City of Los Angeles
Department of City Planning • Environmental Analysis Section
City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT
Central City North Community Plan Area

Industrial Street Lofts Project

Case Number: ENV-2017-1676-SCEA
CPC-2013-2993-GPA-VZC-HD-MCUP-DB-SPR
VTTM NO. 74112

Project Location: 1525 Industrial Street, Los Angeles, CA 90021
Council District: 14

Project Description: The Project would result in the demolition of the existing industrial building, loading dock, and freight truck/trailer storage area on the Project Site and the construction of an approximately 336,304 square-foot mixed-use project on a 2.59 acre site with 344 live/work units (300,030 square feet of floor area), including 5 percent of the total (18 units) as Very Low Income Units, 7,458 square feet of leasing / amenity area, 24,774 square feet of creative office uses and resident production space, and 4,042 square feet of restaurant space. All of the live/work units would be classified by the Los Angeles Building Code (LABC) as R2 occupancy in accordance with LABC Section 419, to allow for the creation of arts and crafts or production in the work space and the capacity to accommodate up to 5 employees. The Proposed Project would result in a Floor Area Ratio (FAR) of 2.98:1. The Project involves approximately 51,000 cubic yards of earth export for the excavation of one basement level of subterranean parking. The Project site is located in the Methane Buffer Zone and River Improvement Overlay District (RIO) and is bounded by South Alameda Street, an Avenue I to the west; Industrial Street, a Collector Street to the south; Mill Street, a Collector Street to the east; and Wholesale Street, a private street to the north.

The Project's discretionary requests include: (1) a General Plan Amendment to the Central City North Community Plan to change the Project Site's land use designation from Heavy Manufacturing to Regional Center Commercial; (2) a Vesting Zone Change/Height District Change from M3-1-RIO (Heavy Manufacturing) to C2-2D-RIO (Commercial); (3) an Off Menu Density Bonus Incentive for reduced setbacks; (4) an On Menu Density Bonus Incentive for a 7% reduction in required open space; (5) a Master Conditional Use Permit for the sale of alcohol for onsite consumption in the proposed restaurants; (6) a Vesting Tentative Tract Map to create airspace and ground lots, and (7) approval of Site Plan Review findings.

APPLICANT:	PREPARED BY:	ON BEHALF OF:
Camden USA, Inc.	Parker Environmental Consultants	The City of Los Angeles Department of City Planning

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY:	**COUNCIL DISTRICT:**
City of Los Angeles, Planning Department	14
PROJECT TITLE:	**RELATED CASE NOS.**
ENV-2017-1676-SCEA	CPC-2013-2993-GPA-VZC-HD-MCUP-DB-SPR, VTT No.74112

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NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Camden USA, 15303 Ventura Boulevard, Suite 605, Los Angeles, CA 91403

FINDING:

The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	**TITLE**	**TELEPHONE NUMBER**
Michael Sin	City Planning Associate	213-978-1345
ADDRESS	**SIGNATURE (Official)**	**DATE**
200 North Spring Street Los Angeles, California 90012	Elecia Lerb	

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Mobility Group, Camden Arts Mixed-Use Project Traffic Study, August 29, 2014 and Memorandum to the Traffic Study, dated August 4, 2015.

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PCR Services Corporation, Historical Resources Assessment Report, Union Ice Company (Union Central Cold Storage) Building, 1525 Industrial Avenue, Los Angeles, California, March 2015.

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I. INTRODUCTION

This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the California Public Resources Code.

PROJECT INFORMATION

Project Title:	Industrial Street Lofts
Project Location:	1525 Industrial Street, Los Angeles, CA 90013
Lead Agency:	City of Los Angeles, Department of City Planning 200 N. Spring Street, Room 621 Los Angeles, CA 90012
City Staff Contact:	Michael Sin, City Planning Associate (213) 978-1345
Applicant:	Camden USA, Inc. 15303 Ventura Boulevard, Suite 605, Sherman Oaks, CA 91403

Project Summary: The subject of this Sustainable Communities Environmental Assessment (SCEA) is the proposed Industrial Street Lofts development. The Project would result in the demolition of the existing industrial building, loading dock, and freight truck/trailer storage area on the Project Site and the construction of an approximately 336,304 square-foot mixed-use project on a 2.59 acre site with 344 live/work units (300,302 square feet of floor area), including 5 percent of the total (18 units) as Very Low Income Units, 7,458 square feet of leasing / amenity area, 24,774 square feet of creative office uses and resident production space, and 4,042 square feet of restaurant space. All of the live/work units would be classified by the Los Angeles Building Code (LABC) as R2 occupancy in accordance with LABC Section 419, to allow for creation of arts and crafts or production in the work space and the capacity to accommodate up to 5 employees. The Proposed Project would result in a Floor Area Ratio (FAR) of 2.98:1. The Project involves approximately 51,000 cubic yards of earth export for the excavation of one basement level of subterranean parking. The Project site is located in the Methane Buffer Zone and River Improvement Overlay District (RIO) and is bounded by South Alameda Street, an Avenue I to the west; Industrial Street, a Collector Street to the south; Mill Street, a Collector Street to the east; and Wholesale Street, a private street to the north.

