Stocker Street and Santa Rosalia Drive.
3. The impact of noise from the operation of the proposed upscale rooftop restaurant.
4. The potential impact of light pollution at night from any signage on the exterior walls of the project.

With regard to points 1 and 2 above, we have been informed that a traffic study has been (or is being) completed by the City, but we have not been provided with a copy yet. Similarly, with respect to point 3 above, we understand that a sound study has been prepared, but again we have not received any additional information about that.

We would like to inform DRB that the SSC management team has been cooperating with us when we have asked for time to discuss the above issues, but we are still hopeful that they will be able to provide something more definitive for the HOA Board to consider, before we express our overall views on this project to the Council District, at some point in the near future.

Sincerely,

Shirley Worrels, President
Baldwin Hills Estates Homeowners Estates Association

February 2, 2025

Los Angeles City Planning
Design Review Board
Los Angeles City Hall
200 N. Spring Street, Suite 525
Los Angeles, CA 90012

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Sincerely,

Shirley Worrels, President
Baldwin Hills Estates Homeowners Estates Association

Gmail **David Morrison <neighborhoodgraphix@gmail.com>**

Stocker St Creative: Letter of Support

2 messages

Clancy Barrociere <president@bedfordparchoa.com> Wed, Dec 3, 2025 at 4:21 PM
To: "kyle.winston@lacity.org" <kyle.winston@lacity.org>
Cc: stan@pantheonconsultants.com

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:
On behalf of Bedford Parc Homeowners Association, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills/Crenshaw community for 18 years. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission to support community development. We are in full support of the entitlements requested to make this project a reality. We understand these include:

• Conditional Use Permit - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
• Project Permit Compliance: For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
• Waiver of Dedication and Improvements - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us by email at president@bedfordparchoa.com, should you require additional information.

Sincerely,

Clancy Barrociere
Bedford Parc HOA
President

Stan Washington <stan@pantheonconsultants.com> Wed, Dec 3, 2025 at 8:57 PM
To: David Morrison <david@urbandesigncenter.com>, Christian Washington <Christian@pantheonconsultants.com>

FYI - SW

Sent from my iPhone

Begin forwarded message:

From: Clancy Barrociere <president@bedfordparchoa.com>
Date: December 3, 2025 at 5:21:40 PM MST
To: kyle.winston@lacity.org
Cc: Stan Washington <stan@pantheonconsultants.com>
Subject: Stocker St Creative: Letter of Support

[Quoted text hidden]

Gmail **David Morrison <neighborhoodgraphix@gmail.com>**

Support for Stocker Street Creative

1 message

Carol Mitchell <carolmitchell38@yahoo.com> Tue, Dec 9, 2025 at 3:01 PM
To: kyle.winston@lacity.org
Cc: stan@pantheonconsultants.com

December 9, 2025

Kyle Winston

Los Angeles City Planning

200 N. Spring St., Room 721

Los Angeles, CA 90012

E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative

Case No.: ENV-2024-326-MND

Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston,

My name is Carol Mitchell, and I serve as the HOA President of Bedford Promenade Santa Rosalia 102, Inc. I am writing to share my strong support for the Stocker Street Creative project, the proposed creative campus at 3701–3761 W. Stocker Street.

Our building community is part of the broader Baldwin Hills, View Park, Leimert Park, and South Los Angeles area, and many of us live, work, and participate in local cultural and community events nearby. We see Stocker Street Creative as an exciting opportunity to bring more jobs, local businesses, and creative energy to the neighborhood while giving local residents and creatives a place to grow and collaborate.

As a homeowners association, we care deeply about safety, walkability, and economic stability in our area. A thoughtfully planned creative campus like this can help activate the corridor, support small and creative businesses, and provide positive local opportunities for our neighbors, including young people who are interested in film, media, and the arts.

We understand that the project team is seeking the necessary City approvals to move this vision forward, and we fully support granting those approvals so the project can become a reality. We appreciate that this is a locally led project focused on investing in South Los Angeles and building long-term, community-serving uses rather than short-term or speculative development.

In short, we believe Stocker Street Creative will be a positive addition to the community and a catalyst for more creative and economic opportunities in our part of the city.

If you have any questions or would like to discuss our support further, please feel free to contact me at (213) 709-0823 or by email at CarolMitchell38@yahoo.com.

Sincerely,

Carol Mitchell

HOA President

Bedford Promenade Santa Rosalia 102, Inc.

Sent from Yahoo Mail for iPhone

BOMA Greater Los Angeles

700 South Flower Street, Suite 590
Los Angeles, CA 90017
www.bomagla.org
(213) 629- 2662

January 26, 2026

City of Los Angeles
Department of City Planning
Attn: Kyle Winston
200 N. Spring Street
Los Angeles, CA 90012

Re: Letter of Support – Stocker Street Creative, 3701–3761 Stocker Street, Baldwin Hills

Dear Mr. Winston and Members of the Planning Commission,

On behalf of the Building Owners and Managers Association of Greater Los Angeles (BOMA/GLA), I am writing to express our strong support for the proposed Stocker Street Creative development located at 3701–3761 Stocker Street in the Baldwin Hills community.

BOMA Greater Los Angeles represents a broad cross-section of commercial real estate owners, managers, and industry professionals who are deeply invested in responsible development, economic vitality, and long-term community benefit throughout the City of Los Angeles. From that perspective, Stocker Street Creative represents a thoughtful and forward-looking project that aligns with the City's goals for job creation, economic development, and community-oriented growth in South Los Angeles.

The proposed transformation of an underutilized commercial site into a 256,000-square-foot creative campus with state-of-the-art sound stages, production facilities, creative office space, community amenities, and dining options will create meaningful and measurable economic impact. We are particularly encouraged by the project's commitment to local hiring, workforce development, and job training initiatives, with an estimated 2,100 construction jobs and approximately 1,600 operational and industry jobs. These opportunities will support living-wage employment and provide clear pathways into the creative economy for local residents and young adults seeking career advancement.

Stocker Street Creative also serves as an important economic development hub for South Los Angeles by creating a level-setting space for small businesses, nonprofit organizations, and educational programs connected to film, television, and media production. By anchoring creative industry activity within the community, the project helps foster professional and entrepreneurial opportunities for local talent while supporting long-term neighborhood investment.

In addition, the project's design reflects a strong commitment to sustainability and community integration. The inclusion of a publicly accessible central plaza, community meeting spaces, and local dining options will enhance neighborhood connectivity and engagement. The pursuit of LEED certification and alignment with California Film Commission standards further demonstrate a responsible approach to development that balances economic growth with environmental stewardship.

For these reasons, BOMA Greater Los Angeles supports the requested entitlements and discretionary approvals necessary to move Stocker Street Creative forward, including the Site Plan Review, Conditional Use Permits, Specific Plan compliance items, and related requests. We believe this project is well-positioned to deliver lasting benefits to the Baldwin Hills community and the City of Los Angeles as a whole.

Thank you for your consideration of this important project. We respectfully encourage the Planning Department and Planning Commission to support the approval of the Stocker Street Creative development. Please do not hesitate to reach out should additional information be helpful.

Sincerely,



Michele Ware, President

Kyle Winston <kyle.winston@lacity.org>

Support for Stocker Street Creative

1 message

Carol Mitchell <carolmitchell38@yahoo.com> Tue, Dec 9, 2025 at 3:01 PM
To: kyle.winston@lacity.org
Cc: stan@pantheonconsultants.com

December 9, 2025

Kyle Winston

Los Angeles City Planning

200 N. Spring St., Room 721

Los Angeles, CA 90012

E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative

Case No.: ENV-2024-326-MND

Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston,

My name is Carol Mitchell, and I serve as the HOA President of Bedford Promenade Santa Rosalia 102, Inc. I am writing to share my strong support for the Stocker Street Creative project, the proposed creative campus at 3701–3761 W. Stocker Street.

Our building community is part of the broader Baldwin Hills, View Park, Leimert Park, and South Los Angeles area, and many of us live, work, and participate in local cultural and community events nearby. We see Stocker Street Creative as an exciting opportunity to bring more jobs, local businesses, and creative energy to the neighborhood while giving local residents and creatives a place to grow and collaborate.

As a homeowners association, we care deeply about safety, walkability, and economic stability in our area. A thoughtfully planned creative campus like this can help activate the corridor, support small and creative businesses, and provide positive local opportunities for our neighbors, including young people who are interested in film, media, and the arts.

We understand that the project team is seeking the necessary City approvals to move this vision forward, and we fully support granting those approvals so the project can become a reality. We appreciate that this is a locally led project focused on investing in South Los Angeles and building long-term, community-serving uses rather than short-term or speculative development.

In short, we believe Stocker Street Creative will be a positive addition to the community and a catalyst for more creative and economic opportunities in our part of the city.

If you have any questions or would like to discuss our support further, please feel free to contact me at (213) 709-0823 or by email at CarolMitchell38@yahoo.com.

Sincerely,

Carol Mitchell

HOA President

Bedford Promenade Santa Rosalia 102, Inc.

Sent from Yahoo Mail for iPhone

CBLA

Citizens for a Better Los Angeles

January 7, 2026

Kyle Winston, City Planner
Department of City Planning
200 North Spring Street, Room 721
Los Angeles, CA 90012
kyle.winston@lacity.org

Re: Stocker Street Creative Project
3701 - 3761 West Stocker Street
CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRBSPR-WDI
ENV-2024-326-MND
Concerns Re Alcohol Density, Noise

Dear Mr. Winston,

Citizens for a Better Los Angeles is writing to express our concerns about the Stocker Street Creative Project. We understand that the project will bring jobs and investment to the community, and we appreciate these benefits. However, there are some aspects of the project that could also have negative impacts, and we'd like to express our concern over the following issues:

- The request for a Main Conditional Use Permit (CUB) to allow the sale and dispensing of a full line of alcohol for on-site consumption for up to four (4) establishments;
- The request for a Main Conditional Use Permit (CUX) to allow dancing and live entertainment at four on-site locations.

Below are our detailed comments on each of these issues.

Alcohol Density

While the current alcohol density in the area is not especially high (2 active alcohol licenses in census tract 2361.02, and 13 active alcohol licenses in

Zip Code 90008), we're concerned about the approval of four additional alcohol-serving locations as part of a single project. Approval of the MCUB would mean an increase in alcohol-serving establishments of about 30% in this zip code, which is significant. The South Los Angeles Alcohol Sales Specific Plan does not appear to address on-site alcohol sales, but the text of the Plan does make clear that excessive alcohol density is a concern for the community. There are decades of research documenting the many harms from excessive alcohol consumption. Here we provide just one excerpt from a recent report by the LA County Health Department:

Excessive alcohol consumption is one of the leading causes of premature death and disability in LAC, and is a serious public health concern with major health, economic, and social consequences or implications. Each year, approximately 2,100 people die from alcohol-related causes, with approximately 41,000 years of potential life lost (YPLL), costing LAC an estimated $11.4 billion annually. A review of scientific literature found that alcohol outlet densities are positively associated with alcohol consumption4 and related harms, including violent crimes, vehicle crashes, emergency department (ED) visits, hospitalizations, and deaths, among other adverse outcomes.

Alcohol Outlet Density and Alcohol-Related Consequences
Los Angeles County Department of Public Health, December 2022
http://publichealth.lacounty.gov/sapc/MDU/SpecialReport/AODReport2020.pdf

While City Planning routinely says that each establishment will be subject to further review before commencing operations, let's be honest: Neither City Planning nor the LAPD have the resources to actively monitor these locations, and problem businesses often operate for years before action can be taken against them. We recommend that the MCUB be denied, and that applicants for alcohol permits go through the usual process for approval.

Noise

The applicant requests a Main Conditional Use Permit (CUX) to allow dancing and live entertainment at four on-site locations. It appears that two of these locations will be outdoors. There are a number of residential uses within 500 feet of the project site. The hearing notice doesn't give any information about days or hours of operation. In general, we believe live music should be limited to indoors locations. If live music is to be allowed outdoors, there should be strict limits regarding days and times.

The MND's discussion of operational noise is absurdly inadequate. We know from experience that the technical double-talk used by the authors of these assessments usually has no relation to the way these venues actually operate. In recent years residents in Hollywood, the Wilshire District and Downtown have repeatedly contacted the city to complain about excessive noise at outdoor event spaces. Noise complaints are a low priority for the

LAPD. City Planning does nothing. And council offices are usually more interested in keeping the business owner happy than taking meaningful action. On page 107, the MND states:

Amplified sound would comply with LAMC Section 112.06, which limits amplified sound in places of public entertainment to 95 dBA.

This is ridiculous. Experience shows that assurances like these are meaningless. City Planning should know by now that operators of live music venues do not care about the LAMC, and that enforcement of the law is the exception rather than the rule.

The general, theoretical discussion of operational noise impacts in the MND is woefully inadequate. The authors have no way of assessing actual impacts without having detailed information about each venue's operations, including information about hours of operation. Approval of venues with live music should be done on an individual basis, with each operator providing details on how they intend to operate.

Thank you for your time.

Sincerely,
Casey Maddren
Citizens for a Better Los Angeles

CEDC
Community Economic Development Center

January 26, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of our organization, **Community Economic Development Corporation**, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for numerous years. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission to improve communities and support community economic development.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at (323) 747-3413 or by email at deloresbrown3676@sbcglobal.net should you require additional information.

Sincerely,

Delores Brown
Founder and CEO
Community Economic Development Corporation

CC: Christian Washington, Director, Program Activation & Project Management
Stocker Street Creative (Christian@pantheonconsultants.com)

Kyle Winston <kyle.winston@lacity.org>

Status of 3701 Stocker Street - Interested Parties Notice request

1 message

Jonathan Montano <jonathan@mitchtsailaw.com> Thu, Feb 15, 2024 at 12:42 PM
To: Kyle Winston <kyle.winston@lacity.org>

Hello,

I am reaching out to request that the following emails be added to this projects noticing list (CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI, ENV-2024-326-EAF) for all public notices concerning this project:

info@mitchtsailaw.com
jonathan@mitchtsailaw.com

Also, as this case has recently been created, is it safe to assume it is currently undergoing the review process?

Thanks,

--

Jonathan Montano
Paralegal
Mitchell M. Tsai Law Firm - *Environmental & Land Use Litigation*
139 South Hudson Avenue Suite 200
Pasadena, CA 91101
Phone: (626) 314-3821
Fax: (626) 389-5414
Email: jonathan@mitchtsailaw.com
Website: https://www.mitchtsailaw.com

CONFIDENTIALITY NOTICE: This e-mail transmission, and any documents, files or previous e-mail messages accompanying it, may contain confidential information that is legally privileged. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of any of the information contained in or attached to this message is STRICTLY PROHIBITED and may violate applicable laws including the Electronic Communications Privacy Act. If you have received this transmission in error, please immediately notify us by reply e-mail at jonathan@mitchtsailaw.com or by telephone at (626) 314-3821 and destroy the original transmission and its attachments without reading them or saving them to disk. Thank you.

Kyle Winston <kyle.winston@lacity.org>

Stocker St Creative: Letter of Support

1 message

Clancy Barrociere <president@bedfordparchoa.com> Wed, Dec 3, 2025 at 4:21 PM
To: "kyle.winston@lacity.org" <kyle.winston@lacity.org>
Cc: stan@pantheonconsultants.com

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:
On behalf of Bedford Parc Homeowners Association, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills/Crenshaw community for 18 years. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission to support community development. We are in full support of the entitlements requested to make this project a reality. We understand these include:

- Conditional Use Permit - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- Project Permit Compliance: For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- Waiver of Dedication and Improvements - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us by email at president@bedfordparchoa.com, should you require additional information.

Sincerely,

Clancy Barrociere
Bedford Parc HOA
President

Docusign Envelope ID: 5E66FA43-7D9F-4D93-A882-8DBDB67796B8

BRIDGELINE
CONSTRUCTION

January 23, 2026

Kyle Winston

Los Angeles City Planning

200 N. Spring St., Room 721

Los Angeles, CA 90012

E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative

Case No.: ENV-2024-326-MND

Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, Bridgeline Construction, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

Docusign Envelope ID: 5E66FA43-7D9F-4D93-A882-8DBDB67796B8

BRIDGELINE
CONSTRUCTION

We are in full support of the entitlements requested to make this project a reality. We understand these include:

● Conditional Use Permit - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)

● Project Permit Compliance: For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)

● Waiver of Dedication and Improvements - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at (424) 261-3472 or by email at admin@bridgelineconstruction.com. should you require additional information.

Sincerely,

Signed by:
Erica Alexis 1/23/2026
477F0FC433F9404...

Erica Alexis

Owner

Bridgeline Construction



January 28, 2026

RE: Letter of Support for Stocker Creative Development / Stocker Street Creative Campus

To Whom It May Concern,

On behalf of Destination Crenshaw, I am pleased to offer this letter of support for Stocker Creative Development and the proposed Stocker Street Creative Campus. This project represents a transformative investment in South Los Angeles that aligns directly with our mission to advance equitable economic development, cultural infrastructure, and workforce opportunity for historically underinvested communities.

Job Creation and Workforce Development
We are particularly encouraged by the project's commitment to job creation and local hiring. With an estimated 2,100 construction jobs and 1,600 industry and operational jobs, Stocker Street Creative will generate significant living-wage employment opportunities across multiple phases of development.

Economic Development Hub for South Los Angeles
Stocker Street Creative will transform an aging commercial office site into a state-of-the-art creative industry hub for film, television, and media production.

Community Enhancement and Public Access
Equally important is the project's emphasis on community integration. The inclusion of a publicly accessible central plaza, community meeting rooms, and local dining options will foster meaningful engagement among tenants, residents, and community members.

Destination Crenshaw believes the Stocker Street Creative Campus represents the type of inclusive, high-impact development that South Los Angeles both deserves and requires. We enthusiastically support Stocker Creative Development and look forward to the positive economic, cultural, and social outcomes this project will deliver.

Please feel free to contact our office at 323-678-4917 or via email at jason@destinationcrenshaw.la if you require any additional information or clarification.