The Project's discretionary requests include: (1) a General Plan Amendment to the Central City North Community Plan to change the Project Site's land use designation from Heavy Manufacturing to Regional Center Commercial; (2) a Vesting Zone Change/Height District Change from M3-1-RIO (Heavy Manufacturing) to C2-2D-RIO (Commercial); (3) an Off Menu Density Bonus Incentive for reduced setbacks; (4) an On Menu Density Bonus Incentive for a 7% reduction in required open space; (5) a Master Conditional Use Permit for the sale of alcohol for onsite consumption in the proposed restaurants;

(6) a Vesting Tentative Tract Map to create airspace and ground lots, and (7) approval of Site Plan Review findings.

REQUIRED FINDINGS

The City of Los Angeles has determined that:

1. The Proposed Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the project area in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG);

2. The Proposed Project qualifies as a transit priority project pursuant to Public Resources Code Section 21155(b);

3. The Proposed Project is a residential or mixed-use project as defined by Public Resources Code Section 21159.28(d);

4. The Proposed Project as mitigated incorporates all relevant and feasible mitigation measures, performance standards, or criteria set forth in the prior environmental reports, including the RTP/SCS Program Environmental Impact Report;

5. All potentially significant or significant effects required to be identified and analyzed pursuant to the California Environmental Quality Act (CEQA) have been identified and analyzed in an initial study; and

6. The Proposed Project, as mitigated, either avoids or mitigates to a level of insignificance all potentially significant or significant effects of the Proposed Project required to be analyzed pursuant to CEQA.

Therefore, the City of Los Angeles finds that the Proposed Project complies with the requirements of CEQA for using an SCEA as authorized pursuant to Public Resources Code Section 21155.2(b).

The attached Section IV, Environmental Impact Analysis, has been prepared by the Parker Environmental Consultants on behalf of the Project Applicant and in conjunction with the City of Los Angeles, as Lead Agency in support of this SCEA.

ORGANIZATION OF THE SCEA

This SCEA is organized into five sections as follows:

I. Introduction: This section (above) provides introductory information about the Project.

II. Project Description: This section provides a detailed description of the environmental setting and the Project, including Project characteristics, Project objectives, and environmental review requirements.

III. Transit Priority Projects and the Sustainable Communities Environmental Assessment: This section contains the Transit Priority Project Criteria and the analysis of the Project's consistency with the SCAG RTP/SCS.

IV. Initial Study Checklist: This section contains the completed Initial Study Checklist showing the significance level under each environmental impact category.

V. Sustainable Communities Environmental Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area. When the evaluation identifies potentially significant effects, as identified in the Checklist, mitigation measures are provided to reduce such impacts to a less than significant level. This Section also discusses applicable mitigation measures from prior EIRs.

VI. List of Preparers: This section provides a list of City personnel, other governmental agencies, and consultant team members that participated in the preparation of the SCEA.

VII. References, Acronyms and Abbreviations.

Appendices: Includes various documents, technical reports, and information used in the SCEA and can be found in the case file for ENV-2017-1676-SCEA.

II. PROJECT DESCRIPTION
A. INTRODUCTION AND PROJECT SETTING

1. INTRODUCTION

The Applicant, Camden USA, Inc. is seeking to develop the mixed-use, live-work project described below (the "Industrial Lofts Project" or "Proposed Project"). Acting as lead agency, the City of Los Angeles Department of City Planning required preparation of this Sustainable Communities Environmental Assessment Initial Study ("SCEA") to consider the potential project-specific and cumulative environmental impacts of the Industrial Street Lofts project.

An Initial Study / Mitigated Negative Declaration ("IS/MND") was prepared for the Industrial Street Lofts Project [ENV-2013-2994-MND; CPC-2013-2993-GPA-VZC-HD-MCUP-DB-SPR; and VTTM NO. 74112] and published in July 2016. In 2008, the State legislature enacted SB 375, which provides for CEQA streamlining for Transit Priority Projects in the form of CEQA exemptions, sustainable communities environmental assessments, and limited EIRs. Therefore, the City as lead agency could have prepared a sustainable communities environmental assessment for the Proposed Project instead of the IS/MND. However, the City did not begin processing sustainable communities environmental assessments until very recently. In order to provide for a more streamlined CEQA process consistent with SB 375, the City has prepared this SCEA for the Proposed Project. It includes the same substantive environmental analysis as in the IS/MND, and also includes additional discussion demonstrating that the Proposed Project is a Transit Priority Project ("TPP") that qualifies for such CEQA streamlining under SB 375.

2. PROJECT LOCATION

The site of the Industrial Street Lofts Project comprises two parcels located within the South Industrial Area of downtown Los Angeles, within the boundaries of the Central City North Community Plan Area. As shown in Figure II-1, Project Location Map, the Project Site includes approximately 112,843 square feet (2.59 acres) of lot area (main site area after roadway dedications), and is generally bounded by Alameda Street to the west, Industrial Street to the south, and commercial and industrial buildings to the east, and includes the length of Wholesale Street to the north from Alameda Street to Mill Street on the east. The Project Site's property addresses, Assessor's Parcel Numbers (APN), existing land uses, and lot areas are summarized in Table II -1, Summary of Project Site Area, below:

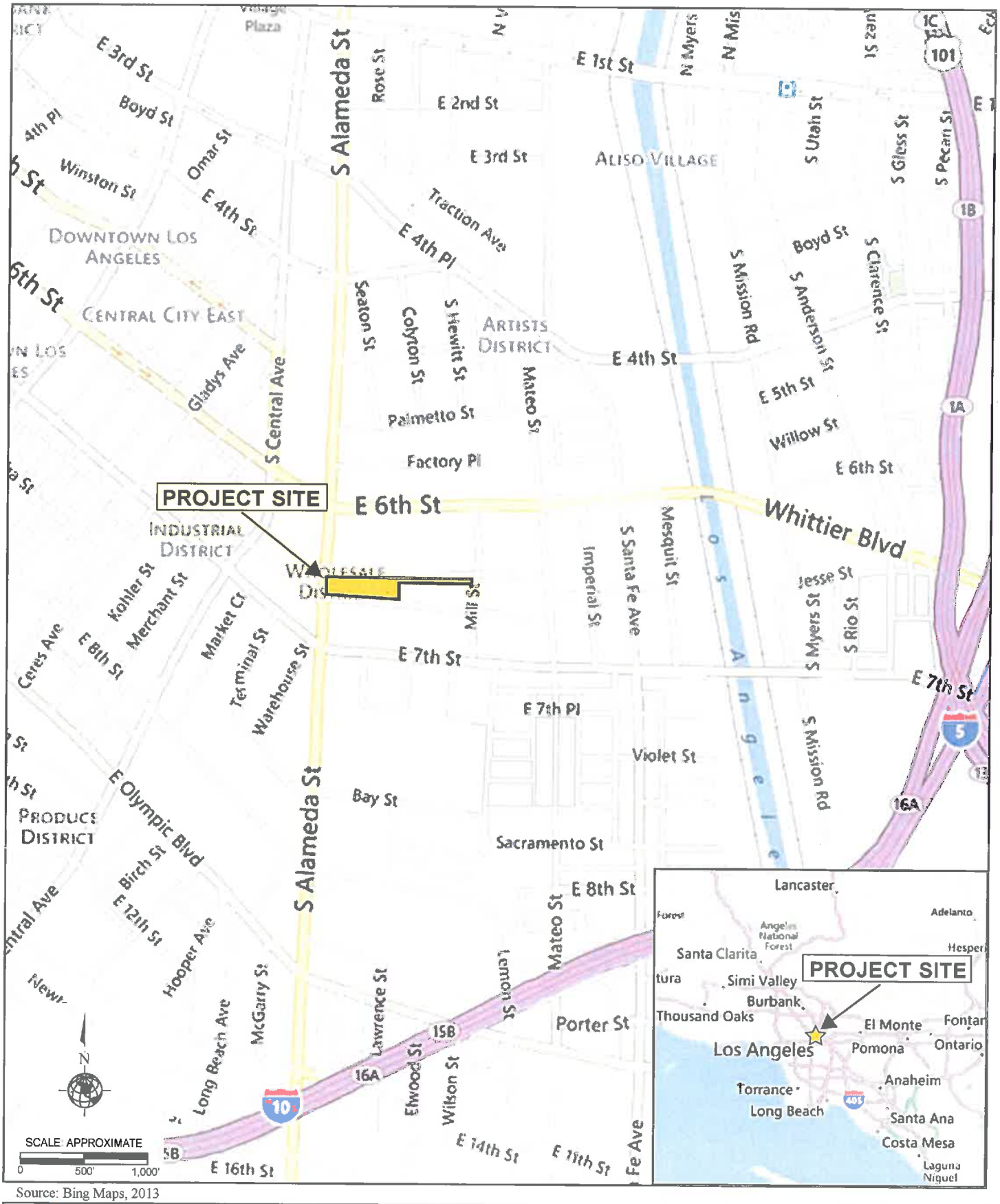
Table II-1
Summary of Project Site Area

Proposed Ground Parcel Address	APN	Existing Land Use	Lot Area (square feet)[a]	
			Current	Post-VTTM
Parcel 1 1525 Industrial St.	5164-010-007	Union Central Cold Storage Loading Dock	78,988	114,848
Parcel 2 No Address	5164-010-0008	Freight Truck and Trailer Storage Area	35,860	
		Total Lot Area	114,848	114,848

[a] *Lot area is expressed as net lot area, excluding street easements, before dedications.*
Source: Camden, March 31, 2016.