Sincerely,

Jason Foster
President & Chief Executive Officer, Destination Crenshaw



January 28, 2026

RE: Letter of Support for Stocker Creative Development / Stocker Street Creative Campus

To Whom It May Concern,

On behalf of Destination Crenshaw, I am pleased to offer this letter of support for Stocker Creative Development and the proposed Stocker Street Creative Campus. This project represents a transformative investment in South Los Angeles that aligns directly with our mission to advance equitable economic development, cultural infrastructure, and workforce opportunity for historically underinvested communities.

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Destination Crenshaw believes the Stocker Street Creative Campus represents the type of inclusive, high-impact development that South Los Angeles both deserves and requires. We enthusiastically support Stocker Creative Development and look forward to the positive economic, cultural, and social outcomes this project will deliver.

Please feel free to contact our office at 323-678-4917 or via email at jason@destinationcrenshaw.la if you require any additional information or clarification.

Sincerely,

Jason Foster
President & Chief Executive Officer, Destination Crenshaw

JANUARY 30, 2026

FROM:
NAME Nicole Early
TITLE CEO and Founder EARLY PR
COMPANY 219 S. Barrington Ave
ADDRESS Los Angeles, CA 90049
Phone/Email 503-208-4185
Nicole@earlypr.com

TO: Los Angeles City Planning Commission (CPC)
RE: **Stocker Street Creative**
LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

LETTER IN SUPPORT OF STOCKER STREET CREATIVE

EARLY PR **STRONGLY SUPPORTS THE DEVELOPMENT OF THE STOCKER STREET CREATIVE PROJECT.** Our small, woman and black-owned business provides communications, PR and branding services to construction and development companies in the City of Los Angeles and we are a local business.

We welcome the development of the 5-acre Stocker Street Creative campus which will deliver 256,000 square feet of new facilities, featuring five state-of-the-art sound stages, extensive production and support space, creative offices, community space, eatery spaces and a rooftop dining experience for the local creative community and residents. I/We support the community and economic development benefits of the Stocker Street Creative project:

- **Job Creation:** The project commits to creating significant living-wage employment opportunities and skilled labor jobs during both construction and operation, specifically targeting local hires. With an estimated 2,100 Construction jobs & 1,600 industry/operational jobs, we appreciate and need the job training and local hire initiatives Stocker Street Creative is facilitating for young adults and those seeking career advancement.
- **Economic Development:** Stocker Street Creative will create a state-of-the-art LEED certified creative center for TV and film production, providing a space for small businesses, nonprofits and educational programs to thrive.
- **Community Enhancement:** Stocker Street Creative will include a publicly accessible central plaza, community meeting rooms and local dining options designed for tenants, residents and community engagement with landscaping and murals that will beautify our community.

We strongly urge the City of Los Angeles Planning Commission to APPROVE ALL entitlements requested:

- Site Plan Review and Project Permit Compliance for a major development project with over 100,000 square feet in net new nonresidential use in the C2 zone, within the Crenshaw Corridor Specific Plan.
- Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets.
- Waiver of Dedication and Improvements to (1) allow existing street configurations to remain on all street frontages, which allows the existing street trees to remain, (2) allow the existing sidewalk configuration to remain on Santa Rosalia, (3) allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by 3 feet.
- The project would also require approval of several other discretionary requests including a Master Conditional Use Permit (MCUP) to allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at all restaurants and at special events in the outdoor plaza.

If you have any questions, please contact me at 503-208-4185 (phone) or nicole@earlypr.com (email).

Sincerely,

Nicole Early, CEO/Founder

January 19, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

As a homeowner and business owner in the area, I am writing to express my strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. It will provide local employment opportunities for contractors and construction workers, and employment of staff for the completed campus. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with my personal vision for building and positive growth in our community.

I am in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact me at 951-220-5345 or by email at e_bhimji@yahoo.com should you require additional information.

Sincerely,

Ellary Bhimji N'Namdi

Ellary Bhimji N'Namdi
Ellary L Bhimji Diversified LLC
Homeowner/Business Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

Inner City Board of Directors
Dr. Sandi Sheffey
Carmen Hayward-Stetson
James Bronson
Ernest D. Dillihay
Rosamaria Marquez
James V. Burks

January 26, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI

Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

I'm reaching out as a board member of the Los Angeles Inner City Cultural Center (LAICCC) and writing to express my strong support for the Stocker Street Creative project; a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in the Crenshaw District's and the city's economic future and will provide much-needed resources for local creatives and businesses. This locally led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission to support efforts to elevate our regional economy in proven industry sectors. Stocker Street Creative is an excellent example of the kind of business needed to elevate and revitalize the Crenshaw community.

We strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

- Pursuant to LAMC Section 16.05, **Site Plan Review** for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the **Crenshaw Corridor Specific Plan**.
- Pursuant to LAMC Section 12.24.U.15, a **Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets**.
- Pursuant to LAMC Section 12.27, a Waiver of Dedication and Improvements to (1) **allow existing street and sidewalk configurations to remain** on all street frontages, which allows the existing street trees to remain, (2) **allow the existing sidewalk configuration to remain on Santa Rosalia**, (3) **allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet** for a total sidewalk width of 15 feet in lieu of the existing variable 12 feet. The Waiver of Dedication is requested in lieu of the City of Los Angeles Bureau of Engineering requirements.
- Pursuant to LAMC Section 11.5.7.D, a Specific Plan Exception to **allow wall signs that exceed 100 square feet of sign area per 50 linear feet of street frontage**.

- Pursuant to Ordinance No. 171,681, approval of discretionary requests including a Master Conditional Use Permit (MCUP) to **allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza**.

Granting the entitlements requested will allow the Stocker Street Creative to foster local talent, create sustainable industry jobs and ensure the continued cultural and economic vibrancy of our community.

As the former Performing Arts and Cultural facilities Director for the City of Los Angeles Department of Cultural Affairs, I can attest to the importance of having innovative and technology-based anchor arts infrastructure projects like Stocker Street Creative in the community. This is a worthy endeavor and deserves support and approval.

Inner City Cultural Center (www.innercityculturalcenter.org) is celebrating its 60th year. Many of our alumni, having come from the South and East Los Angeles, are now a part of the stage, screen, television and recording industry. Over twenty of our alumni have Stars on the Hollywood Walk of Fame, many more have Grammy, Emmy, Golden Globe and Academy Awards. In conjunction with the Entertainment Community Fund, formerly known as the Actors Fund, we are conducting curated life-histories of our Senior artist, 62 years and older. It is also an intergenerational program involving high school and college/university students. As it regards, e.g., the documentation of the Center's life history, those of its alumni and other current professionals in the field, video sound recording and editing are chief functions of this process. Stocker Street Creative is therefore a welcomed and a significant economic, creative and cultural addition to the community of dance, theater, music, writing, multi-media artists and other related professionals who continue to work in the local community as well as in the "industry". Now, we will not have to travel outside of our community to do this essential work.

Please feel free to contact me at (213) 445-3455 or by email at info@innercityculturalcenter.org or acellcorp@gmail.com or should you require additional information.

Sincerely,
Ernest D. Dillihay, LAICCC Board Member
Executive Director, C. Bernard Jackson Memorial Library and Cultural Center, Cultural Legacy Project

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

Inner City Board of Directors
Dr. Sandi Sheffey
Carmen Hayward-Stetson
James Bronson
Ernest D. Dillihay
Rosamaria Marquez
James V. Burks

January 26, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI

Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

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- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the **Crenshaw Corridor Specific Plan**.
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Please feel free to contact me at (213) 445-3455 or by email at info@innercityculturalcenter.org or acellcorp@gmail.com or should you require additional information.

Sincerely,
Ernest D. Dillihay, LAICCC Board Member
Executive Director, C. Bernard Jackson Memorial Library and Cultural Center, Cultural Legacy Project

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

HKB
CONSTRUCTION
EST 2023

January 24, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, HKB Construction Corp, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
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Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact me at 213.910.0072 or by email at nick@hkbconstruction.com should you require additional information.

Sincerely,

Nick Ballard
President
HKB Construction Corp

Leimert Park Village Suppo ... tocker Street Creative.pdf
Open with

January 30, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative Case
No.: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of the Board of Directors for Leimert Park Village, Inc., we are writing to urge the City of Los Angeles Planning Commission to **APPROVE** the entitlements requested for the development of the Stocker Street Creative studio slated to be built in our community at 3701 to 3761 Stocker Street.

This project resonates deeply with our organization's mission to solidify Leimert Park Village and the Crenshaw District as a world-class cultural arts destination and a thriving center for Black art, business, and innovation. Stocker Street Creative aligns with our vision of the area as a beacon for the African Diaspora, ensuring that our community remains "more than a stop," but a movement where culture and commerce converge.

By establishing this creative hub in the now designated *South Los Angeles Black Cultural District*, Stocker

Page 1 / 2

January 29, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

I am writing to express strong support for the Stocker Street Creative project; a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in the Crenshaw District's and the city's economic future and will provide much-needed resources for local creatives and businesses. This locally led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with the types of community and economic development projects that are vitally important for South Los Angeles.

I pass this property on a regular basis since I live two miles from it and understand its importance to the surrounding communities. I recently left the City of Los Angeles Workforce Development Board after serving for over 25 years whereas I was chair of its Youth Council as well as serving on the Board's executive committee. I am writing this letter of support because of my dedication to the proposition that there be opportunities and resources for our young people to find good jobs and careers. The Stocker Street Creative is such a project.

I strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

- Pursuant to LAMC Section 16.05, **Site Plan Review** for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the **Crenshaw Corridor Specific Plan**.
- Pursuant to LAMC Section 12.24.U.15, a **Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets**.
- Pursuant to LAMC Section 12.27, a Waiver of Dedication and Improvements to (1) **allow existing street and sidewalk configurations to remain** on all street frontages, which allows the existing street trees to remain, (2) **allow the existing sidewalk configuration to remain on Santa Rosalia**, (3) **allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet** for a total sidewalk width of 15 feet in lieu of the existing variable 12 feet. The Waiver of Dedication is requested in lieu of the City of Los Angeles Bureau of Engineering requirements.
- Pursuant to LAMC Section 11.5.7.D, a Specific Plan Exception to **allow wall signs that exceed 100 square feet of sign area per 50 linear feet of street frontage**.
- Pursuant to Ordinance No. 171,681, approval of discretionary requests including a Master Conditional Use Permit (MCUP) to **allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza**.

Granting the entitlements requested will allow Stocker Street Creative project to foster local talent and create sustainable industry jobs and careers. Endeavors such as this are essential so that our young people may prosper.

Sincerely,

David L. Crippens

Board Member of the Stovall Foundation and the Social Justice Learning Institute
5252 West 64th Street, Inglewood Ca 90302
310-717-5276; dcrippens@ca.rr.com

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

Kyle Winston <kyle.winston@lacity.org>

Letter of Support for Stocker Street Creative Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

1 message

Jaime Moore <jaime.moore@me.com> Tue, Jan 27, 2026 at 9:00 PM
To: kyle.winston@lacity.org
Cc: stan@pantheonconsultants.com

Dear Mr. Winston:

I am writing to express strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in the Crenshaw District's and the city's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with the types of community and economic development projects I would like in the South Los Angeles.

My name is Jaime Moore and I have lived in View Park Estates directly across the street from the planned development since 1994. My family and I are extremely excited with the prospect of having such an innovative and groundbreaking development in our neighborhood.

In addition to providing professional and entrepreneurial opportunities in the creative industries for college students such as my daughter, this development will also add new dimensions to the area as well with dining and entertainment opportunities we now have to travel to experience.

I strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

- Pursuant to LAMC Section 16.05, **Site Plan Review** for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the **Crenshaw Corridor Specific Plan**.
- Pursuant to LAMC Section 12.24.U.15, a **Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets**.
- Pursuant to LAMC Section 12.27, a Waiver of Dedication and Improvements to (1) **allow existing street and sidewalk configurations to remain** on all street frontages, which allows the existing street trees to remain, (2) **allow the existing sidewalk configuration to remain on Santa Rosalia**, (3) **allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet** for a total sidewalk width of 15 feet in lieu of the existing variable 12 feet. The Waiver of Dedication is requested in lieu of the City of Los Angeles Bureau of Engineering requirements.
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- Pursuant to Ordinance No. 171,681, approval of discretionary requests including a Master Conditional Use Permit (MCUP) to **allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza**.

Granting the entitlements requested will allow Stocker Street Creative to foster local talent, create sustainable industry jobs and ensure the continued cultural and economic vibrancy of our community. .

Sincerely,

Jaime Moore, (Long Term View Park Resident)

3820 Stocker Street Unit #3 View Park, CA 90008]

Jaime.Moore@mac.com

323-244-8606

January 26, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

I'm reaching out as the president of BizFed Institute and I am writing to express my strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in the Crenshaw District's and the city's economic future and will provide much-needed resources for local creatives and businesses. This locally led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission to support efforts to elevate our regional economy in proven industry sectors. The Stocker Street Creative is an excellent example of the kind of business needed to elevate and revitalize the Crenshaw community.

We strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

- Pursuant to LAMC Section 16.05, **Site Plan Review** for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the **Crenshaw Corridor Specific Plan**.
- Pursuant to LAMC Section 12.24.U.15, a **Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets**.
- Pursuant to LAMC Section 12.27, a Waiver of Dedication and Improvements to (1) **allow existing street and sidewalk configurations to remain** on all street frontages, which allows the existing street trees to remain, (2) **allow the existing sidewalk configuration to remain on Santa Rosalia**, (3) **allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet** for a total sidewalk width of 15 feet in lieu of the existing variable 12 feet. The Waiver of Dedication is requested in lieu of the City of Los Angeles Bureau of Engineering requirements.
- Pursuant to LAMC Section 11.5.7.D, a Specific Plan Exception to **allow wall signs that exceed 100 square feet of sign area per 50 linear feet of street frontage**.
- Pursuant to Ordinance No. 171,681, approval of discretionary requests including a Master Conditional Use Permit (MCUP) to **allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza**.

Granting the entitlements requested will allow the Stocker Street Creative to foster local talent, create sustainable industry jobs and ensure the continued cultural and economic vibrancy of our community. Please feel free to contact me at (310) 703-2899 or by email at kevin.harbour@bizfedinstitute.org or kevin.harbour1@gmail.com should you require additional information.

Sincerely,

Kevin Harbour, President, BizFed Institute

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

Inner City Board of Directors
Dr. Sandi Sheffey
Carmen Hayward-Stetson
James Bronson
Ernest D. Dillihay
Rosamaria Marquez
James V. Burks

January 26, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI

Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

I'm reaching out as a board member of the Los Angeles Inner City Cultural Center (LAICCC) and writing to express my strong support for the Stocker Street Creative project; a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in the Crenshaw District's and the city's economic future and will provide much-needed resources for local creatives and businesses. This locally led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission to support efforts to elevate our regional economy in proven industry sectors. Stocker Street Creative is an excellent example of the kind of business needed to elevate and revitalize the Crenshaw community.

We strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

- Pursuant to LAMC Section 16.05, **Site Plan Review** for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the **Crenshaw Corridor Specific Plan**.
- Pursuant to LAMC Section 12.24.U.15, a **Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets**.
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- Pursuant to Ordinance No. 171,681, approval of discretionary requests including a Master Conditional Use Permit (MCUP) to **allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza**.

Granting the entitlements requested will allow the Stocker Street Creative to foster local talent, create sustainable industry jobs and ensure the continued cultural and economic vibrancy of our community.

As the former Performing Arts and Cultural facilities Director for the City of Los Angeles Department of Cultural Affairs, I can attest to the importance of having innovative and technology-based anchor arts infrastructure projects like Stocker Street Creative in the community. This is a worthy endeavor and deserves support and approval.

Inner City Cultural Center (www.innercityculturalcenter.org) is celebrating its 60th year. Many of our alumni, having come from the South and East Los Angeles, are now a part of the stage, screen, television and recording industry. Over twenty of our alumni have Stars on the Hollywood Walk of Fame, many more have Grammy, Emmy, Golden Globe and Academy Awards. In conjunction with the Entertainment Community Fund, formerly known as the Actors Fund, we are conducting curated life-histories of our Senior artist, 62 years and older. It is also an intergenerational program involving high school and college/university students. As it regards, e.g., the documentation of the Center's life history, those of its alumni and other current professionals in the field, video sound recording and editing are chief functions of this process. Stocker Street Creative is therefore a welcomed and a significant economic, creative and cultural addition to the community of dance, theater, music, writing, multi-media artists and other related professionals who continue to work in the local community as well as in the "industry". Now, we will not have to travel outside of our community to do this essential work.

Please feel free to contact me at (213) 445-3455 or by email at info@innercityculturalcenter.org or acellcorp@gmail.com or should you require additional information.

Sincerely,
Ernest D. Dillihay, LAICCC Board Member
Executive Director, C. Bernard Jackson Memorial Library and Cultural Center, Cultural Legacy Project

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

ADAMS BROADWELL JOSEPH & CARDOZO
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
601 GATEWAY BOULEVARD, SUITE 1000
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ssannadan@adamsbroadwell.com

SACRAMENTO OFFICE
520 CAPITOL MALL, SUITE 350
SACRAMENTO, CA 95814-4721
TEL: (916) 444-6201
FAX: (916) 444-6209

KEVIN T. CARMICHAEL
CHRISTINA M. CARO
THOMAS A. ENSLOW
KELILAH D. FEDERMAN
RICHARD M. FRANCO
ANDREW J. GRAF
TANYA A. GULESSERIAN
DARION N. JOHNSTON
RACHAEL E. KOSS
AIDAN P. MARSHALL
ALAURA R. McGUIRE
ISABEL TAHIR

Of Counsel
DANIEL L. CARDOZO
MARC D. JOSEPH

November 24, 2025

VIA EMAIL AND U.S. MAIL

Kyle Winston, City Planner
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 721
Los Angeles, CA 90012
Email: kyle.winston@lacity.org

Beatrice Pacheco, Chief Clerk
Lourdes Sanchez, Sr. Administrative Clerk
Keaven Shaw, Principal Clerk
Email: planning.custodianofrecords@lacity.org

Re: Request for Immediate Access to Public Records - Stocker Street Creative Project (SCH No. 202511010; Case Nos. ENV-2024-326-MND and CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI):

Dear Mr. Winston, Ms. Pacheco, Ms. Sanchez, and Mr. Shaw:

We are writing on behalf of Coalition for Responsible Equitable Economic Development Los Angeles ("CREED LA") to request ***immediate access*** to any and all public records referring or related to the Stocker Street Creative Project (SCH No. 202511010; Case Nos. ENV-2024-326-MND and CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI) ("Project"), proposed by 3731-41 Stocker Opportunity LLC & 3751-3761 Stocker Traditional LLC ("Applicant"). This request includes, but is not limited to, any and all file materials, applications, correspondence, resolutions, memos, notes, analysis, email messages, files, maps, charts, and any other documents related to the Project. *This request does not include the Initial Study/Mitigated Negative Declaration ("IS/MND") or documents referenced or relied upon in the IS/MND, which we have requested in a separate letter pursuant to the California Environmental Quality Act.*

The Project consists of the demolition of five office buildings totaling approximately 123,354 square feet (SF) and the construction of a campus for studio and sound stage production, totaling approximately 256,758 SF exclusive of the parking garage (114,405 SF). The integrated campus would consist of six new buildings. The Project site is located at 3701-3761 Stocker Street (Assessor Parcel Numbers 5032-022-018, 5032-022-017, 5032-022-005, 5032-022-004, and 5032-022-003) in the West Adams-Baldwin Hills-Leimert Community Plan Area of the City of Los Angeles, California.