3. REGIONAL AND LOCAL ACCESS

Primary regional access to the Project Site is provided by the Hollywood Freeway (US-101) and the Santa Monica Freeway (I- 10). The Hollywood Freeway runs in a north-south direction east of the Project Site, while the Santa Monica Freeway runs in an east-west direction south of the Project Site. These two freeways also provide access to the Harbor Freeway (I-110) to the west, to the Santa Ana (I-5) freeway to the south, to the Golden State Freeway (I-5) to the north, and to the San Bernardino (I-10) and Pomona (SR-60) freeways to the east.



Source: Bing Maps, 2013

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Figure II-1
Project Location Map

Local street access is provided by the grid roadway system adjacent to the Project Site and in the surrounding area. S. Alameda Street, which borders the Project Site to the west, is a two-way north-southbound street providing two travel lanes in each direction. It is classified as an Avenue I. Industrial Street, which borders the Project Site to the south, is a two-way east-westbound street providing one travel lane in each direction in the vicinity of the Project Site. It is classified as a Collector Street. Mill Street, located east of the Project Site, is a two-way north-southbound street that provides one lane of travel in each direction. It is classified as a Collector Street. Wholesale Street, located north of the Project Site, is an east-westbound private street that connects the Project Site from Mill Street to Alameda Street.

Public Transit

The Project Site is also located near regional transit in the Los Angeles area. The Project Area is currently served by two MTA Rapid Bus Lines, lines 720 and 760, and five MTA Local Bus Lines, including lines 18, 53, 60 and 62. These lines provide connections to the downtown subway stations, which include Pershing Square and 7th Street/Metro Center.[1] Additionally, the Greyhound Bus Terminal is located one block south of the Project Site on 7th Street, which provides inter-city bus service to various locations outside of the Los Angeles area.

The Project Site is also served by the Metro Gold Line light rail system located at the Little Tokyo/Arts District station near 1st Street and Alameda Street, approximately one mile to the north. The Metro Gold Line offers service to East Los Angeles to the east and Pasadena and Azusa to the northeast. The Metro Gold Line connects to Union Station, providing access to Metrolink, the Metro Silver Bus Line, and Metro Rail Red and Purple Lines.

DASH Downtown Route A bus stops at 3rd Street and Alameda Street and travels through the Arts District, while providing access to the Civic Center, major locations in the core of downtown Los Angeles, the Financial District, and Central City West. DASH Route A bus line also connects to the Metro's Expo, Red, Purple and Blue rail lines at the 7th Street/Metro Center.

4. ZONING AND LAND USE DESIGNATIONS

The Project Site is located within the Central City North Community Plan Area of the City of Los Angeles. The Project Site is zoned M3-1-RIO with a General Plan Land Use designation of Heavy Manufacturing. The corresponding zones for Heavy Manufacturing include the M3 Zone. The M3-1 designation indicates that the Project Site is located in Height District 1, which does not specify a building height limit, but rather limits floor area ratio ("FAR") on the Project Site to 1.5:1. The RIO designation is for the City's River Improvement Overlay (RIO) district, which is designed to provide for

[1] *Los Angeles County Metropolitan Transportation Authority, website: http://www.metro.net/riding_metro/maps/images/System_Map.pdf, accessed June 2013.*

preservation of tributaries and rivers in the City of Los Angeles by promoting river identity, supporting local species, guiding urban design and mobility access, among many other things.[2]

The Project is also within the East Los Angeles State Enterprise Zone.[3] The Federal, State, and City governments provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. The Enterprise Zone (EZ) special provisions applicable to plan check relate to parking standards and height.

5. EXISTING CONDITIONS

As shown in Figure II-2, Aerial Photograph of the Project Site, the Project Site is currently improved with an industrial building, loading dock, and freight truck and trailer storage area. Vehicular access is currently provided from a driveway along Industrial Street, a driveway along Alameda Street, and a driveway along Mill Street. No vegetation currently exists on the Project Site. Photographs depicting the current conditions of the Project Site are provided in Figure II-3, Photographs of the Project Site.

6. UTILITIES

Water

The Los Angeles Department of Water and Power (LADWP) provides potable water to the Project Site. There is currently a 12-inch water main on the easterly side of Alameda Street, an 8-inch water main on the southerly side of Industrial Street, and an 8-inch water main on the westerly side of Mill Street. DWP fire hydrants in close proximity to the site include one the on the southeast corner of Alameda Street and Industrial Street, connecting to the 12-inch main in Alameda Street, with a 6-inch gate valve and 6-inch lateral; one across from the site on the southerly side of Industrial Street, connecting to the 8-inch main in Industrial Street, with a 6-inch gate valve and 6-inch lateral; one north of the site on the east side of Alameda Street, connecting to the 12-inch main in Alameda Street, with a 6-inch gate valve and 6-inch lateral; and one just north of the site on Mill Street at Wholesale Street, connecting to the 8-inch main in Mill Street, with a 6-inch gate valve and 6-inch lateral. An additional fire hydrant is located southeasterly of the site on the southerly side of Industrial Street.