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This request is made pursuant to the California Public Records Act (Government Code §§ 7920.000, et seq.). This request is also made pursuant to Article I, section 3(b) of the California Constitution, which provides a Constitutional right of access to information concerning the conduct of government. Article I, section 3(b) provides that any statutory right to information shall be broadly construed to provide the greatest access to government information and further requires that any statute that limits the right of access to information shall be narrowly construed.

We request ***immediate access*** to review the above documents pursuant to section 7922.525 of the Public Records Act, which requires public records to be "open to inspection at all times during the office hours of a state or local agency" and provides that "every person has a right to inspect any public record." Therefore, the 10-day response period applicable to a "request for a copy of records" under Section 7922.535(a) does not apply to this request.

We request access to the above records in their original form, as maintained by the agency. Pursuant to Government Code Section 7922.570, if the requested documents are in electronic format, please upload them to a file hosting program such as Dropbox, NextRequest or a similar program. Alternatively, if the electronic documents are 10 MB or less (or can be easily broken into sections of 10 MB or less), they may be emailed to me as attachments.

We reserve the right to have a copy service make copies of any and all of the requested documents depending on the volume. Please contact me to arrange for transmission/duplication of the responsive records.

We will pay for any direct costs of duplication associated with filling this request up to $200. However, please contact me at (650) 589-1660 with a cost estimate before copying/scanning the materials.

Please use the following contact information for all correspondence:

U.S. Mail
Sheila M. Sannadan
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Email
ssannadan@adamsbroadwell.com

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If you have any questions, please call me at (650) 589-1660 or email me at ssannadan@adamsbroadwell.com. Thank you for your assistance with this matter.

Sincerely,



Sheila M. Sannadan
Legal Assistant

SMS:ljl

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ADAMS BROADWELL JOSEPH & CARDOZO
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
601 GATEWAY BOULEVARD, SUITE 1000
SOUTH SAN FRANCISCO, CA 94080-7037
TEL: (650) 589-1660
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ssannadan@adamsbroadwell.com

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AIDAN P. MARSHALL
ALAURA R. McGUIRE
ISABEL TAHIR

Of Counsel
DANIEL L. CARDOZO
MARC D. JOSEPH

November 24, 2025

VIA EMAIL AND U.S. MAIL

Kyle Winston, City Planner
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 721
Los Angeles, CA 90012
Email: kyle.winston@lacity.org

Beatrice Pacheco, Chief Clerk
Lourdes Sanchez, Sr. Administrative Clerk
Keaven Shaw, Principal Clerk
Email: planning.custodianofrecords@lacity.org

Re: Request for Immediate Access to Documents Referenced in the Initial Study/Mitigated Negative Declaration – Stocker Street Creative Project (SCH No. 202511010; Case Nos. ENV-2024-326-MND and CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI):

Dear Mr. Winston, Ms. Pacheco, Ms. Sanchez, and Mr. Shaw:

We are writing on behalf of Coalition for Responsible Equitable Economic Development Los Angeles ("CREED LA") to request ***immediate access*** to any and all documents referenced, incorporated by reference, and relied upon in the Initial Study/Mitigated Negative Declaration ("IS/MND") prepared for the Stocker Street Creative Project (SCH No. 202511010; Case Nos. ENV-2024-326-MND and CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI) ("Project"), proposed by 3731-41 Stocker Opportunity LLC & 3751-3761 Stocker Traditional LLC ("Applicant"). *This request excludes any documents that are currently available on the City of Los Angeles website*.[1]

The Project consists of the demolition of five office buildings totaling approximately 123,354 square feet (SF) and the construction of a campus for studio and sound stage production, totaling approximately 256,758 SF exclusive of the parking garage (114,405 SF). The integrated campus would consist of six new buildings. The Project site is located at 3701-3761 Stocker Street (Assessor Parcel Numbers 5032-022-018, 5032-022-017, 5032-022-005, 5032-022-004, and 5032-022-

[1] https://planning.lacity.gov/development-services/negative-declaration-public-notices on November 24, 2025.

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003) in the West Adams-Baldwin Hills-Leimert Community Plan Area of the City of Los Angeles, California.

Our request for ***immediate access*** to all documents referenced in the IS/MND is made pursuant to the California Environmental Quality Act ("CEQA"), which requires that all documents referenced, incorporated by reference, and relied upon in an environmental review document be made available to the public for the entire comment period.[2]

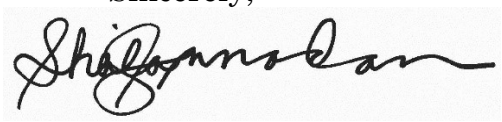
Please use the following contact information for all correspondence:

U.S. Mail
Sheila M. Sannadan
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Email
ssannadan@adamsbroadwell.com

If you have any questions, please call me at (650) 589-1660 or email me at ssannadan@adamsbroadwell.com. Thank you for your assistance with this matter.

Sincerely,



Sheila M. Sannadan
Legal Assistant

SMS:ljl

CC: Vince Bertoni, Director of Planning
Email: vince.bertoni@lacity.org

[2] *See* Public Resources Code § 21092(b)(1) (stating that "all documents referenced in the draft environmental impact report or negative declaration" shall be made "available for review"); 14 Cal. Code Reg. § 15072(g)(4) (stating that all documents incorporated by reference in the MND . . . "shall be readily accessible to the public").

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Inner City Youth Orchestra of Los Angeles
6820 South La Tijera Boulevard, Suite 106
Los Angeles, California 90045
213-788-4260 / www.icyola.org

January 27, 2026

Mr. Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street
Los Angeles, CA 90008

Dear Mr. Winston:

Please kindly accept this letter of support for the Stocker Street Creative Project from the Inner City Youth Orchestra of Los Angeles. We know that this project will be a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street. As active participants in uplifting this community, we know how much this project will contribute to the well-being of this neighborhood and all of the surrounding residents. So it is in that context that we ask for your approval of the project in as quick a manner as you can provide it.

We have proudly served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for 17 years. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission to cultivate musical expression as a vehicle for personal development and to bring to fruition the full musical and academic potential of young residents of inner-city Los Angeles.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at (213) 788-4260 or by email at info@icyola.org should you require additional information.

Very truly yours,

Charles Dickerson
Executive Director



CC: Christian Washington, Director, Program Activation & Project Management
Stocker Street Creative (Christian@pantheonconsultants.com)

Subject: Fwd: Letter of Support for Stocker Street Creative Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008 - JAIME MOORE

Date: Tuesday, January 27, 2026 at 11:29:36 PM Pacific Standard Time

From: Stan Washington

To: David Morrison, Christian Washington

FYI
Sent from my iPhone

Begin forwarded message:

From: Jaime Moore <jaime.moore@me.com>
Date: January 27, 2026 at 9:00:18 PM PST
To: kyle.winston@lacity.org
Cc: Stan Washington <stan@pantheonconsultants.com>
Subject: Letter of Support for Stocker Street Creative Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

I am writing to express strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in the Crenshaw District's and the city's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with the types of community and economic development projects I would like in the South Los Angeles.

My name is Jaime Moore and I have lived in View Park Estates directly across the street from the planned development since 1994. My family and I are extremely excited with the prospect of having such an innovative and groundbreaking development in our neighborhood.

In addition to providing professional and entrepreneurial opportunities in the creative industries for college students such as my daughter, this development will also add new dimensions to the area as well with dining and entertainment opportunities we now have to travel to experience.

I strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

- Pursuant to LAMC Section 16.05, **Site Plan Review** for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).

- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the **Crenshaw Corridor Specific Plan**.
- Pursuant to LAMC Section 12.24.U.15, a **Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets**.
- Pursuant to LAMC Section 12.27, a Waiver of Dedication and Improvements to (1) **allow existing street and sidewalk configurations to remain** on all street frontages, which allows the existing street trees to remain, (2) **allow the existing sidewalk configuration to remain on Santa Rosalia**, (3) **allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet** for a total sidewalk width of 15 feet in lieu of the existing variable 12 feet. The Waiver of Dedication is requested in lieu of the City of Los Angeles Bureau of Engineering requirements.
- Pursuant to LAMC Section 11.5.7.D, a Specific Plan Exception to **allow wall signs that exceed 100 square feet of sign area per 50 linear feet of street frontage**.
- Pursuant to Ordinance No. 171,681, approval of discretionary requests including a Master Conditional Use Permit (MCUP) to **allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza**.

Granting the entitlements requested will allow Stocker Street Creative to foster local talent, create sustainable industry jobs and ensure the continued cultural and economic vibrancy of our community. .

Sincerely,

Jaime Moore, (Long Term View Park Resident)

3820 Stocker Street Unit #3 View Park, CA 90008]

Jaime.Moore@mac.com

323-244-8606

James V. Burks, Ph.D.
Chair
Leimert Park Village Theater Coalition
5155 Deane Avenue
Windsor Hills, Ca 90043

January 29, 2026

To: Kyle Winston at the City of Los Angeles Planning Department

Cc: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative

Re: Letter of Support for the Stocker Street Studio Construction

On behalf of the Leimert Park Village Theater Coalition, in proud partnership with the LA Southwest College Foundation, the Theater Department, Willie Agee Theater, Bilingual Foundation for the Arts, and the Los Angeles Inner City Cultural Center, we are delighted to formally express our enthusiastic support for the construction of the Stocker Street Studio in the Baldwin Hills Leimert Park Village Community.

Our coalition represents a vibrant network of cultural organizations dedicated to enriching the artistic landscape of South Los Angeles. We believe the Stocker Street Studio project is a transformative development that will empower local artists, film technicians, actors, directors, and nonprofit organizations by providing a state-of-the-art space for creative expression, professional growth, and community collaboration. The Stocker Street Studio will serve as a vital catalyst for job creation and economic development in our community. By fostering opportunities for African American, Latino, and Asian American residents, the studio will help cultivate a diverse pipeline of talent and open doors for individuals who have historically faced barriers to access in the entertainment industry. This investment in our local workforce will strengthen families, stimulate small businesses, and contribute to a thriving cultural economy.

As the first facility of its kind in South Los Angeles, Stocker Street Studio holds unique significance. It promises to be a beacon for innovative storytelling, cultural preservation, and artistic excellence—uplifting voices from our neighborhood and celebrating the rich heritage of Baldwin Hills and Leimert Park Village. The studio's commitment to inclusivity and community engagement sets it apart as a model for future projects in our region.

We extend our deepest gratitude to all those who have championed the Stocker Street Studio initiative. The Leimert Park Village Theater Coalition and our affiliated organizations remain steadfast in our support and stand ready to assist in ensuring the project's successful completion. For further collaboration or information, please contact any of our coalition members listed below.

With appreciation and continued partnership,

- LA Southwest College Foundation
- Bernard Adebeyo, Chair
- Theater Department, LA Southwest College
  Professor Jonathan Leonard, Chair
- Willie Agee Theater – Shelly Boone, Director
- Bilingual Foundation for the Arts
  Cecilia Garcia , Executive Director
- Los Angeles Inner City Cultural Center
- Dr. Sandi Sheffy, Artistic Director

We look forward to the positive impact the Stocker Street Studio will have on our community and the generations to come.

Ph.D.

Respectfully,
Dr. James V. Burks
Chair

Kyle Winston <kyle.winston@lacity.org>

Stocker Street Creative Project (CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI; ENV-2024-326-EAF)

Chase Preciado <Chase@lozeaudrury.com> Thu, Feb 1, 2024 at 2:43 PM
To: Kyle Winston <kyle.winston@lacity.org>
Cc: Layne Fajeau <layne@lozeaudrury.com>, Madeline Dawson <madeline@lozeaudrury.com>

Hello Mr. Winston,

I hope this email finds you well. I am reaching out to kindly request an update regarding the Stocker Street Creative Project (CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI; ENV-2024-326-EAF). Which environmental document will the project be reviewed under? Are there any upcoming deadlines or hearings related to that document?

Thank you,
Chase Preciado

--
Sincerely,

Chase Preciado (He/Him)
Legal Assistant
Lozeau | Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
(510) 836-4200
(510) 836-4205 (fax)
chase@lozeaudrury.com

Kyle Winston <kyle.winston@lacity.org>

QUESTION: Today's Hearing Stocker Project Case Numbers ENV-2024-326-MND PC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB SPR-WDI

1 message

Lyric Armstrong REALTIST <ljahomes@gmail.com> Fri, Jan 9, 2026 at 9:14 AM
To: Kyle Winston <kyle.winston@lacity.org>
Cc: Lyric Armstrong <cbrpres@gmail.com>, Robert Biggs III <robert.biggsIII@gmail.com>, "Mr. Carl D. Brackens" <Carl@loansbycarl.com>, Tracy Muldrow <tmuldrow@msn.com>, Sherry Bailey <chowteam@sbcglobal.net>

Greetings Mr. Winston:

Pursuant to the full environmental assessment, which is publicly available here: https://ceqanet.lci.ca.gov/ and the GeoTech Survey Report regarding the above-referenced, the historic Consolidated Board of Realtist located at 3725 Don Felipe Dr., Los Angeles, CA 90008 has concerns with the construction of the Stocker Project Case Numbers ENV-2024-326-MND PC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB SPR-WDI as follows:

1. Confirmation that a qualified structural engineer shall conduct a pre-construction survey of your property's foundation,
2. Confirmation that a vibration monitoring program shall be implemented with sensors placed directly on the historic property,
3. Confirmation that a structural engineer shall design a shoring system specifically to protect the adobe from soil movement during excavation,
4. Confirmation that Foundations of Buildings D & E would be shallow to avoid deep shoring piles, which contribute to vibration that may adversely impact your building; and,
5. Confirmation that the use of high-impact equipment (e.g., soil compactors and construction vehicular traffic) sshall be minimized near the property line closest to your property.

Thank you for your prompt attention to this matter

Lyric Armstrong, Realtist®

In the Realtist Spirit



Lyric Armstrong, 44th President
Real Estate Agent and Advocate for Over 16 Years, Consolidated Board of Realtists, Inc., 2024 President



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"Letting go means to come to the realization that some people are a part of your history, but not a part of your destiny." - Steve Maraboli.



Create your own email signature

January 26, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **[Insert Your Organization's Name]**, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at (310) 665-1600 or by email at lburnett@m-3services.com should you require additional information.

Sincerely,

Lauryn S Burnett

Lauryn S Burnett
President
M3 Services, Inc.

Maverick Roofing Inc. | Carson, CA | (310) 438 - 3388 | Lic. # 1027525

Thursday, January 22, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **Maverick Roofing Inc.**, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

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Please feel free to contact us at (310) 438-3388 or by email at greg@roofingmaverick.com should you require additional information.

Sincerely,

Gregory Rojas

Gregory R. Rojas, CEO

Maverick Roofing Inc.



STOCKER STREET
CREATIVE

Dr. Martin Luther King, Jr.
Parade and Event Outreach
January 19, 2026















98 - Petitions of Support Received

5 - Online Petitions of Support Received

Online Petitions Link

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

PETITION IN SUPPORT OF STOCKER STREET CREATIVE

I/WE, THE UNDERSIGNED, SUPPORT THE DEVELOPMENT OF THE STOCKER STREET CREATIVE PROJECT.

I/We welcome the development of the 5-acre Stocker Street Creative campus which will deliver 256,000 square feet of new facilities, featuring five state-of-the-art sound stages, extensive production and support space, creative offices, community space, eatery spaces and a rooftop dining experience for the local creative community and residents. I/We support the community and economic development benefits of the Stocker Street Creative project:

- **Job Creation:** The project commits to creating significant living-wage employment opportunities and skilled labored jobs during both construction and operation, specifically targeting local hires. With an estimated 2,100 Construction jobs & 1,600 industry/operational jobs, we appreciate and need the job training and local hire initiatives Stocker Street Creative is facilitating for young adults and those seeking career advancement.
- **Economic Development Hub in South Los Angeles:** Stocker Street Creative will transform an aging commercial office building site into a state-of-the-art creative industry center for film, TV, and media production, providing a level setting space for hundreds of small businesses, nonprofits and educational programs to thrive.
- **Neighborhood Improvement:** The design will feature modern sustainable architecture that will qualify for LEED certification and CA Film Commission certification to support film maker requests for film and tv tax credits.
- **Community Enhancement:** Stocker Street Creative will include a publicly accessible central plaza, community meeting rooms and local dining options designed for tenants, residents and community engagement.