Wastewater

The Los Angeles Bureau of Sanitation provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Treatment Plant (HTP). Local infrastructure exists to serve the Project Site. Facilities serving the Project Site include City-owned sewer mains within the rights-of-way of two of the Project Site's street frontages, including: a 22-inch vitrified clay pipe (VCP) sewer main east of the centerline in Alameda Street; a 24-inch VCP sewer main west of

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[2] *Zoning Information No. 2358 and City of Los Angeles Ordinance Nos. 183144 and 183145.*

[3] *City of Los Angeles Department of City Planning, Zoning Information and Map Access System, website: http://zimas.lacity.org/.*

the centerline on Alameda Street; and an 8-inch VCP sewer main at the centerline in Industrial Street, which feeds into the 22-inch main in Alameda Street. The Project Area is presently served by a network of sewer lines that are located beneath most of the major streets that convey sewage flows from the Project Area to the HTP.

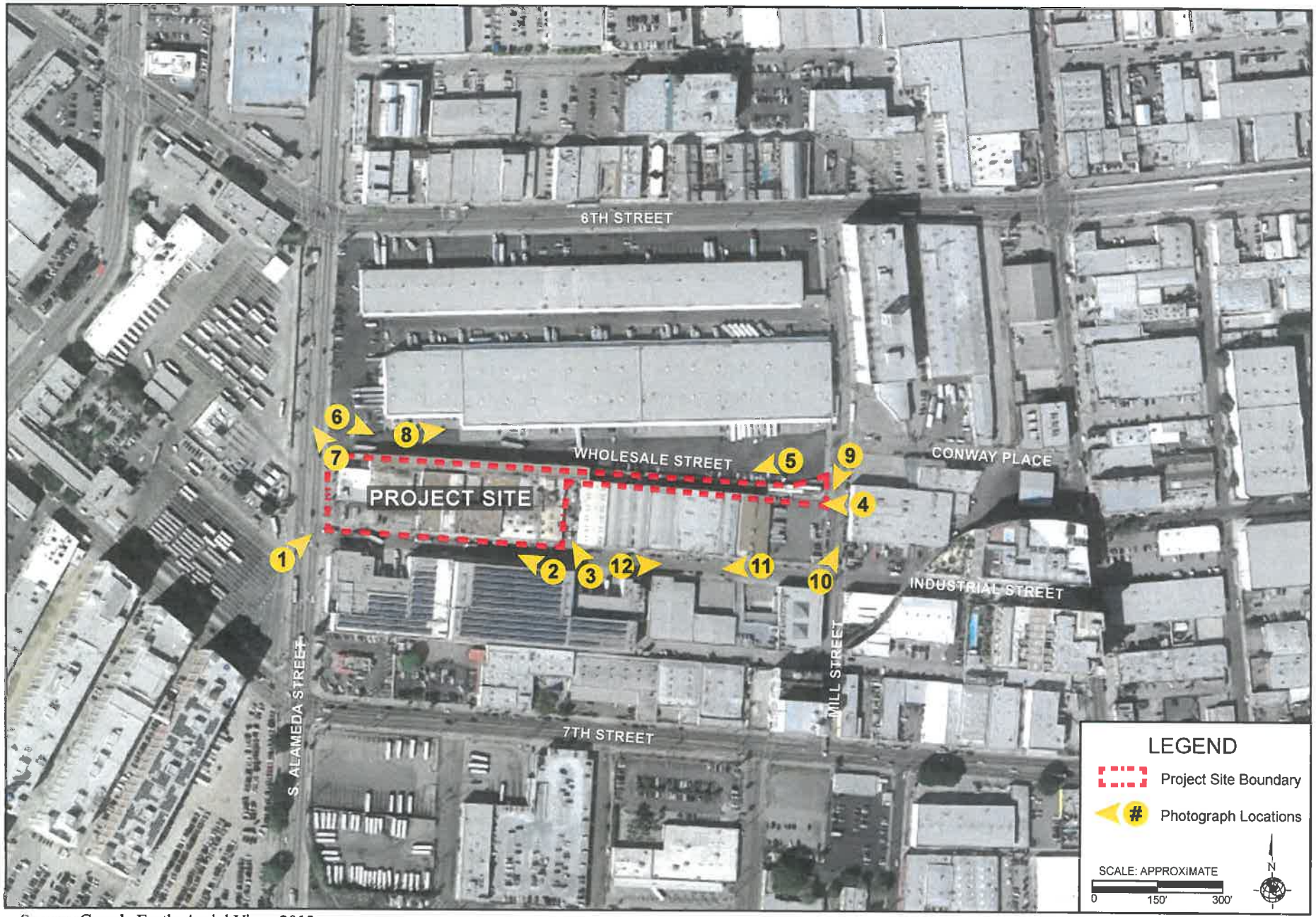
Solid Waste

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City.

7. SURROUNDING LAND USES

The properties surrounding the Project Site for the Industrial Street Lofts Project include industrial, commercial/retail, office, restaurant, industrial buildings adapted for live/work uses, and parking lots. Photographs of the land uses immediately surrounding the Project Site are provided in Figure II-4, Photographs of Surrounding Land Uses.