I/We strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

- Pursuant to LAMC Section 16.05, Site Plan Review for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
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- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

Name: Anna Tutt **Org:** Consolidated Board of Realtist **Date:** 1/19/26

Address: 1201 W. LaBrea Ave #11 **Zip code:** 90302 **Email:** Anna@thequeenoflistings.com

Signature:

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Roszalin Barker **Org:** _____ **Date:** 1/19/26

Address: 5714 S. Mullen Ave **Zip code:** 90043 **Email:** _____

Signature: Roszalin Barker

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Renee Saulny **Org:** _____ **Date:** 1/19/2026

Address: _____ **Zip code:** _____ **Email:** _____

Signature: _____

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RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
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Name: Kaya Dantzler **Org:** We Love Leimert **Date:** 1/19/26

Address: 4327 Degnan Blvd LA, CA 90008 **Zip code:** 90008 **Email:** Kaya@welovelaimert.la

Signature:

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Jenelle Smith **Org:** _____ **Date:** 1/19/26

Address: 3018 Stocker St Apt 5 **Zip code:** 90008. **Email:** hello.jenellesmith@gmail.com

Signature: [signature]

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Angelica Joy Dumeril **Org:** _____ **Date:** 1/19/25

Address: 3505 6 Ave **Zip code:** 90018 **Email:** cryptocouple954@gmail.com

Signature:

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Name: Thyais Walsh **Org:** Lotting My Hair Down **Date:** 1-19-26
Address: 4051 Abourne Rd **Zip code:** 90008 **Email:** Thyais@gmail
Signature: [signature]

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Name: CARL SEATON **Org:** CENTONE FILMS **Date:** 1-19-26

Address: 611 WILSHIRE BLVD **Zip code:** 90017 **Email:** CARL.H.SEATON@GMAIL.COM

Signature:

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Name: Ranzy G Trotter **Org:** _____ **Date:** 1/19/26

Address: _____ **Zip code:** _____ **Email:** _____

Signature: Ranzy G Trotter

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Name: JUANDA HONORE **Org:** _____ **Date:** 01/19/2026

Address: 3511 WESTMONT AVE **Zip code:** 90043 **Email:** jhonoreal@gmail.com

Signature: _____

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Name: Kinsey Green **Org:** days nights days **Date:** 1/19/26

Address: 4103 1/2 Garfyawaite Ave **Zip code:** 90008 **Email:** kinsey@daysnightsdays.com

Signature: K

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Name: EBONY BRYANT **Org:** _____ **Date:** _____

Address: 4103 1/2 Garthwaite Ave **Zip code:** 90008 **Email:** ebryant@gmail.com

Signature: _____

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Name: Robert Stewart **Org:** _____ **Date:** 1/19/26

Address: 2037 W 47th St **Zip code:** _____ **Email:** _____

Signature: _____

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RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Crystal Cuneo **Org:** _____ **Date:** 11/19/26

Address: 1621 E 80th St **Zip code:** 90001 **Email:** crystalgamez370@gmail.com

Signature: [signature]

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Name: David Howard **Org:** _____ **Date:** 1/19/2026

Address: 1919 Rochester Ave **Zip code:** 90014 **Email:** _____

Signature: D Howard

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Name: Jimmy Cooper **Org:** _____ **Date:** _____

Address: 9701 Wilshire Blvd. #1000 **Zip code:** 90212 **Email:** cma.cmc08@yahoo.com

Signature: Jimmy Cooper

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Name: Dominique Maples **Org:** Nappily Naturals **Date:** 1-19-26

Address: 4342 degnan Blvd **Zip code:** 90008 **Email:** Dmaples@gmail

Signature:

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Name: UMAAR ASKIA **Org:** NAPPILY **Date:** 1/19/26

Address: ~~4303~~ 4342 Degnan BLVD **Zip code:** 90008 **Email:**

Signature:

Umaar@nappilynaturals

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Name: Lisa Wilson **Org:** _____ **Date:** 1/19/2026

Address: 4239 So. Vermont **Zip code:** 90018 **Email:** _____

Signature: Lisa Wilson

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Name: Alexandra Sowell **Org:** Cultural Colors **Date:** 1/19/26

Address: 1156 N. El Centro Ave **Zip code:** 90038 **Email:** info@culturalcolors.org

Signature:

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I/WE, THE UNDERSIGNED, SUPPORT THE DEVELOPMENT OF THE STOCKER STREET CREATIVE PROJECT.
I/We welcome the development of the 5-acre Stocker Street Creative campus which will deliver 256,000 square feet of new facilities, featuring five state-of-the-art sound stages, extensive production and support space, creative offices, community space, eatery spaces and a rooftop dining experience for the local creative community and residents. I/We support the community and economic development benefits of the Stocker Street Creative project:

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Name: Cheri Adams **Org:** SAG AFTRA **Date:** 01/19/2026

Address: 1100 S. Hope St #506 **Zip code:** 90015 **Email:** cheriadams@gmail.com

Signature:

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
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Name: Kris Simms **Org:** _____ **Date:** 8/19/24

Address: [redacted] **Zip code:** 90043 **Email:** K4brownies@aol.com

Signature: [redacted]

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Name: Gloria Diego **Org:** — **Date:** 1/12/25
Address: 16314 Rancho Portillo Rd. **Zip code:** 90723 **Email:** gdiegodesign@gmail
Signature:

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Name: Robert Biggs **Org:** Consolidated Board of Realtists **Date:** 1-19-26

Address: 2597 Denali Ct. Hawthorne **Zip code:** 90250 **Email:** Robert.BIGGS III@gmail.com

Signature: [signature]

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Name: V. K. Miranda **Org:** _____ **Date:** _____

Address: ABC News 5022 Circle T drive **Zip code:** 90028 **Email:** _____

Signature: _____

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Name: Zane Mitchell **Org:** _____ **Date:** 1/19/2026

Address: 8443 Crenshaw Blvd **Zip code:** 90305 **Email:** Zmphoto20@gmail

Signature: _____

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Name: Renysha Scott **Org:** Consolidated **Date:** 1-19-26

Address: _____ **Zip code:** _____ **Email:** info@renyshascottrealtor.com

Signature: Rn. R W Scott

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Name: Michelle Decatur **Org:** _____ **Date:** 11/19/24
Address: 607 W 82nd APT 162 Los Angeles **Zip code:** 90044 **Email:** michellehayes597@gmail.com
Signature: _____

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

PETITION IN SUPPORT OF STOCKER STREET CREATIVE

I/WE, THE UNDERSIGNED, SUPPORT THE DEVELOPMENT OF THE STOCKER STREET CREATIVE PROJECT.
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Name: Ana Guzman **Org:** FEAST **Date:** 1.19.2026

Address: 3655 S. Grand Ave **Zip code:** 90007 **Email:**

Signature:

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Name: Larissa Bobadilla **Org:** Bissing Community **Date:** 01/19/2026

Address: 1437 Lomita Blvd Apt 217 **Zip code:** 90710 **Email:**

Signature:

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Name: Shacara Wade **Org:** Sde-Folks **Date:** 1/19/26

Address: 4317 Degnan Blvd **Zip code:** 90008 **Email:** sha@sdefolks.com

Signature:

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Name: Milan Wilkinson **Org:** _____ **Date:** 01/19/26

Address: 4325 Degnan **Zip code:** 90008 **Email:** MiLandwiMfo@gMail.com

Signature: _____

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RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
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Name: Bonnie Avery **Org:** D1/Ca **Date:** 1/19/26

Address: 4325 Degnan **Zip code:** 90008 **Email:**

Signature:

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Name: Chris Brown **Org:** _____ **Date:** 1/19/26

Address: 5409 Angeles Vista Bl **Zip code:** 90043 **Email:** CEEBROWN@gmail.com

Signature: _____

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Name: Jerome Wiley **Org:** _____ **Date:** 1-19-26

Address: 4046 Abourne Rd #D **Zip code:** 90008 **Email:** Jeromewiley2@gmail.

Signature: _____

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Name: Gerald Simmons **Org:** _____ **Date:** 11/19/26

Address: 8950 Arrow Route **Zip code:** 91730 **Email:** GSimmons714@gmail

Signature: Gerald Simmons

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Donyale Allen M **Org:** Measurements of Hearts **Date:** 1-2026

Address: 5840 Bonsallo Ave **Zip code:** 90044 **Email:** Donyaallen92@gmail.com

Signature: Donyale Allen

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Name: Crystal Cotton **Org:** _____ **Date:** 1-19-26

Address: 535 Darrell Freeman Cir **Zip code:** 90301 **Email:** MISSCOTTON@ME.COM

Signature: Crystal Cotton

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Name: Shirley Windley **Org:** LAUSD **Date:** 1-19-26

Address: 1611 Doty AVE # 231 **Zip code:** 90250 **Email:** Shirley Windley79@gmail.com

Signature: Shirley Windley

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Name: Kaye Sanders #613 **Org:** _____ **Date:** 1-19-26

Address: 1216 Nadeau St **Zip code:** 90001 **Email:** myRNAKayeSanders83@gmail.com

Signature: Kaye Sanders

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Name: PAUL CAMPBELL **Org:** _____ **Date:** 2/19/2026

Address: 3551 Chesapeake AVE **Zip code:** 90016 **Email:** PC280CE@yahoo.

Signature: [signature]

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Name: Greg Priestley **Org:** Mr **Date:** 1-19-26

Address: 127 Whiting **Zip code:** 90245 **Email:** gcenterstore@yahoo

Signature:

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Name: GENELLE BROOKS-PETTY **Org:** ALL CHILL **Date:** 1.19.2026

Address: 3980 HERSHOLT AVE LA/CA **Zip code:** 90008 **Email:** INFO@ALLCHILLINC.COM

Signature:

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Name: Ursula Parra **Org:** _____ **Date:** 1/19/26

Address: 14426 Shoemaker Ave **Zip code:** 90650 **Email:** ununez38@gmail

Signature:

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Sade Elhawary **Org:** Assembly District 57 **Date:** 01/19/25

Address: 2528 S. Grand Ave, #300 **Zip code:** 90007 **Email:** assemblymember.elhawary@assembly.ca.gov

Signature:

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Name: Allison Corry
Address: 343 W 64th St
Signature: Allison Corry
Org:
Zip code: 90302
Date: 1/19/26
Email: allisoncorryesq@gmail.com

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Name: Michael A. Joseph **Org:** _____ **Date:** 1/19/2026

Address: 2260 N. Cahuenga Bl #407 **Zip code:** 90068 **Email:** Velatkins@gmail

Signature: _____

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Name: Marsha McAdoo **Org:** _____ **Date:** 1-19-25

Address: 3014 W. 43rd Pl. LA **Zip code:** 90062 **Email:** marsha4@att.net

Signature: Marsha McAdoo

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Name: Kevin Hatcher **Org:** _____ **Date:** 11/19/26

Address: 16691 Island Circle **Zip code:** 92649 **Email:** KLaBronth@gmail.com

Signature: _____

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Name: Kurt Williamson **Org:** _____ **Date:** Jan 19, 2026

Address: 3656 Homeland Drive **Zip code:** 90008 **Email:** kurtwerk@gmail.com

Signature: _____

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Name: Elsin Tucker **Org:** _____ **Date:** 1/19/26

Address: 5471 Valley Ridge Ave **Zip code:** 90043 **Email:** ewtuckerjr@gmail.com

Signature: _____

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RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

PETITION IN SUPPORT OF STOCKER STREET CREATIVE

I/WE, THE UNDERSIGNED, SUPPORT THE DEVELOPMENT OF THE STOCKER STREET CREATIVE PROJECT.

I/We welcome the development of the 5-acre Stocker Street Creative campus which will deliver 256,000 square feet of new facilities, featuring five state-of-the-art sound stages, extensive production and support space, creative offices, community space, eatery spaces and a rooftop dining experience for the local creative community and residents. I/We support the community and economic development benefits of the Stocker Street Creative project:

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Name: Jennifer McMillan **Org:** Empowerment Congress West **Date:** 1/19/26

Address: 3953 Don Tomaso Dr. LA, CA 90008 **Zip code:** 90008 **Email:** jnfer98@gmail.com

Signature:

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Name: Glenda Stamm **Org:** _____ **Date:** 1-19-26

Address: 10370 Van Nuys **Zip code:** 91040 **Email:** _____

Signature: Glenda Stamm

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Name: Crystaeva Douglas **Org:** _____ **Date:** 1/19/26

Address: 2140 N Hollywood Blvd **Zip code:** 9151e **Email:** c_mogell@yahoo.com

Signature: [signature]

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Name: Gerald Nicholas **Org:** _____ **Date:** 1/18/2026

Address: 5341 Onacrest Dr **Zip code:** 90043 **Email:** gmerriweather@aol.com

Signature: [signature]

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Name: Christine Ravard **Org:** _____ **Date:** 1/19/26

Address: 4116 W 61st St. **Zip code:** 90043 **Email:** Christine.ravard14@gmail.com

Signature: Christine Ravard

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Name: KECIA RAVARD **Org:** _____ **Date:** 1/19/26

Address: 4116 W 61ST St **Zip code:** 90043 **Email:** Kravard@gmail.com

Signature: Kecia Ravard

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Name: EDDY WHITE **Org:** HOMEOWNER **Date:** 1/19/25

Address: 3750 SANTA ROSALIA **Zip code:** 90008 **Email:** EWHITE70@YAHOO.

Signature:

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Name: Shade Chapman **Org:** ~~ECSWDC~~ ECSwanDC **Date:** 01/20/25

Address: 9000 orchard LA CA **Zip code:** 90044 **Email:** Chapman.shade@gmail.com

Signature: S. Chapman

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Daniel Fuller **Org:** ECNC-SW **Date:** 1-19-26

Address: 1040 W 84th Pl **Zip code:** 90044 **Email:** Daniel.D.Fuller@yahoo

Signature:

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Name: Warrior Richardson **Org:** Leiment Animation Studio **Date:** 1-19-2026
Address: 1240 W. 87 st Apt E **Zip code:** 90044 **Email:** animate@Leiment Animation studio.com
Signature: Warrior J. Richardson

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Name: Khadijah Long **Org:** _____ **Date:** 1/19/26

Address: 4361 S. Western Ave. **Zip code:** 90062 **Email:** _____

Signature: _____

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Name: Thomas Shiver **Org:** _____ **Date:** 1/19/2026

Address: 3739 1/2 Locust Ave **Zip code:** 90807 **Email:** tshiver104@gmail.com

Signature: Thomas Shiver

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Name: LATASHA Gillespie **Org:** _____ **Date:** _____

Address: 3975 KENWAY **Zip code:** 90008 **Email:** _____

Signature: _____

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Name: Roxana Herrera
Org: Sola Foundation **Date:** 1-19-2026
Address: 4101 Somerset Dr.
Zip code: 90008 **Email:** Roxana.Herrera.Mkt@gmail.com
Signature: Roxana H
Work Email: Rherrera@Solaimpact.com

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Name: Sergio Gonzalez **Org:** _____ **Date:** 1-19-2026

Address: 4101 Somerset Dr. **Zip code:** 90008 **Email:** Sergiocube@gmail.com

Signature: _____

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Name: Juliet Cook **Org:** Normandy Gardens **Date:**

Address: 4075 Normandie Ave **Zip code:** 90037 **Email:** juliet.sweets@yahoo.com

Signature: Juliet Cook

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Kayla Dillard **Org:** _____ **Date:** 1/19/26

Address: 3442 Stocker St **Zip code:** 90056 **Email:** _____

Signature: _____

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Name: Lisa Harlow **Org:** _____ **Date:** 1/19/26

Address: 5237 Parkglen Avenue **Zip code:** 90043 **Email:** lizajharlow@msn.com

Signature: Lisa Harlow

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Name: Connie Sleppes **Org:** _____ **Date:** 4/09/2025

Address: 4252 Victoria, View Park **Zip code:** 90008 **Email:** connie.michela yahoo.com

Signature: CS

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Name: Felecia Richard **Org:** Small Business **Date:** 1/19/26

Address: 4806 SHENANDOAH AVE **Zip code:** 90056 **Email:** fele18@aol.com

Signature: Felecia Richard

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Name: Eric Nelson **Org:** ECWA **Date:** 1/20

Address: _____ **Zip code:** 90008 **Email:** Kenelson@ECWAndc.org

Signature: Eric Nelson

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Name: Thomas Smith **Org:** _____ **Date:** _____

Address: 7415 S. Harvard Bl **Zip code:** 90047 **Email:** smiththomasallen@gmail.com

Signature: _____

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Name: Marta Lukowska **Org:** _____ **Date:** 01/19/2026

Address: 5649 1/2 Clemson St **Zip code:** 90016 **Email:** martalukowska@yahoo.com

Signature: _____

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Name: Danielle Howard
Address: 5428 10TH AVE
Signature: DMHoward

Org: Park Mesa Community Council **Date:** 1-19-26
Zip code: 90043 **Email:** sunshinehive@msn.com

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Diane Shelton **Org:** West Love **Date:** Jan 19, 2024
Address: 4153 5th Ave **Zip code:** 90008 **Email:** WEST Love Ltd @ aol.com
Signature: Diane Shelton

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Name: Lynne Conner **Org:** _____ **Date:** 1/19/26

Address: 6404 W. Olympic Bl **Zip code:** 90048 **Email:** Publicity4you@yahoo

Signature: _____

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STOCKER STREET CREATIVE COMMENT FORM

☒ **I/We acknowledge the receipt of information regarding the entitlements for Stocker Street Creative project that is an applicant with the City of Los Angeles Planning Commission.**

Comments

Name: Debra Smith

Address: 5603 Overdale Dr

Signature:

Org:

Zip code: 90043

Date: 1/19/26

Email: dswash66@gmail.com

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Name: Sylvia Roberson **Org:** Home Owner **Date:** January 19, 2026

Address: 4266 S. Bronson Ave **Zip code:** 90008 **Email:**

Signature: Sylvia Roberson

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Name: Glynis Reed **Org:** _____ **Date:** 1/19/26

Address: 9202 Edgehill Dr **Zip code:** 90008 **Email:** gnr2673@yahoo.com

Signature: _____

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Name: Richette West **Org:** _____ **Date:** _____

Address: 4432 W. 54th ST LA CA 90043 **Zip code:** 90043 **Email:** Talktorickywest@gmail.com

Signature: _____

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Name: J.E. Raines II **Org:** EPVinc **Date:** 1/19/24

Address: 4115 S. Norton Ave **Zip code:** 90062 **Email:** 24jr23@aol.com

Signature:

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Name: Kim Brown **Org:** _____ **Date:** 1-19-25

Address: 550 W. Regent St. #335 **Zip code:** 90301 **Email:** Kdwbb30@yahoo.com

Signature: KBrown

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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I/WE, THE UNDERSIGNED, SUPPORT THE DEVELOPMENT OF THE STOCKER STREET CREATIVE PROJECT.

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Name: Deena Mangrum **Org:** _____ **Date:** 1/19/26

Address: 2402 W 78th Place **Zip code:** 90305 **Email:** deena.wms@yahoo.com

Signature: Deena Mang

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Name: Emmanuel Onyeador **Org:** African Treasure **Date:** 1/19/2026

Address: 2621 West Slauson Ave **Zip code:** 90043 **Email:**

Signature: [signature]

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Name: Inga Payne **Org:** _____ **Date:** 1-19-2026

Address: 9854 National Bl. #153 **Zip code:** 90034 **Email:** kujomona@gmail.com

Signature: [signature]

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Name: _____ **Org:** _____ **Date:** 01-19-24

Address: _____ **Zip code:** _____ **Email:** _____

Signature: _____

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Name: Lynn HARRIS **Org:** _____ **Date:** 1-19-24

Address: 4001 Wellington Ave **Zip code:** 90008 **Email:** lhanishen@aol.com

Signature:

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Name: Effie Turnbull **Org:** Destination Crenshaw **Date:** 1/19/26

Address: 903 S. Mansfield Ave Los Angeles, CA **Zip code:** 90036 **Email:** effietlaw@yahoo.com

Signature:

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Name: Alison Featherstone **Org:** _____ **Date:** 1/18/26

Address: 5244 Crenshaw Blvd **Zip code:** [redacted] 90043 **Email:** amcbeth240@gmail.com

Signature: _____

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I/We strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

- Pursuant to LAMC Section 16.05, Site Plan Review for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the Crenshaw Corridor Specific Plan.
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Name: Thryeris Mason **Org:** SCANC **Date:** 1/19/2024

Address: 2826 S. Hobart Pl **Zip code:** 90018 **Email:** Thryeris Mason gmail.com

Signature:

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

PETITION IN SUPPORT OF STOCKER STREET CREATIVE

I/WE, THE UNDERSIGNED, SUPPORT THE DEVELOPMENT OF THE STOCKER STREET CREATIVE PROJECT.
I/We welcome the development of the 5-acre Stocker Street Creative campus which will deliver 256,000 square feet of new facilities, featuring five state-of-the-art sound stages, extensive production and support space, creative offices, community space, eatery spaces and a rooftop dining experience for the local creative community and residents. I/We support the community and economic development benefits of the Stocker Street Creative project:

- **Job Creation:** The project commits to creating significant living-wage employment opportunities and skilled labored jobs during both construction and operation, specifically targeting local hires. With an estimated 2,100 Construction jobs & 1,600 industry/operational jobs, we appreciate and need the job training and local hire initiatives Stocker Street Creative is facilitating for young adults and those seeking career advancement.
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Name: Danielle Lafayette **Org:** UAN **Date:** 1-17-2026

Address: 6755 6th Ave **Zip code:** 90043 **Email:** DLafayette@unitedanation.org

Signature:

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Monica Cummings **Org:** retired **Date:** 1-19-26

Address: 3638 W. 59th Pl. **Zip code:** 90043 **Email:** cummingsmcc@gmail.com

Signature: Monica Cummings

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Serome Hardaways **Org:** _____ **Date:** 1-19-2026

Address: 118 E 5th St Apt# 225 **Zip code:** 90013 **Email:** Seromehardaway@yahoo.com

Signature: Serome Hardaway

TO: Los Angeles City Planning Commission (CPC) **CC:** City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

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Name: Wendy Cruz-Barrera **Org:** _____ **Date:** 01/19/2026

Address: 1338 E 20TH ST **Zip code:** 90011 **Email:** wendeline.cruz@gmail.com

Signature: Wendy CB

January 23, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of our organization, National Association of Minority Contractors of Southern California, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills, View Park, Leimert Park, and South Los Angeles communities for over 30 years. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission to strengthen local industry by connecting people to jobs, employers to talent, and communities to economic stability. We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact me at 310 261-9532 or by email at president@namcsc.org should you require additional information.

Sincerely,

Traci R. Watson
President
The National Association of Minority Contractors of Southern California

Please CC: Christian Washington, Director, Program Activation & Project Management
Stocker Street Creative (Christian@pantheonconsultants.com)

June 15, 2024

Empowerment Congress West Area Neighborhood Development Council (ECWA) would like to thank Stocker Street Creative (SSC) for attending ECWA's Planning, Land Use, and Beautification Committee Meeting and June General Meeting to present their plans for a studio campus and creative space at the northwest corner of Stocker Street and Santa Rosalia Drive. During the presentations stakeholders were shown architectural renderings and were able to ask questions relating to circulation, operation, and timeline.

At ECWA's General Meeting, stakeholders expressed support for the concept on the condition that Stocker Street Creative continue to address concerns about traffic on Stocker Street and noise during construction and after construction. We appreciate SSC providing parking and ensuring that the height of the buildings will not exceed expectations. We advise that the Stocker Street Creative team continue active engagement with ECWA, the Bedford Estates, Baldwin Hills Estate HOA and the Commercial Realtists to lessen the burden on these neighbors. SSC is further encouraged to do their due diligence to ensure that the surrounding properties, particularly The Sanchez Adobe Building, Home of the Commercial Realtist (the oldest building in Los Angeles) and the Bedford estate, are not deleterious effected during construction.

Additionally, we encourage SSC to make every effort to hire locally during construction and upon opening, so that they may fulfill the promise of job opportunities and economic development this project could bring to the area.

There were no specific objections to the six discretionary items being requested by the development team. The entitlement requests presented were:

1. SPR – Request Site Plan Review for a major development project with over 100,000 sf in net new nonresidential or non-warehouse use in the C2 zone, per 12.24.U.14(C)(2)
2. CUP – Request a Conditional Use Permit to allow a motion picture studio with incidental uses, including outdoor sets
3. Main CUB – Request a main CUB for five locations onsite: rooftop upscale restaurant, special events held in the outdoor plaza and/or sound stages, three street-facing casual dining establishments across from Mall.
4. Main CUX – Request a Main CUX for dancing and live entertainment at the upscale restaurant and at special events in the outdoor plaza and/or soundstages
5. WDI – Request a Waiver of Dedication and Improvements to allow existing street and sidewalk configurations to remain
6. Signage SPE – Request a Specific Plan Exception to all wall signs that exceed 100 sf of sign area per 50 linear ft of street frontage

Sincerely,

Empowerment Congress West Area Neighborhood Development (ECWANDC)

P.O. Box 8898, Los Angeles, CA 90008

PETITION IN SUPPORT OF STOCKER STREET CREATIVE

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Submission Info

TO: Los Angeles City Planning Commission (CPC)
CC: City Council Planning and Land Use Management (PLUM) Committee
RE: Stocker Street Creative
LOCATION: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
CASE NO: ENV-2024-326-MND; CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI;

Name *

Address *

Relation to Project *

Company Name/Union/Org

Zip Code *

Email *

Date *

MM/DD/YYYY

Comments

Do you support Stocker Street Creative? *

- Yes
- No

Signature *

Add signature

January 26, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

I'm reaching out as the president of BizFed Institute and I am writing to express my strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in the Crenshaw District's and the city's economic future and will provide much-needed resources for local creatives and businesses. This locally led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission to support efforts to elevate our regional economy in proven industry sectors. The Stocker Street Creative is an excellent example of the kind of business needed to elevate and revitalize the Crenshaw community.

We strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

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Granting the entitlements requested will allow the Stocker Street Creative to foster local talent, create sustainable industry jobs and ensure the continued cultural and economic vibrancy of our community. Please feel free to contact me at (310) 703-2899 or by email at kevin.harbour@bizfedinstitute.org or kevin.harbour1@gmail.com should you require additional information.

Sincerely,

Kevin Harbour, President, BizFed Institute

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

Kyle Winston <kyle.winston@lacity.org>

Letter of Support for Stocker Street Creative (Case No.: ENV-2024-326-MND)

1 message

rahman.kafele@yahoo.com <rahman.kafele@yahoo.com> Fri, Jan 16, 2026 at 9:30 AM
To: "kyle.winston@lacity.org" <kyle.winston@lacity.org>
Cc: "stan@pantheonconsultants.com" <stan@pantheonconsultants.com>

1/16/2026

Kyle Winston

Los Angeles City Planning

200 N. Spring St., Room 721

Los Angeles, CA 90012

E-mail: kyle.winston@lacity.org

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I am writing to express my strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I have lived in the [Baldwin Hills / View Park / Leimert Park / South Los Angeles] community for multiple decades. This project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with my vision of South LA as a longtime resident.

I am in full support of the entitlements requested to make this project a reality and understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step

in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at (323) 944-2120 or by email at rahman.kafele@yahoo.com should you require additional information.

Sincerely,

Rahman Kafele

Subject: Fwd: Letter of Support for Stocker Street Creative (Case No.: ENV-2024-326-MND)
Date: Friday, January 16, 2026 at 7:13:08 PM Pacific Standard Time
From: Stan Washington
To: Nichole Smith
CC: Christian Washington

FYI - SW

Sent from my iPhone

Begin forwarded message:

From: rahman.kafele@yahoo.com
Date: January 16, 2026 at 12:31:12 PM EST
To: kyle.winston@lacity.org
Cc: Stan Washington <stan@pantheonconsultants.com>
Subject: Letter of Support for Stocker Street Creative (Case No.: ENV-2024-326-MND)

1/16/2026

Kyle Winston

Los Angeles City Planning

200 N. Spring St., Room 721

Los Angeles, CA 90012

E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative

Case No.: ENV-2024-326-MND

Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

I am writing to express my strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I have lived in the [Baldwin Hills / View Park / Leimert Park / South Los Angeles] community for multiple decades. This project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with my vision of South LA as a longtime resident.

I am in full support of the entitlements requested to make this project a reality and understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)

- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)

- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at (323) 944-2120 or by email at rahman.kafele@yahoo.com should you require additional information.

Sincerely,

Rahman Kafele

01/29/2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **Associated/A&A Ready Mixed Concrete,** I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

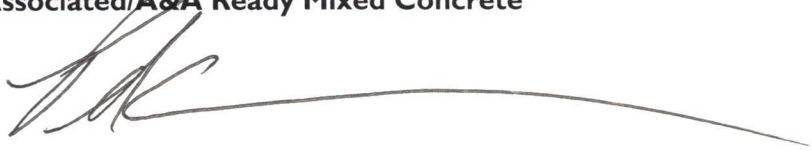
- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at **805-341-1428** or by email at **padams@bristolmsi.com** should you require additional information.

Sincerely,

Phil Adams
Accounts Manager
Associated/A&A Ready Mixed Concrete



CATALINA PACIFIC
A CALPORTLAND Company

January 27, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, Catalina Pacific Concrete a CALPORTLAND Co., I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creativity and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

CATALINA PACIFIC®
A CALPORTLAND® Company

Please feel free to contact us at 310.650.4616 or by email at edecrescenzo@calportland.com should you require additional information.

Sincerely,

Eric DeCrescenzo

Sales Manager Los Angeles Ready Mix Div.

2025 E. Financial Way • Glendora, CA 91741 Telephone: (626) 852-6200 • Fax: (626) 963-2341

www.calportland.com

CAESAR JAMES BIJOU CONSTRUCTION
3906 DON FELIPE DR.
LOS ANGELES, CA. 90008
CA. LICENSE. 737577

[JANUARY 24,2026]

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **[CAESAR JAMES BIJOU CONSTRUCTION],** I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at **[(323) 394-8630]** or by email at **[caesarbijou@gmail.com]** should you require additional information.

Sincerely,

[CAESAR James Bijou]

[Owner]

[CAESAR JAMES BIJOU CONSTRUCTION]
3906 Don Felipe Dr.

Los Angeles, CA. 90008 CA. Lic.# 737577

January 28, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston,

I am writing to express my strong support for the approval of the Stocker Street Creative TV/Film Studio project in Baldwin Hills during the upcoming public hearing. As a resident and advocate for community development in South Los Angeles, I believe this project represents a transformative opportunity to enhance our local economy, foster creative industries, and uplift underrepresented voices in film and television.

The Stocker Street Creative campus, with its state-of-the-art facilities including four TV/movie studios, an office building, and a mixed-use space for production support, will be the first of its kind in South L.A. This development promises to drive economic growth through job creation, business incubation, and high-quality production opportunities, particularly for Black L.A.-based creators who have long been underserved in the entertainment industry.

By bringing Hollywood-level resources to the Baldwin Hills/Crenshaw area, it will revitalize the community, attract investment, and provide accessible pathways for local talent to thrive. Moreover, the project's design—centered around a landscaped pedestrian plaza—emphasizes community integration and sustainability, ensuring it becomes a vibrant hub that benefits residents for generations. Approving this initiative will not only advance the city's creative economy but also align with broader goals of equity and inclusion in urban development.

WE URGE YOU TO GRANT THE NECESSARY ENTITLEMENTS, INCLUDING:

1. **Site Plan Review:** Pursuant to LAMC Section 16.05, for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
2. **Project Permit Compliance:** Pursuant to LAMC Section 11.5.7.C, for a conforming development in the Crenshaw Corridor Specific Plan.
3. **Conditional Use Permit (CUP):** Pursuant to LAMC Section 12.24.U.15, to allow a Motion picture studio with incidental uses, including outdoor sets.
4. **Waiver of Dedication and Improvements:** Pursuant to LAMC Section 12.27, to: (1) allow existing street and sidewalk configurations to remain on all street frontages, which allows the existing street trees to remain; (2) allow the existing sidewalk configuration to remain on Santa Rosalia; and (3) allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet for a total sidewalk width of 15 feet. This is requested in lieu of Bureau of Engineering requirements regarding right-of-way dedications and roadway improvements.
5. **Master Conditional Use Permit (MCUP) & CUX:** To allow for alcohol sales and a Conditional Use Entertainment (CUX) permit for dancing and live entertainment at the restaurant and at special events in the outdoor plaza.

We ask that you move this project forward to secure the future of production in South Los Angeles.

Please feel free to contact me at (310) 901-5100 or by email at Sherri@sherrisneed.com should you require additional information.

Sincerely,

Sherri G. Sneed
Producer
Diamond Spirit Entertainment
(310) 901-5100
www.sherrisneed.com
@sherrigsneed

SPIRIT FIRE PRODUCTIONS LLC.
3906 DON FELIPE DR.
LOS ANGELES, CA. 90008

[JANUARY 24,2026]

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **[SPIRIT FIRE PRODUCTIONS LLC.],** I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at **[(323) 394-8630]** or by email at **[caesarbijou@gmail.com]** should you require additional information.

Sincerely,



[CAESAR James Bijou]

[Owner]

[SPIRIT FIRE PRODUCTIONS LLC.]
3906 Don Felipe Dr.

Los Angeles, CA. 90008

01/28/2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **Nationwide Shotcrete Inc,** I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at **661-799-3750** or by email at **Spencer@nationwideshotcrete.com** should you require additional information.

Sincerely,



Spencer Bigger
Chief Estimator
Nationwide Shotcrete Inc.

January 27, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, A.J. Kirkwood & Associates, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at 1-714-936-3342 or by email at bradley.hanenberg@ajk-a.com should you require additional information.

Sincerely,



Brad Hanenberg
Senior Vice President
A.J. Kirkwood & Associates, Inc.

BrightView

Landscape Development, Inc.

January 27, 2026

Kyle Winston

Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative

Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **BrightView Landscape Development, Inc.** I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a union contractor signatory to **LiUNA! Local 300 Laborers** to build in the community and enhance the local skilled workforce.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Landscape Development, Inc.

Please feel free to contact us at **(818) 612-8001** or by chad.benton@brightview.com should you require additional information.

Sincerely,



Chad Benton
Branch Manager
BrightView Landscape Development, Inc.

Chad Benton
Branch Manager – Los Angeles

13691 W. Vaughn St.
San Fernando, CA 91340
C. 818.612.8001 c.
chad.benton@brightview.com
www.brightview.com

STEELMAN
BUILD & CONSTRUCTION INC.

January 26, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, Steelman Build & Construction, Inc, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This

project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at (909) 610-3210 or by email at aisha@steelmanbuild.com should you require additional information.

Sincerely,



Aisha Thompson,
President
Steelman Build & Construction, Inc.

Coleman Construction, Inc.
1973 W 48th St.
Los Angeles, CA 90062
(323) 295-5484
scoleman@colemancon.com
License No. 697040

January 22,2026
Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, Coleman Construction Inc., I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for over 30 years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission as a union contractor signatory to Carpenters and Labor Unions to build in our community and enhance the local skilled workforce.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at (323)295-5484 or by email at scoleman@colemancon.com should you require additional information.

Sincerely,

Sharon Coleman
CEO
Coleman Construction Inc.

CC: Christian Washington, Director, Program Activation & Project Management
Stocker Street Creative (Christian@pantheonconsultants.com)

January 30, 2026

Mr. Kyle Winston
City of Los Angeles Planning Department
200 N. Spring Street, Suite 525
Los Angeles, CA 90012

Subject: Support for Stocker Street Creative

Dear Mr. Winston,

I am pleased to express my strong support for the proposed Stocker Street Creative production studio development at 3701–3761 Stocker Street in Baldwin Hills, Los Angeles, CA. I view this project as a meaningful investment in the creative and economic future of South Los Angeles.

Stocker Street Creative will create much needed pathways for local residents to access job training, job offering living-wages, and entrepreneurial opportunities in film, television, and media production. The project's commitment to local hire, workforce development, and community-serving spaces is directly aligned with the needs of our community and the creative ecosystem that already thrives here.

I am especially encouraged by the project's inclusion of community space for the public, sustainable design, and resources that will support independent creators, small businesses, and nonprofits. This campus will be poised to become a catalyst for long-term economic growth and creative opportunity in the Crenshaw Corridor and greater Los Angeles.

For the foregoing reasons, I respectfully implore your department to approve the requested entitlements and discretionary permits to allow this project to proceed without undue delays.