To the west of the Project Site, across S. Alameda Street, is the Los Angeles County Metropolitan Transportation Authority - Division 1 Compressed Natural Gas Fueling Station (see Figure II-4, View 7). Properties to the west are zoned PF-2D and M2-2D. Directly east of the Project Site, and east of Mill Street, are one- to two-story industrial, commercial/retail, office buildings and surface parking (see Figure II-4, View 9, 10 and 12). To the immediate north of the Project Site, adjacent to Wholesale Street, are one-story industrial and commercial buildings (See Figure II-4, View 8). To the south of the Project Site, across Industrial Street, are one- to two-story industrial, commercial/retail, office buildings, and surface parking (see Figure II-4, View 11). Properties to the north, south, and east are zoned M3-1-RIO.



Source: Google Earth, Aerial View, 2013

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Figure II-2
Aerial Photograph of the Project Site

View 1: From the southwest corner of S. Alameda Street and Industrial Street looking northeast at the Project Site.

View 2: From the south side of Industrial Street looking northwest at the Project Site.

View 3: From the south side of Industrial Street looking north at the Project Site.

View 4: From the east side of Mill Street looking west at the Project Site.

View 5: From the north side of Wholesale Street looking southwest at the Project Site.

View 6: From the northeast corner of S. Alameda Street and Wholesale Street looking southeast.

Source: Parker Environmental Consultants, 2013

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Figure II-3
Photographs of the Project Site

View 7: From the east side S. Alameda Street looking northwest.

View 8: From the north side of Wholesale Street looking north-east.

View 9: From the southeast corner of Mill Street and Conway Place looking southwest.

View 10: From the southwest corner of Mill Street and Industrial Street looking northeast.

View 11: From the north side of Industrial Street looking west.

View 12: From the south side of Industrial Street looking east.

Source: Parker Environmental Consultants, 2013

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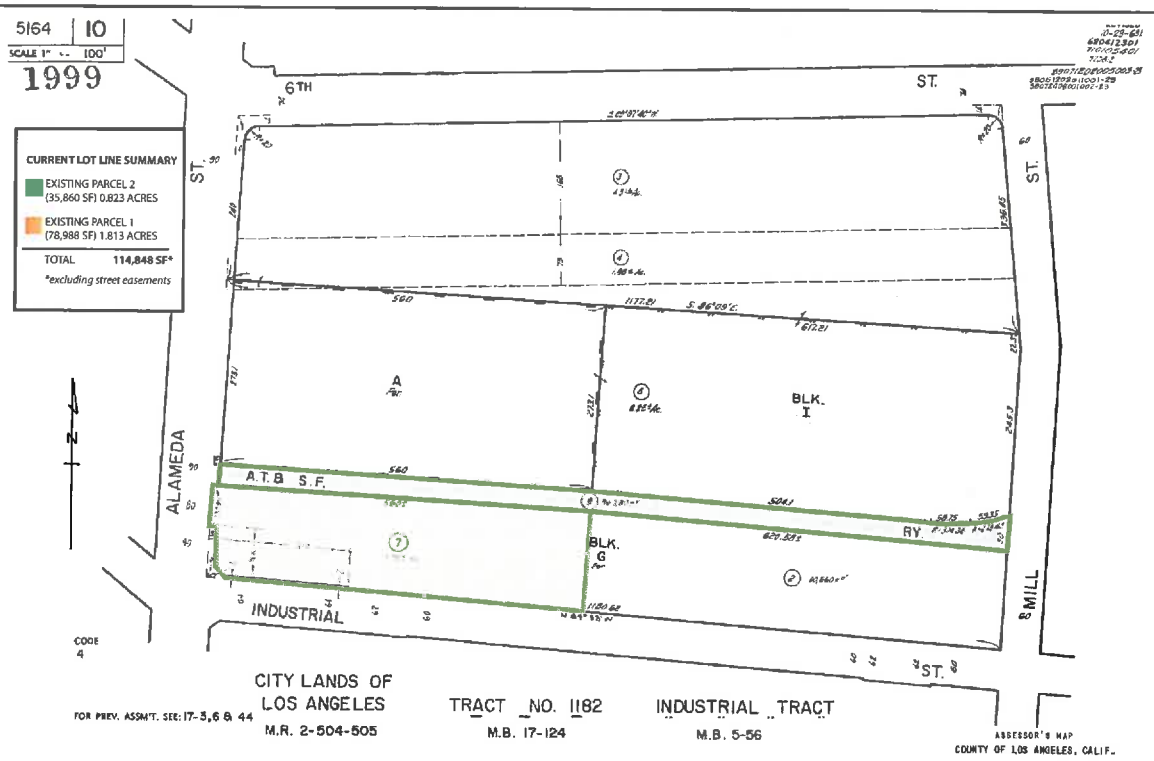
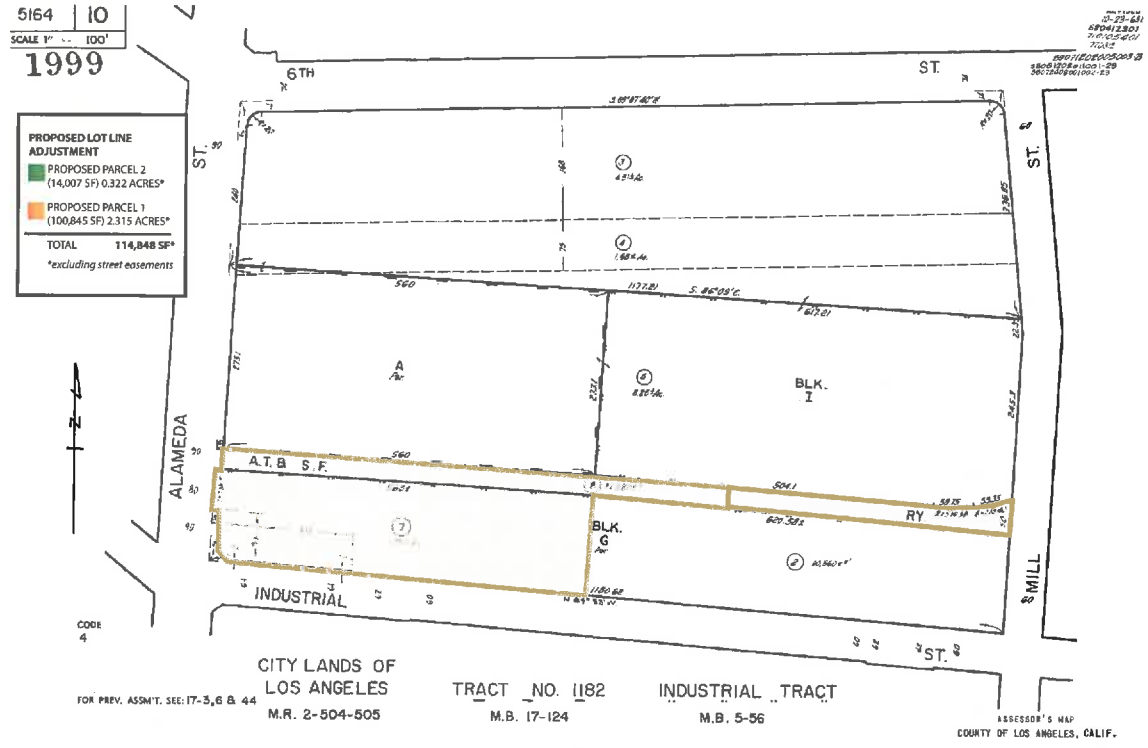
Figure II-4
Photographs of Surrounding Land Uses