Sincerely,

Diane Robertson, JD, MBA
Founder & Executive Director
Leimert Park Jazz Festival

January 24, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of our local business, Le Chic Hair Design, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our business has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for several decades. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission to support community development.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at (323) 810-0568 should you require additional information.

Sincerely,

Lydia M Knox

Lydia Knox
Co-Owner
Le Chic Hair Design

FACE L/FT

ESTD 2022

vleblanc@facelft.contractor
Facelft.contractors
323-251-6715

1/27/2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, Face L/Ft LLC, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)

- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us by email or phone should you require additional information.

Sincerely,

Vanessa LeBlanc
CEO
Face L/FT LLC

01/26/26

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **Huddleston Painting Co**, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at **310 489-3343** or by email at **Hudd2015@outlook.com** should you require additional information.

Sincerely, Michael Huddleston

Michael Huddleston

Owner

Huddleston Painting Co.

01/26/26

Kyle Winston

Los Angeles City Planning

200 N. Spring St., Room 721

Los Angeles, CA 90012

E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative

Case No.: ENV-2024-326-MND

Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, Huddleston Painting Co, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly

aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

● Conditional Use Permit - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)

● Project Permit Compliance: For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)

● Waiver of Dedication and Improvements - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at 310-489-3343 or by email at Huddleston Painting Co. should you require additional information.

Sincerely, Michael Huddleston

January 27, 2026

Kyle Winston

Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: **Letter of Support for Stocker Street Creative**

Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **Trademark Concrete Systems, Inc.,** I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a union contractor signatory to **Laborers, Cement Masons, & Carpenters** to build in the community and enhance the local skilled workforce.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at **805.207.0734** or lance1@trademarkconcrete.com should you require additional information.

Sincerely,



Lance A. Boyer
CEO
Trademark Concrete Systems, Inc.

Subject: Fwd: Letter of Support for Stocker Street Creative Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008
Date: Thursday, January 29, 2026 at 2:55:37 PM Pacific Standard Time
From: Stan Washington
To: David Morrison, Christian Washington

FYI
Sent from my iPhone

Begin forwarded message:

From: Yolanda <yomo246@yahoo.com>
Date: January 29, 2026 at 2:45:57 PM PST
To: kyle.winston@lacity.org
Cc: Stan Washington <stan@pantheonconsultants.com>
Subject: Letter of Support for Stocker Street Creative Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:
I am writing to express strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in the Crenshaw District's and the city's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with the types of community and economic development projects I would like in the South Los Angeles.

My name is Yolanda Moore and for over two decades now I have made my home and raised my family directly across the street from the proposed development!

Living here has been a blessing as View Park is a unique neighborhood with much to offer and with the addition of this proposed development, Los Angeles looks to gain yet another jewel to be proud of!

The resulting output of the professional and entrepreneurial opportunities in the creative industries will surely refocus the world towards us and in doing so, spur interests of additional investments which will positively affect us all!

Therefore, I strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street

Creative project:

- Pursuant to LAMC Section 16.05, **Site Plan Review** for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the **Crenshaw Corridor Specific Plan**.
- Pursuant to LAMC Section 12.24.U.15, a **Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets**.
- Pursuant to LAMC Section 12.27, a Waiver of Dedication and Improvements to (1) **allow existing street and sidewalk configurations to remain** on all street frontages, which allows the existing street trees to remain, (2) **allow the existing sidewalk configuration to remain on Santa Rosalia**, (3) **allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet** for a total sidewalk width of 15 feet in lieu of the existing variable 12 feet. The Waiver of Dedication is requested in lieu of the City of Los Angeles Bureau of Engineering requirements.
- Pursuant to LAMC Section 11.5.7.D, a Specific Plan Exception to **allow wall signs that exceed 100 square feet of sign area per 50 linear feet of street frontage**.
- Pursuant to Ordinance No. 171,681, approval of discretionary requests including a Master Conditional Use Permit (MCUP) to **allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza**.

Granting the entitlements requested will allow Stocker Street Creative to foster local talent, create sustainable industry jobs and ensure the continued cultural and economic vibrancy of our community.

Sincerely,
Yolanda Moore, (View Park Estates Resident)
3820 Stocker Street Unit #3
View Park, CA 90008]
Yomo246@yahoo.com
323-712-0000

January 27, 2026

Kyle Winston

Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative

Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **Anning-Johnson Company**, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a union contractor signatory to **Carpenters, Finishers, Plasterers and Laborers** to build in the community and enhance the local skilled workforce.

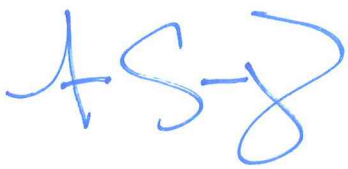
We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at **626.378.7800** or by **asanchez@anningjohnson.com** should you require additional information.

Sincerely,



Anthony Sanchez
Sales Manager
Anning-Johnson Company

January 29, 2026

Kyle Winston

Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative

Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **Bali Construction, Inc.** I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a union contractor signatory to **Laborers, Operators, Carpenters, Masons** to build in the community and enhance the local skilled workforce.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at **626-374-5186** or by **Wharris@baliconstruction.com** should you require additional information.

Sincerely,



Will Harris
Chief Estimator
Bali Construction, Inc.

Letner ROOFING CO

Lic. No. 689961

1/27/2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:
On behalf of my construction firm, Letner Roofing Co., I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street. Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a union contractor signatory to Locals 36 and 105 to build in the community and enhance the local skilled workforce.
We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.
Please feel free to contact us at (714) 493-8238 or by rolson@letner.com should you require additional information.

Sincerely,

Rick Olson
Vice President
LETNER ROOFING CO.

January 27th, 2026

Kyle Winston

Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative

Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **Western States Fire Protection Company**, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a union contractor signatory to **Fire Sprinkler Protection signatory to Sprinkler Fitters U.A. Local 709** to build in the community and enhance the local skilled workforce.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at **(562) 279-0770** or by **matthew.shin@wsfp.us** should you require additional information.

Sincerely,

Matthew Shin
Matthew Shin
Contract Sales Representative

Western States
Fire Protection Co.
Protecting Lives and Property

January 30, 2026

Via Email Only to: kyle.winston@lacity.org
Mr. Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of the Consolidated Board of Realtists, I am writing to express our formal support for the Stocker Street Creative project. Having served the Baldwin Hills, View Park, and Leimert Park communities for many decades, we believe this state-of-the-art campus is a vital investment in our local economic future.

We would like to clarify our position regarding the public hearing held on **January 9, 2026, at 9:00 AM**. While we did not provide positive support at that time, it was due to miscommunication that has now been cleared. Since that hearing, we have been in productive dialogue with the development team. Our previous concerns regarding the project's impact and community integration have now been addressed and confirmed to our satisfaction.

This locally-led development aligns with our mission of fighting for fairness and democracy in housing and community development. By creating industry specific jobs and fostering local talent, Stocker Street Creative will serve as a driving force for the cultural and economic vibrancy of South Los Angeles.

Please feel free to contact us at (213) 444-6336 or CBRPres@gmail.com should you require additional information.

Sincerely,

Lyric Armstrong

Lyric Armstrong, 44th President,
Consolidated Board of Realtists

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative

YCIS YOUR CHOICE
INSURANCE SERVICES

January 21, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012

re: Case No.: ENV-2024-326-MND
the Stocker Street Creative project
3701-3761 W. Stocker Street, Los Angeles, CA 90008

Mr. Winston:

I am writing to express my support for the Stocker Street Creative project. I have based my business, Your Choice Insurance Services, L.L.C., in Leimert Park for the past 12 years and have also resided in Baldwin Hills for over 15 years.

Prior to starting my insurance company, I was involved in production working as an independent producer, as well as an in-house producer in the sales and marketing department for Mattel Toys. I know that this project will be an excellent addition to the neighborhood. Not only will it create hundreds of living wage jobs during the construction phase, but there will also be hundreds of jobs across a wide range of skill sets – from teachers to technicians, from food services to executives, from creators to cameramen – for the long term. This is definitely the type of project that will have a lasting, positive effect that can literally uplift an entire community.

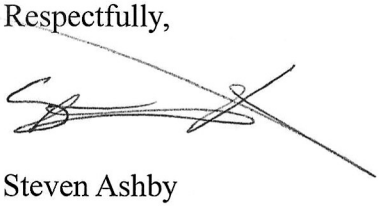
For years the production business has been leaving Los Angeles, especially independent productions which tend to be small to midsized. Often cited are the lack of reasonably priced production offices and facilities, as well as the exodus of skilled workers to other places in the country that are more production friendly and thereby growing. While Stocker Street Creative is not the sole remedy, it certainly can be a major contributing factor and catalyst to bringing the industry back – while also serving the immediate community and Los Angeles at large.

3407 W. 43rd St.• Los Angeles • California 90008 • Tel: 1(844) 402-3781
www.yourchoiceinsuranceservices.com

Thank you for the opportunity for me to give voice to not only my own thoughts, but also to dozens of my friends and business associates who are also stakeholders and look forward to this project coming to fruition. I / we offer our strong support for Stocker Street Creative and ask that you grant the construction and conditional use permits.

Of course, feel free to contact me at ashby24@hotmail.com or at 323-270-2722.

Respectfully,



Steven Ashby
Principal, Your Choice Insurance Services L.L.C.

1/28/2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **Central Shotcrete Inc**, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at **661 414.2585** or by email at **jonathan@centralshotcreteinc.com** should you require additional information.

Sincerely,

Jonathan Herrera

Jonathan Herrera
President
Central Shotcrete Inc

GKB
GOMRINGER-KUHL
BUILDERS

1/23/2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org
Re: Letter of Support for Stocker Street Creative

Case No.: ENV-2024-326-MND

Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, Gomringer Kuhl Builders, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- Conditional Use Permit - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)

GKB
GOMRINGER-KUHL
BUILDERS

- Project Permit Compliance: For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)

- Waiver of Dedication and Improvements - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at [Your Phone Number] or by email at [Your Email Address] should you require additional information.

Sincerely,

Robert K. Kuhl
Partner
GKB

January 30, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring Street, Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: **Letter of Support for Stocker Street Creative**
Case No.: **ENV-2024-326-MND |**
CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI
Project Location: **3701–3761 W. Stocker Street, Los Angeles, CA 90008**

Dear Mr. Winston,

On behalf of **Dina Andrews Management, Inc.**, I write to express my strong support for the Stocker Street Creative project, a proposed state-of-the-art creative campus at 3701–3761 W. Stocker Street. I submit this letter in my personal and professional capacity as a creative-industry executive and as a Leimert Park resident living within walking distance of the site. This letter is written independently, outside of my role as an employee of the City of Los Angeles.

South Los Angeles has a long legacy of creative enterprises that functioned as workforce development engines and generators of enduring intellectual property. During the 1970s and 1980s, businesses such as Maverick's Flat, Total Experience Records, Soul Train, SOLAR Records, and related production and live-entertainment entities created jobs, provided professional training, and offered young people direct entry points into the music and television industries.

As a Music, Television & Creative Industry Entrepreneur, I worked within this ecosystem, including with companies and creatives that emerged from South Los Angeles. I later became an entrepreneur managing and developing artists, songwriters, and producers, and expanded my work into television and cross-platform media. This work emphasized talent development, business training, mentorship, and intellectual property stewardship. Many of the creatives developed during this period built global careers, with music catalogs, television formats, and creative assets that continue to generate revenue decades later.

Today, my work has evolved into future-facing, legacy-oriented initiatives focused on intergenerational and global collaboration. Through my private company, I mentor and

develop women in media across the African diaspora, emphasizing professional standards, knowledge transfer, and long-term intellectual property development. This work is conducted independently and reflects a continuation of decades of passion and industry experience rather than any City-affiliated activity.

The Stocker Street Creative project aligns directly with this long-view approach. By anchoring creative businesses locally and prioritizing workforce development, training pathways, and community access, it creates conditions for the next generation of creative professionals to build skills, careers, and intellectual property rooted in South Los Angeles.

I also strongly support the entitlements requested for this project. The Site Plan Review, Conditional Use Permit for a motion picture studio, and compliance with the Crenshaw Corridor Specific Plan appropriately reflect the scale and function of a modern creative campus. The Waiver of Dedication balances development with traffic mitigation, pedestrian safety, and preservation of existing street trees, while proposed sidewalk improvements enhance walkability. Signage and entertainment-related entitlements support cultural activation and economic vitality, and the inclusion of an upscale restaurant—with controlled alcohol service and live entertainment—addresses a longstanding gap in quality dining and gathering spaces within the neighborhood.

For these reasons, I respectfully urge the City of Los Angeles to support and approve the Stocker Street Creative project.

Respectfully submitted,

Dina R. Andrews

Dina Ruth Andrews
President & CEO, Dina Andrews Management, Inc.
Music, Television & Creative Industry Entrepreneur
Stakeholder & Resident, Leimert Park, Los Angeles, California

Ethics Statement: This letter is submitted in my personal and professional capacity as a private citizen and business owner. It was prepared independently, outside of work hours, and does not represent the views of the City of Los Angeles or any of its departments.

cc: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative - stan@pantheonconsultants.com

1/26/2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **CTI Environmental Inc.**, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street. Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at **[562-305-2325]** or by email at **[robin@ctienviro.com]** should you require additional information.

Sincerely,

Robin Thorne
Chief Executive Officer
CTI Environmental Inc.,

January 27, 2026

Terry Gingles Jr.
14359 Addison St. #206
Sherman Oaks, CA 91423
TerryGingles@gmail.com

Re: Letter of Support for Stocker Street Creative

Dear Mr. Winston,

My name is Terry Gingles Jr. I am a filmmaker, writer, and co-host of the *On The Rocks* podcast, hosted by South Los Angeles native Marcellus Wiley. I am writing to express my full support for the Stocker Street Creative project, a state-of-the-art creative campus planned for 3701–3761 W. Stocker Street.

As a Los Angeles resident for over twenty years, I began my journey on the outskirts of the motion picture business. Early on, working in this industry wasn't even something I believed was possible for someone like me. That changed in 1991 when I saw a young filmmaker from Los Angeles, John Singleton, write and direct *Boyz n the Hood*. Seeing someone who looked like me tell his own story made filmmaking feel tangible. It gave me permission to dream and to seriously consider a career in this field.

That same sense of access is what I believe the Stocker Street Creative project can bring to the community, the ability for young people to see what's possible and believe there is a place for them in this industry.

The film and television business is not made up of only writers, directors, and actors. The majority of jobs on a film set are skilled trade and support positions: electricians, technicians, carpenters, mechanics, stylists, barbers, caterers, teachers, medical professionals, and more. This industry is an ecosystem of careers. When people understand that, working in entertainment no longer feels far-fetched, it feels achievable. That is the power of proximity and access.

I am in full support of the entitlements requested to make this project a reality, including:

- **Conditional Use Permit** – To allow a Motion Picture Studio with incidental uses (LAMC Section 12.24.U.15)
- **Project Permit Compliance** – For conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- **Waiver of Dedication and Improvements** – To allow existing street and sidewalk configurations to remain, among other items (LAMC Section 12.27)
- **Master Conditional Use Permit (MCUP) -** to allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza. Ordinance No. 171,681.

This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Sincerely,

Terry Gingles Jr.
CEO
Artist By The Sea Productions

HercRentals™

1/26/26

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of HERC RENTALS LLC. ,I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This

project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at **310-259-6925** or by email at **edgar.velasquez@hercrentals.com** should you require additional information.

Sincerely,

EDGAR VELASQUEZ
BRANCH MANAGER
HERC RENTALS



January 28, 2026
Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

A Morley Builders Company
MORLEY
Construction Company
3330 Ocean Park Boulevard
Santa Monica, California 90405-3240
Telephone: 310-399-1600
Fax: 310-314-7347
www.morleybuilders.com

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, Morley Construction Company, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a union contractor signatory to Carpenters, Laborers, Cement Finishers, and Operating Engineer Unions to build in the community and enhance the local skilled workforce.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at (310) 566-9238 or by **bkang@morleybuilders.com** should you require additional information.

Sincerely,

Bryan Kang
VP, Self-Perform Operations
Morley Construction Company

65 YEARS

LICENSE 166461

YCIS YOUR CHOICE
INSURANCE SERVICES

January 21, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012

re: Case No.: ENV-2024-326-MND
the Stocker Street Creative project
3701-3761 W. Stocker Street, Los Angeles, CA 90008

Mr. Winston:

I am writing to express my support for the Stocker Street Creative project. I have based my business, Your Choice Insurance Services, L.L.C., in Leimert Park for the past 12 years and have also resided in Baldwin Hills for over 15 years.

Prior to starting my insurance company, I was involved in production working as an independent producer, as well as an in-house producer in the sales and marketing department for Mattel Toys. I know that this project will be an excellent addition to the neighborhood. Not only will it create hundreds of living wage jobs during the construction phase, but there will also be hundreds of jobs across a wide range of skill sets – from teachers to technicians, from food services to executives, from creators to cameramen – for the long term. This is definitely the type of project that will have a lasting, positive effect that can literally uplift an entire community.

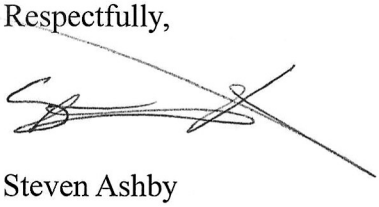
For years the production business has been leaving Los Angeles, especially independent productions which tend to be small to midsized. Often cited are the lack of reasonably priced production offices and facilities, as well as the exodus of skilled workers to other places in the country that are more production friendly and thereby growing. While Stocker Street Creative is not the sole remedy, it certainly can be a major contributing factor and catalyst to bringing the industry back – while also serving the immediate community and Los Angeles at large.

3407 W. 43rd St.• Los Angeles • California 90008 • Tel: 1(844) 402-3781
www.yourchoiceinsuranceservices.com

Thank you for the opportunity for me to give voice to not only my own thoughts, but also to dozens of my friends and business associates who are also stakeholders and look forward to this project coming to fruition. I / we offer our strong support for Stocker Street Creative and ask that you grant the construction and conditional use permits.

Of course, feel free to contact me at ashby24@hotmail.com or at 323-270-2722.

Respectfully,



Steven Ashby
Principal, Your Choice Insurance Services L.L.C.

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012

re: Letter of Support for:
Stocker Street Creative 3701-3761 W. Stocker Street, Los Angeles, CA 90008
Case No.: ENV-2024-326-MND

Dear Mr. Winston:

My name is Ty Carter and I am contacting you, as both a resident and a housing provider in the area, to express my support for the Stocker Street Creative Project. I moved to Baldwin Hills as a child in 1972. As the managing partner for Prism Capital Group, L.L.C., I currently own several apartment buildings and have been a housing provider in the immediate area for over 30 years. Additionally, I've had a 20-year history in production, both private and corporate with over fifteen [combined] years at Sony Pictures and Fox Television. I share my history to add context and perspective to my support for this project.

With long term and firsthand experience of the neighborhood as a resident, housing provider and business owner, I have seen the ups and downs of the neighborhood. I have every confidence that this project would create an immediate and positive economic impact through the development phase, as well as a steady long-term effect on the neighborhood. The mission and stated goal of this project also specifically align with those of the city and state – which is specifically to bring the 'production' industry back to Los Angeles. With production friendly legislation in the works at both the state and local levels, it is also necessary to have a means of training the next generations of creative and technically capable crews. The Stocker Street Creative will fill this crucial role, and I offer my strongest support.

I understand that such developments require a process and that at this time, the Stocker Street Creative seeks a permit, waiver of dedication and improvements, and a C.U.P. Granting these requests will expedite the Stocker Street Creative team's ability to deliver on their vision – and that of the City – for true catalyst for the creative economy in South Los Angeles. Socially, it will

serve to foster local talent, create sustainable entertainment industry jobs, and ensure the continued cultural and economic vibrancy of our community.

Personally, as the father of two young men who are pursuing careers in the entertainment industry, I only wish that Stocker Street Creative was already up and running. My older son is the Director of Cinema Arts track at a college prep high school in Pasadena. He is also pursuing his MS in Digital Media Management at U.S.C. While this is a highly renowned program and he will no doubt come out of the program better equipped to pursue his professional goals, he has noted that conspicuously missing is any semblance of a cultural component in the program. The lacking of this component in his U.S.C. curriculum is diametrically opposed to what he teaches his students – to draw from your own life experiences, especially the nuances that make your experiences unique. My younger son is in his final semester at LMU and has been actively pursuing music as a producer and performer. Again, the nuances of various sub-cultures are absent from the instruction he's receiving. The Stocker Street Creative would no doubt be a space where such subtleties would be intentionally at the forefront.

Should you have any questions or need additional information from/about me, please do not hesitate to contact me at 310-994-2858 or via email at t.carter.pcg@gmail.com.

Sincerely,



Ty Carter
Prism Capital Group, L.L.C.

Kyle Winston <kyle.winston@lacity.org>

SSC Letter of Support from Sherri Sneed

Sherri G. Sneed <sherri@sherrisneed.com> Wed, Jan 28, 2026 at 11:25 AM
To: kyle.winston@lacity.org
Cc: Stan Washington <stan@pantheonconsultants.com>, Chasen Washington <chasen@pantheonconsultants.com>

January 28, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston,

I am writing to express my strong support for the approval of the Stocker Street Creative TV/Film Studio project in Baldwin Hills during the upcoming public hearing. As a resident and advocate for community development in South Los Angeles, I believe this project represents a transformative opportunity to enhance our local economy, foster creative industries, and uplift underrepresented voices in film and television.

The Stocker Street Creative campus, with its state-of-the-art facilities including four TV/movie studios, an office building, and a mixed-use space for production support, will be the first of its kind in South L.A. This development promises to drive economic growth through job creation, business incubation, and high-quality production opportunities, particularly for Black L.A.-based creators who have long been underserved in the entertainment industry.

By bringing Hollywood-level resources to the Baldwin Hills/Crenshaw area, it will revitalize the community, attract investment, and provide accessible pathways for local talent to thrive. Moreover, the project's design—centered around a landscaped pedestrian plaza—emphasizes community integration and sustainability, ensuring it becomes a vibrant hub that benefits residents for generations. Approving this initiative will not only advance the city's creative economy but also align with broader goals of equity and inclusion in urban development.

WE URGE YOU TO GRANT THE NECESSARY ENTITLEMENTS, INCLUDING:

1. **Site Plan Review:** Pursuant to LAMC Section 16.05, for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
2. **Project Permit Compliance:** Pursuant to LAMC Section 11.5.7.C, for a conforming development in the Crenshaw Corridor Specific Plan.
3. **Conditional Use Permit (CUP):** Pursuant to LAMC Section 12.24.U.15, to allow a Motion picture studio with incidental uses, including outdoor sets.
4. **Waiver of Dedication and Improvements:** Pursuant to LAMC Section 12.27, to: (1) allow existing street and sidewalk configurations to remain on all street frontages, which allows the existing street trees to remain; (2) allow the existing sidewalk configuration to remain on Santa Rosalia; and (3) allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet for a total sidewalk width of 15 feet. This is requested in lieu of Bureau of Engineering requirements regarding right-of-way dedications and roadway improvements.
5. **Master Conditional Use Permit (MCUP) & CUX:** To allow for alcohol sales and a Conditional Use Entertainment (CUX) permit for dancing and live entertainment at the restaurant and at special events in the outdoor plaza.

We ask that you move this project forward to secure the future of production in South Los Angeles.

Please feel free to contact me at (310) 901-5100 or by email at Sherri@sherrisneed.com should you require additional information.

Sincerely,

Sherri G. Sneed
Producer
Diamond Spirit Entertainment
(310) 901-5100
www.sherrisneed.com
@sherrigsneed

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

As a home owner in the area, I am writing to express my strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. It will provide local employment opportunities for contractors and construction workers, and employment of staff for the completed campus. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with my personal vision for building and positive growth in our community.

I am in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact me at 323-299-5054 or by email at propiano@aol.com should you require additional information.

Sincerely,

Byron J Smith, Professor
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

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Please feel free to contact me at 213-610-9563 or by email at hnydot@aol.com should you require additional information.

Sincerely,

Estella Creighton
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

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Please feel free to contact me at 323-294-4911 or by email at donnawisdom@yahoo.com should you require additional information.

Sincerely,

Donna Wilson
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

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Please feel free to contact me at 310-348-9172 or by email at stokesgwn@aol.com should you require additional information.

Sincerely,

Gwendolyn Stokes
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

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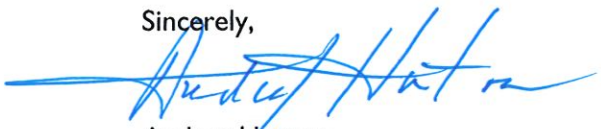
Please feel free to contact me at 213-952-6281 or by email at klassyraft2@yahoo.com should you require additional information.

Sincerely,



Audrey Horton
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

As a home owner in the area, I am writing to express my strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

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Please feel free to contact me at 323-772-0431 or by email at jdcochran33@yahoo.com should you require additional information.

Sincerely,

Jacqueline Cochran

Dr. Jacqueline Cochran
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 310-532-5290 or by email at speles13@aol.com should you require additional information.

Sincerely,

Lessie Thompson
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 805-797-2998 or by email at irenepink@peoplepc.com should you require additional information.

Sincerely,

Dr. Irene Pinkard
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 323-757-7376 or by email at 5ethelwilliams@att.net should you require additional information.

Sincerely,

Ethel Williams
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 213-924-3510 or by email at arvisjon@msn.com should you require additional information.

Sincerely,

Arvis L. Jones

Arvis Jones
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact us at 323-896-0803 or by email at sbswartz@icloud.com should you require additional information.

Sincerely,

Steve & Sylvia Swartz
Home Owners

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
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Please feel free to contact me at 323-687-6716 or by email at bjj1917@ca.rr.com should you require additional information.

Sincerely,

Brenda Jones
Home Owner



CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 310-991-6785 or by email at haynes.rosby@yahoo.com should you require additional information.

Sincerely,

Alberta Rosby
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
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Please feel free to contact me at 323-527-6520 or by email at ssmith3066@aol.com.com should you require additional information.

Sincerely,

Shirley Smith

Shirley Smith
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 323-292-0067 or by email at carol_smith041@yahoo.com should you require additional information.

Sincerely,

Carol Smith

Dr. Carol Smith
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 310-944-6425 or by email at cbaylark@aol.com should you require additional information.

Sincerely,

Cheryl Baylark
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 323-564-2041 should you require additional information.

Sincerely,

Brenda L. Barton

Brenda Barton
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 714-222-6913 or by email at tony@fitgroup.com should you require additional information.

Sincerely,

Rev, Everton Robinson
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 323-632-3644 or by email at mr.curry1@sbcglobal.net should you require additional information.

Sincerely,

Victor Curry
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

As a home owner in the area, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. It will provide local employment opportunities for contractors and construction workers, and employment of staff for the completed campus. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with my personal vision for building and positive growth in our community.

I am in full support of the entitlements requested to make this project a reality. We understand these include:

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Please feel free to contact me at 310-415-5925 or by email at leticiahalsey@yahoo.com should you require additional information.

Sincerely,

Leticia Halsey
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
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Please feel free to contact me at 310-344-3621 or by email at aletaboston@yahoo.com should you require additional information.

Sincerely,

Aleta Boston
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 323-296-1547 or by email at debby5233@gmail.com should you require additional information.

Sincerely,

Debra Williams
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
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Please feel free to contact me at 310-714-3985 or by email at rossange@gmail.com should you require additional information.

Sincerely,

Angela M. Ross

Angela Ross
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 310-613-4954 or by email at janicehinton71@yahoo.com should you require additional information.

Sincerely,

Janice Hinton

Janice Hinton
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at 310-515-1502 or by email at asberrysa@aol.com should you require additional information.

Sincerely,

Sharon Asberry

Sharon Asberry
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
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Please feel free to contact me at 310-326-1726 or by email at jpinc1226@aol.com should you require additional information.

Sincerely,

Patricia Carr-Harris

Patricia Carr Harris
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
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Please feel free to contact me at 310-720-4936 or by email at marshall.wanda@hitco.com should you require additional information.

Sincerely,

Wanda Marshall

Wanda Marshall
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
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Please feel free to contact me at 310-418-0278 or by email at elainemarcia@yahoo.com should you require additional information.

Sincerely,

Dr. Elaine Thompson
Home Owner



CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 24, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of our local business, Le Chic Hair Design, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our business has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for several decades. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission to support community development.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

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Please feel free to contact us at (310) 739-1277 should you require additional information.

Sincerely,

Geridetta Walker
Owner
Le Chic Hair Design

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
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Dear Mr. Winston:

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Please feel free to contact me at (✓) 562)760-9690 or by email at MaxandClaude@Verizon.Net should you require additional information.

Sincerely,

Maxine Harrison

MAXINE HARRISON

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
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Please feel free to contact me at (310) 886-0068 or by email at
should you require additional information.

Sincerely,

Annette W. Johnson

ANNETTE W. JOHNSON

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative
(stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at (323) 758-7282 or by email at dmrobi@msn.com should you require additional information.

Sincerely,

CURTIS W. ROBINSON
D'Etta ROBINSON

Al'Etta Robinson

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at (424) 202-4181 or by email at TateKTrout@outlook.com should you require additional information.

Sincerely,

Karen Trautman

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Please feel free to contact me at (562)676-7163 or by email at cyvonnek73@gmail.com should you require additional information.

Sincerely,

Consta Yvonne Kelly

CONSTA YVONNE KELLY

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

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Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

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As a Home Owner in the area, I am writing to express my strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. It will provide local employment opportunities for contractors and construction workers, and employment of staff for the completed campus. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with my personal vision for building and positive growth in our community.

I am in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact me at ( ) or by email at yona4180aol.com should you require additional information.

Sincerely,

Yvonne R Jones

Yvonne R. Jones

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

As a Home Owner in the area, I am writing to express my strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

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Please feel free to contact me at (310) 908.2908 or by email at
should you require additional information.

Sincerely,

Clinton Stewart
CLINTON STEWART

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative
(stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

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Please feel free to contact me at ( ) or by email at laurenrobinson92@gmail.com should you require additional information.

Sincerely,

Lauren McConnell

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

As a Home Owner in the area, I am writing to express my strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

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Please feel free to contact me at (562) 746-7221 or by email at ANNETTELC@Verizon.Net should you require additional information.

Sincerely,

Annette Langley-Clarke
ANNETTE LANGLEY-CLARKE
Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

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Please feel free to contact me at (310) 926-4676 or by email at
should you require additional information.

Sincerely,

Chuck Sykes

Home Owner

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 26, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

GET WIRED 2
CERTIFLED WBENC.
Transforming spaces with sound and vision

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my construction firm, **Get Wired 2, LLC** I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
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Please feel free to contact us at by email at cdecatur@yahoo.com should you require additional information.

Sincerely,

Claudia De Catur-Brown

Claudia De Catur-Brown
Owner
www.getwired2.us

TEC LEIMERT BOARD

Vusi Azania

Dām Funk

Rashidi Jones

Antonio McFadden

Byron Mobley

Themba Nelson

Diana Simmons

Julie Van

501c3 ID: 31954

EIN: 82-5325496

TEC LEIMERT

"Bridging the digital divide."

January 27, 2026

Re: Letter of Support - Stocker Street Creative

Dear City of Los Angeles Planning Department,

We write on behalf of TEC Leimert (Technology Entertainment Convergence) in support of the proposed Stocker Street Creative development in Baldwin Hills.

TEC Leimert is a South Los Angeles-based nonprofit operating at the intersection of workforce development, creative technology, and the entertainment economy. We prepare local residents, particularly emerging professionals, to participate in creative industries shaped by ongoing technological change.

Stocker Street Creative represents a critical investment in South Los Angeles's creative infrastructure at a time when the creative economy is increasingly driven by access to technology and production capacity. The proposed campus would anchor film, television, and media production in a community that has long contributed cultural value without equitable access to industry infrastructure or emerging technologies.

We are encouraged by the project's emphasis on job creation, local hiring, and skills development. Aligning production infrastructure with workforce participation strengthens career pathways in creative industries and supports long-term talent retention. Research consistently shows that regions investing in both physical infrastructure and technology access are better positioned to sustain creative enterprises and economic stability.

TEC Leimert brings a research-informed perspective to this work. In partnership with the National Science Foundation and UCLA, we have examined access to emerging creative technologies and the role of community and culture initiated research in advancing inclusive innovation. This work underscores the importance of situating creative technology and workforce development within communities most impacted by industry change. We see Stocker Street Creative as a strong partner and platform to advance this work in practice.

For these reasons, we support the Stocker Street Creative project and encourage the City of Los Angeles to advance its approval. This development reflects a strategic approach to creative-economy growth that integrates technology, workforce opportunity, and community impact in South Los Angeles.

Sincerely,

Paris McCoy
Executive Director

Rashidi Jones
Board Chairperson

January 18, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012

re: Letter of Support for:
Stocker Street Creative 3701-3761 W. Stocker Street, Los Angeles, CA 90008
Case No.: ENV-2024-326-MND

Dear Mr. Winston:

My name is Ty Carter and I am contacting you, as both a resident and a housing provider in the area, to express my support for the Stocker Street Creative Project. I moved to Baldwin Hills as a child in 1972. As the managing partner for Prism Capital Group, L.L.C., I currently own several apartment buildings and have been a housing provider in the immediate area for over 30 years. Additionally, I've had a 20-year history in production, both private and corporate with over fifteen [combined] years at Sony Pictures and Fox Television. I share my history to add context and perspective to my support for this project.

With long term and firsthand experience of the neighborhood as a resident, housing provider and business owner, I have seen the ups and downs of the neighborhood. I have every confidence that this project would create an immediate and positive economic impact through the development phase, as well as a steady long-term effect on the neighborhood. The mission and stated goal of this project also specifically align with those of the city and state – which is specifically to bring the 'production' industry back to Los Angeles. With production friendly legislation in the works at both the state and local levels, it is also necessary to have a means of training the next generations of creative and technically capable crews. The Stocker Street Creative will fill this crucial role, and I offer my strongest support.

I understand that such developments require a process and that at this time, the Stocker Street Creative seeks a permit, waiver of dedication and improvements, and a C.U.P. Granting these requests will expedite the Stocker Street Creative team's ability to deliver on their vision – and that of the City – for true catalyst for the creative economy in South Los Angeles. Socially, it will

serve to foster local talent, create sustainable entertainment industry jobs, and ensure the continued cultural and economic vibrancy of our community.

Personally, as the father of two young men who are pursuing careers in the entertainment industry, I only wish that Stocker Street Creative was already up and running. My older son is the Director of Cinema Arts track at a college prep high school in Pasadena. He is also pursuing his MS in Digital Media Management at U.S.C. While this is a highly renowned program and he will no doubt come out of the program better equipped to pursue his professional goals, he has noted that conspicuously missing is any semblance of a cultural component in the program. The lacking of this component in his U.S.C. curriculum is diametrically opposed to what he teaches his students – to draw from your own life experiences, especially the nuances that make your experiences unique. My younger son is in his final semester at LMU and has been actively pursuing music as a producer and performer. Again, the nuances of various sub-cultures are absent from the instruction he's receiving. The Stocker Street Creative would no doubt be a space where such subtleties would be intentionally at the forefront.

Should you have any questions or need additional information from/about me, please do not hesitate to contact me at 310-994-2858 or via email at t.carter.pcg@gmail.com.

Sincerely,



Ty Carter
Prism Capital Group, L.L.C.

USC University of Southern California

University Relations
Effie Turnbull Sanders
Vice President

January 30, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: **Letter of Support for Stocker Street Creative**
Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of the University of Southern California's Office of Civic Engagement, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, which includes USC Alumni, is designed to create industry-specific jobs and drive our local creative economy. The development directly aligns with our mission to support local economic development projects and businesses that create sustainable jobs and opportunities for community-centered projects in close proximity to our campuses. The project will build on significant investments that the University of Southern California has made in the neighborhoods surrounding our campuses, including our Trojan Shop Local and Bridges to Business technical assistance programs. These programs are part of a comprehensive strategy to support our local economy, drive business growth and help communities access economic opportunities to build stronger, healthier and more sustainable neighborhoods. Our office intends to continue engaging with this project to help champion and support local artists, entrepreneurs and developing entertainment industry professionals, in one of Los Angeles' most influential and creative arts focused corridors.

I strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project as submitted.

Granting the entitlements requested will allow Stocker Street Creative to foster local talent, create sustainable industry jobs and ensure the continued cultural and economic vibrancy of our community. Please feel free to contact me at effie.turnbull@usc.edu should you require additional information.

Sincerely,

Effie Turnbull Sanders

Effie Turnbull Sanders
Vice President, Civic Engagement
University of Southern California

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com);
Samuel Garrison, Senior Vice President, University Relations (sam.garrison@usc.edu)

January 26, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston and the esteemed members of the City of Los Angeles Planning Commission,

I am writing to express my strong support for the proposed Stocker Street Creative production studio, slated for development at the 5-acre site located at 3701-3761 Stocker Street in Baldwin Hills. The Stocker Street Creative campus represents a significant and much-needed investment in the South Los Angeles community. As a home owner in View Park-Windsor Hills, I live in close proximity to the project and will not only utilize the facilities, but will also encourage local residents to engage as well.
.
I am particularly enthusiastic about the project's commitment to job creation and local talent development. With an estimated 2,100 construction jobs and 1,600 industry and operational jobs, the initiative to target local hires and facilitate job training for young adults and those seeking career advancement is invaluable. This project promises to create significant living-wage employment opportunities and skilled labor jobs, directly contributing to the economic well-being of our residents. Furthermore, Stocker Street Creative will establish a level-setting space for hundreds of small businesses, nonprofits, and educational programs to thrive, creating professional and entrepreneurial opportunities in the creative industries for local talent and the next generation. The planned publicly accessible central plaza, community meeting rooms, and local dining options further underscore its commitment to Community Enhancement and engagement with residents.

I urge the City of Los Angeles Planning Commission to approve the entitlements requested for the development of Stocker Street Creative.

- Pursuant to LAMC Section 16.05, **Site Plan Review** for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the **Crenshaw Corridor Specific Plan**.
- Pursuant to LAMC Section 12.24.U.15, a **Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets**.
- Pursuant to LAMC Section 12.27, a Waiver of Dedication and Improvements to (1) **allow existing street and sidewalk configurations to remain** on all street frontages, which allows the existing street trees to remain, (2) **allow the existing sidewalk configuration to remain on Santa Rosalia**, (3) **allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet** for a total sidewalk width of 15 feet in lieu of the existing variable 12 feet. The Waiver of Dedication is requested in lieu of the City of Los Angeles Bureau of Engineering requirements.
- Pursuant to LAMC Section 11.5.7.D, a Specific Plan Exception to **allow wall signs that exceed 100 square feet of sign area per 50 linear feet of street frontage**.
- Pursuant to Ordinance No. 171,681, approval of discretionary requests including a Master Conditional Use Permit (MCUP) to **allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza**.

This project is vital for advancing the creative economy in South Los Angeles, creating jobs, and providing a sustainable, modern center for the community.

Sincerely,

Wanda Knight, Local Resident and Homeowner
5237 Parkglen Avenue, View Park-Windsor Hills, CA 90043
wrknight@yahoo.com (310) 993-0608

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative
(stan@pantheonconsultants.com)

January 26, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

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Sincerely,

Wanda Knight, Local Resident and Homeowner
5237 Parkglen Avenue, View Park-Windsor Hills, CA 90043
wrknight@yahoo.com (310) 993-0608

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative
(stan@pantheonconsultants.com)

We All Fall.Com
PH/Txt: 424-678-1768 kym@weallfall.com

January 26, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012

E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative

Case No.: ENV-2024-326-MND

Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of my firm, We All Fall, LLC I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the Baldwin Hills / View Park / Leimert Park / South Los Angeles community for many years. We are particularly encouraged by the developer insisting upon local participation in the building of this campus. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally led development, designed to create industry-specific jobs and drive the local creative economy, directly aligns with our mission as a local contractor and local employer to have an opportunity to build in the community.
We are in full support of the entitlements requested to make this project a reality. We understand these include:

● Conditional Use Permit - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)

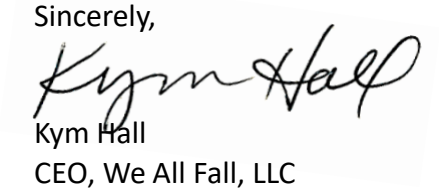
● Project Permit Compliance: For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)

● Waiver of Dedication and Improvements - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at 424-678-1768 or by email at kym@weallfall.com should you require additional information.

Sincerely,



Kym Hall
CEO, We All Fall, LLC

Kyle Winston
Los Angeles City Planning
200 N. Spring Street, Room 721
Los Angeles, CA 90012
kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701–3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston,

I am writing to express my strong support for the Stocker Street Creative (SSC) project, a transformative and locally grounded 5-acre, 256,000-square-foot creative campus proposed for the Baldwin Hills–Crenshaw community.

Stocker Street Creative represents the kind of development South Los Angeles has long needed: one that is intentional about economic inclusion, rooted in community partnerships, and designed to create real career pathways—not just short-term activity. The proposed campus will deliver state-of-the-art sound stages, production and creative office space, community-serving retail, and publicly accessible gathering areas, all while aligning with the West Adams–Baldwin Hills–Leimert Community Plan and the Crenshaw Corridor Specific Plan.

What distinguishes this project is not only its physical scale, but its social and economic impact. Stocker Street Creative is designed to function as an ecosystem—connecting construction jobs, production careers, creative entrepreneurship, and workforce training with local residents, students, and small businesses. The project's partnerships with workforce development organizations, educational institutions, and community-based nonprofits demonstrate a serious commitment to local hiring, talent development, and long-term economic mobility.

Equally important, the development team has demonstrated a clear respect for process and community. SSC is implementing mitigation measures to address traffic, noise, construction impacts, sustainability, and public safety. This level of diligence reflects an understanding that effective development in Los Angeles must be both ambitious and responsible.

The project also understands the importance of sustainability and transit. SSC targets LEED Gold qualification and is designed as a Transit-Oriented Development, utilizing the nearby K-Line to encourage public transport use.

Stocker Street Creative's 3,000-square-foot community room, retail spaces for local small businesses, and a public green plaza have the potential to serve as a cultural and economic anchor—supporting local creatives, attracting production activity that has historically bypassed South Los Angeles, and ensuring that residents are positioned to benefit from growth rather than be displaced by it.

For these reasons, I fully support the requested entitlements, including the Conditional Use Permit, Project Permit Compliance, and related approvals necessary to move this project forward. I respectfully urge the City to approve the project and allow Stocker Street Creative to proceed.

Sincerely,

Yolanda "Cookie" Parker

Board Chair, Yes2Jobs

CC: Stanley E. Washington, Project Executive, Stocker Street Creative

Kyle Winston <kyle.winston@lacity.org>

Letter of Support for Stocker Street Creative Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Yolanda <yomo246@yahoo.com> Thu, Jan 29, 2026 at 2:45 PM
To: kyle.winston@lacity.org
Cc: stan@pantheonconsultants.com

Dear Mr. Winston:
I am writing to express strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in the Crenshaw District's and the city's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with the types of community and economic development projects I would like in the South Los Angeles.

My name is Yolanda Moore and for over two decades now I have made my home and raised my family directly across the street from the proposed development!

Living here has been a blessing as View Park is a unique neighborhood with much to offer and with the addition of this proposed development, Los Angeles looks to gain yet another jewel to be proud of!

The resulting output of the professional and entrepreneurial opportunities in the creative industries will surely refocus the world towards us and in doing so, spur interests of additional investments which will positively affect us all!

Therefore, I strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

- Pursuant to LAMC Section 16.05, **Site Plan Review** for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the **Crenshaw Corridor Specific Plan**.
- Pursuant to LAMC Section 12.24.U.15, a **Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets**.
- Pursuant to LAMC Section 12.27, a Waiver of Dedication and Improvements to (1) **allow existing street and sidewalk configurations to remain** on all street frontages, which allows the existing street trees to remain, (2) **allow the existing sidewalk configuration to remain on Santa Rosalia**, (3) **allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet** for a total sidewalk width of 15 feet in lieu of the existing variable 12 feet. The Waiver of Dedication is requested in lieu of the City of Los Angeles Bureau of Engineering requirements.
- Pursuant to LAMC Section 11.5.7.D, a Specific Plan Exception to **allow wall signs that exceed 100 square feet of sign area per 50 linear feet of street frontage**.
- Pursuant to Ordinance No. 171,681, approval of discretionary requests including a Master Conditional Use Permit (MCUP) to **allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza**.

Granting the entitlements requested will allow Stocker Street Creative to foster local talent, create sustainable industry jobs and ensure the continued cultural and economic vibrancy of our community.

Sincerely,
Yolanda Moore, (View Park Estates Resident)
3820 Stocker Street Unit #3
View Park, CA 90008]
Yomo246@yahoo.com
323-712-0000

February 1, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

My name is Luke Adkins and I am a business owner and homeowner in the View Park community. I am writing to express my strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

My business "Edwards Plastering" has served the community for over 25 years. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission to champion cultural arts and provide a positive social environment within our neighborhood.

We are in full support of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)
- Master Conditional Use Permit (MCUP) to allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza. Ordinance No. 171,681.
- Pursuant to LAMC Section 11.5.7.D, a Specific Plan Exception to allow wall signs that exceed 100 square feet of sign area per 50 linear feet of street frontage so that we can promote the featured films.

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact Edward's Plastering at 323-717-6230 or by email at ladkins5110@sbcglobalsbcglobal.net should you require additional information.

Sincerely,



Luke Adkins
Plasterer and Business Owner
Edward's Plastering

January 30, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

I am writing to express my strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

I believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission.

I am the Senior Program Manager for Advocacy and Outreach at the NAACP Hollywood Bureau. Our mission is to advocate for equitable opportunity and authentic representations in the entertainment industry that reflect our diverse communities. The alliances, coalitions, and partnerships we forge are dedicated to honoring the diverse and multicultural forms of artistic expression and promoting responsible approaches toward commercial exploitation. The development of Stocker Street Creative will create professional and entrepreneurial opportunities in the creative industries for local talent participating in NAACP talent development programs. There is great potential for the ways the NAACP and Stocker Street Creative can partner together on training programs or outreach events.

On a personal note, I happen to live across the street at 3800 Stocker Street and look forward to having a vibrant facility nearby for more dining and job opportunities in the neighborhood. Although I am concerned with the increased traffic the development may cause, I think the development is a value add to the community.

I strongly urge the City of Los Angeles Planning Commission to APPROVE the entitlements requested for the development of the Stocker Street Creative project:

- Pursuant to LAMC Section 16.05, **Site Plan Review** for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the **Crenshaw Corridor Specific Plan**.
- Pursuant to LAMC Section 12.24.U.15, a **Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets**.
- Pursuant to LAMC Section 12.27, a Waiver of Dedication and Improvements to (1) **allow existing street and sidewalk configurations to remain** on all street frontages, which allows the existing street trees to remain, (2) **allow the existing sidewalk configuration to remain on Santa Rosalia**, (3) **allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet** for a total sidewalk width of 15 feet in lieu of the existing variable 12 feet. The Waiver of Dedication is requested in lieu of the City of Los Angeles Bureau of Engineering requirements.
- Pursuant to LAMC Section 11.5.7.D, a Specific Plan Exception to **allow wall signs that exceed 100 square feet of sign area per 50 linear feet of street frontage**.
- Pursuant to Ordinance No. 171,681, approval of discretionary requests including a Master Conditional Use Permit (MCUP) to **allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza**.

Granting the entitlements requested will allow the Stocker Street Creative to foster local talent, create sustainable industry jobs and ensure the continued cultural and economic vibrancy of our community. Please feel free to contact me by email at septghill@gmail.com should you require additional information.

Sincerely,

September Hill
3800 Stocker Street
Los Angeles, CA 90008

CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

Grant African Methodist Episcopal Church

10435 South Central Avenue Los Angeles, "Watts," CA 90002
Office: (323) 564-1151 Fax: (323) 564-5027

Rev. Dr. Timothy Coston Jr, Pastor

Bishop Francine Brookins
Presiding Prelate

Rev. Dr. Allen Williams
Presiding Elder

February 10, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

On behalf of our organization, Grant African Methodist Church, I am writing to express our strong support for the Stocker Street Creative project, a transformative state-of-the-art creative campus planned for 3701-3761 W. Stocker Street.

Our organization has served the [Baldwin Hills / View Park / Leimert Park / South Los Angeles] community for 119 years. We believe this project is a vital investment in our area's economic future and will provide much-needed resources for local creatives and businesses. This locally-led development, designed to create industry-specific jobs and drive our local creative economy, directly aligns with our mission: to minister to the spiritual, intellectual, physical, emotional, economic, and environmental needs of all people and to support economic empowerment for all.

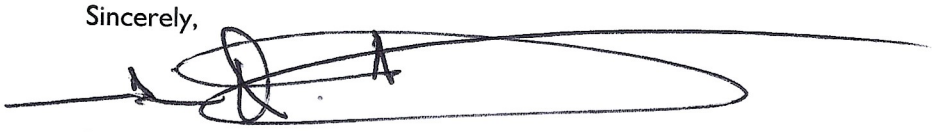
We are fully supportive of the entitlements requested to make this project a reality. We understand these include:

- *Conditional Use Permit* - To allow a Motion Picture Studio with incidental uses. (LAMC Section 12.24.U.15)
- *Project Permit Compliance:* For a conforming development within the Crenshaw Corridor Specific Plan (LAMC Section 11.5.7.C)
- *Waiver of Dedication and Improvements* - To allow existing street and sidewalk configurations to remain on all street frontages, among other items (LAMC Section 12.27)

Granting these requests will allow the Stocker Street Creative team to deliver on their vision for a state-of-the-art campus, acting as a true catalyst for the creative economy in South Los Angeles. This project is a critical step in fostering local talent, creating sustainable industry jobs, and ensuring the continued cultural and economic vibrancy of our community.

Please feel free to contact us at (323-564-1151) or by email at (grantamela@gmail.com) should you require additional information.

Sincerely,



Rev. Dr. Timothy O. Coston, Jr.
Pastor
Grant AME Church, Los Angeles

Please CC: Stanley E. Washington, Project Executive & Developer, Stocker Street Creative (stan@pantheonconsultants.com)

January 30, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND
Project Location: 3701–3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

I write as a proud member and pastor at Crenshaw United Methodist Church, with heartfelt conviction and love for our community, to STRONGLY encourage the City of Los Angeles Planning Commission to APPROVE the following entitlements for Stocker Street Creative's development at 3701–3761 Stocker Street.

At Crenshaw United Methodist Church, we are guided every day by our mission to build HOPE. Hope in spiritual formation, economic dignity, youth empowerment and advocacy, and cultural affirmation. We believe development can happen WITH dignity — development that empowers, uplifts, and celebrates community.

As visionary neighbors who have already made incredible investments in and commitments to the Crenshaw Corridor through projects like Destination Crenshaw and employment opportunities at the church, Stocker Street Creative offers another wonderful opportunity to plant creative industry seeds in our community while ALSO strengthening our creative economy infrastructure.

Allowing Stocker Street Creative's entitlements will pave the way for this development to incubate creative industry professionals by providing state-of-the-art studio production facilities, space to tell Crenshaw-focused stories, job training, and employment. Local talent can learn, grow, and create while shining a light on our great neighborhood.

This project will also allow Crenshaw United Methodist Church to build on our budding relationship with the Stocker Group and Stocker Street Creative through community partnership. This partnership won't just bring jobs to the neighborhood — it will create collaborative programming with the church to open doors for youth and emerging leaders connected to our church and community. Exposure to jobs in the creative industry, access to internships, and experiential learning will widen career pipelines for those who may not otherwise have the opportunity to explore these options. Stocker Street Creative will strengthen the church's mission as a neighbor invested not only in institutions but in the people of Crenshaw.

For these reasons, we support the entitlements requested by Stocker Street Creative, including

but not limited to:

Approval Pursuant to LAMC Section 16.05 of a Site Plan Review for a major development project that includes over 100,000 square feet of net new nonresidential or non-warehouse use in the C2 zone, as defined in Section 12.24.U.14(C)(2).

Approval Pursuant to LAMC Section 11.5.7.C of Project Permit Compliance for a conforming development located in the Crenshaw Corridor Specific Plan.

Approval Pursuant to LAMC Section 12.24.U.15 of a Conditional Use Permit (CUP) to allow a motion picture studio with incidental uses, including outdoor sets.

Approval Pursuant to LAMC Section 12.27 of a Waiver of Dedication and Improvements to:

1. allow existing street and sidewalk configurations to remain on all street frontages, preserving existing street trees.
2. allow the existing sidewalk configuration to remain on Santa Rosalia; and
3. allow sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet for a total sidewalk width of 15 feet, in lieu of the existing variable 12 feet, in lieu of Bureau of Engineering requirements.

Approval Pursuant to LAMC Section 11.5.7.D of a Specific Plan Exception to allow wall signs exceeding 100 square feet of sign area per 50 linear feet of street frontage.

Approval Pursuant to Ordinance No. 171,681 of discretionary requests, including a Master Conditional Use Permit (MCUP) for alcohol sales and a Conditional Use Entertainment (CUX) permit for dancing and live entertainment at the restaurant and outdoor plaza special events.

Please consider approving these entitlements that will help grow Crenshaw's creative industry from the inside out. Stocker Street Creative is the type of development we have been praying for and working toward at Crenshaw United Methodist Church. Just as trees with strong roots better withstand winds of change, development with dignity better sustains and supports our Crenshaw community.

Thank you for your leadership and thoughtful consideration. If you have any questions or need clarification, please don't hesitate to contact me at [phone] or [email].

With respect and resolve,

Rev. Royce Porter
Pastor
Crenshaw United Methodist Church
3740 Don Felipe Drive, Los Angeles, CA 90008
310-977-2349
WWW.CRENSHAWUMC.ORG