1. LOT LINE SUMMARY - EXISTING



2. LOT LINE ADJUSTMENT - PROPOSED

Source: Lorcan O' Herlihy Architects, December 18, 2015

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Figure II-5
Existing and Proposed Lots

1. DEVELOPMENT PROGRAM

The requested approvals for the Proposed Project include a Vesting Tentative Tract Map to create airspace and ground lots as shown in Figure II-5, Vesting Tentative Tract Map No. 74112. The Proposed Project would result in the demolition of the existing industrial building, loading dock, and freight truck/trailer storage area on the Project Site and the construction of a 336,304 square-foot mixed-use project with 344 live/work units (300,030 square feet of floor area), 7,458 square feet of leasing / amenity area, 24,774 square feet of creative office uses and resident production space, 4,042 square feet of restaurant space within three buildings (one main mixed-use building and two stand-alone creative office buildings). All of the live/work units would be classified under Section 419 of the Los Angeles Building Code as R2 occupancy to allow for the creation of arts and crafts or production in the work space and the capacity to accommodate up to 5 employees.

A summary of the Proposed Project with the proposed land uses and floor area for each proposed ground lot is provided in Table II-2, Proposed Development Program, below. As shown in Table II-2, below, the Proposed Project would result in a Floor Area Ratio (FAR) of 2.98:1

Table II-2
Proposed Development Program

Land Uses	Live/Work Units	Floor Area (sf) [a]
Live/Work Units	344	**300,030 sf**
Commercial		
Creative Office	--	*23,764 sf*
Restaurant	--	*4,042 sf*
Community flex space/ resident production	--	*1,010 sf*
Subtotal Commercial	--	**28,816 sf**
Leasing/Amenity	--	**7,458 sf**
TOTAL		**336,304 sf**
		2.98:1 FAR

Notes: sf = square feet; avg. = average
[a] *Floor area includes common support and circulation areas that contribute towards the Project's floor area as defined by the LAMC.*
Source: Lorcan O' Herlihy Architects (LOHA) and TCA Architects, April 26, 2016.

Live/Work Uses

The Proposed Project includes up to 344 live/work units within a seven-story structure totaling approximately 300,030 square feet of live/work floor area. The units would vary in size from approximately 550 square feet to 1,277 square feet.

Commercial Uses

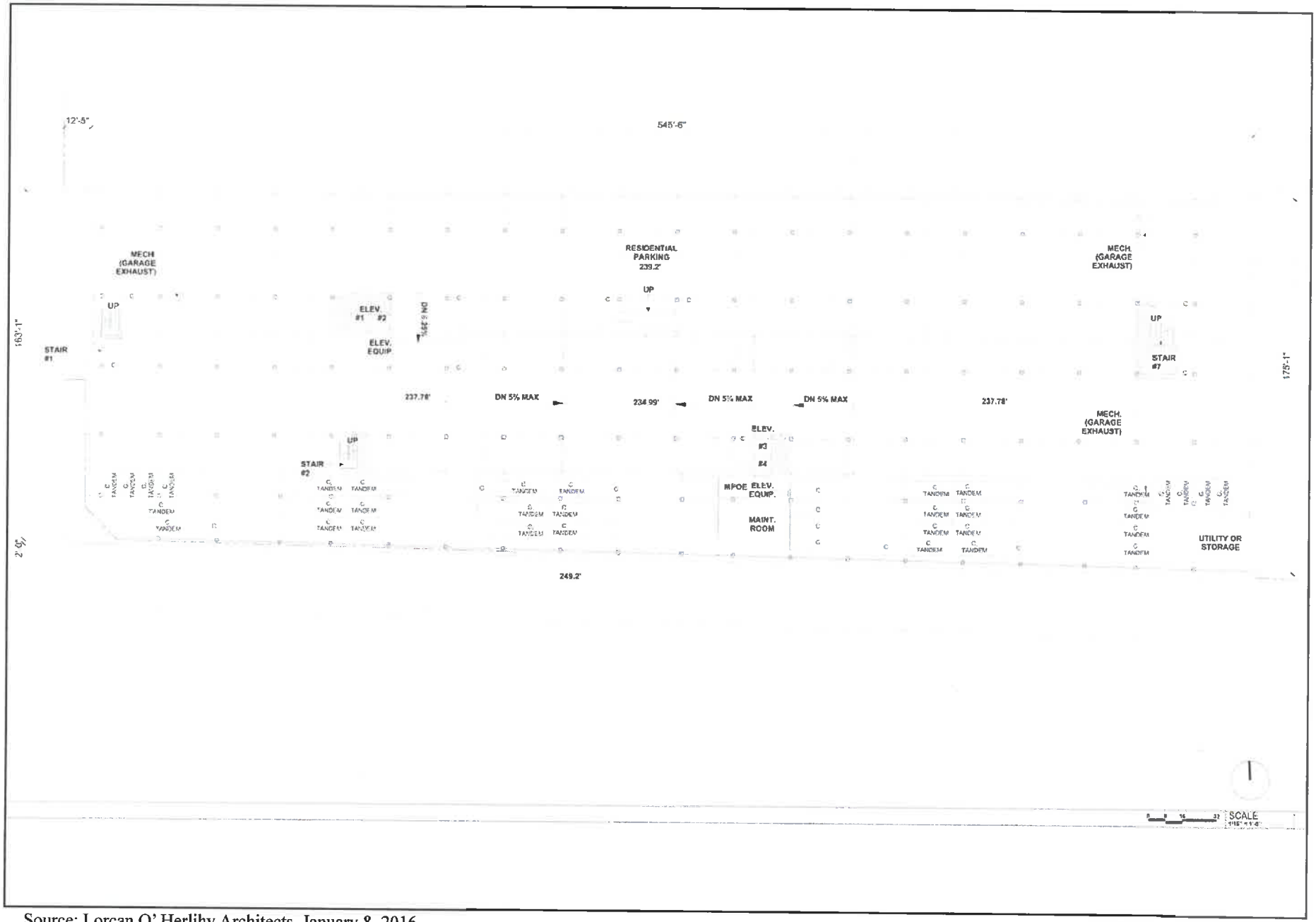
The Proposed project would include a total of 28,816 square feet of commercial uses including 23,764 square feet of creative office uses, 1,010 square feet of community flex space/ resident production space, and 4,042 square feet of restaurant uses.

The basement level and ground floor level of the mixed-use building are depicted in Figures II-6 through II-7, respectively. The various plans for the second through seventh levels on mixed-use building are depicted in Figures II-8 through II-13. The arts and productive uses plan is shown in Figure II-14, Ground Floor Arts and Productive Uses.

2. FLOOR AREA AND BUILDING HEIGHT

The current zoning and density on the property, M3-1-RIO, limits the total floor area on the site to an FAR of 1.5:1. The Industrial Street Lofts Project would seek a Zone Change to C2-2D-RIO, with the D limitation limiting the FAR to 3:1. The Industrial Street Lofts Project includes 336,304 square feet of development, which results in an FAR of 2.98:1.

The mixed- use building would be seven stories (a maximum of approximately 85 feet above grade) of wood frame construction over Type 1 podium with two above grade garage levels aligned with one commercial story (approximately 22 feet above grade) over one basement garage level. The stand-alone creative office building would be three stories (approximately 43.5 feet above grade). The proposed building height is depicted in Figure II -15 and Figure II-16, Building Sections.



Source: Lorcan O' Herlihy Architects, January 8, 2016.

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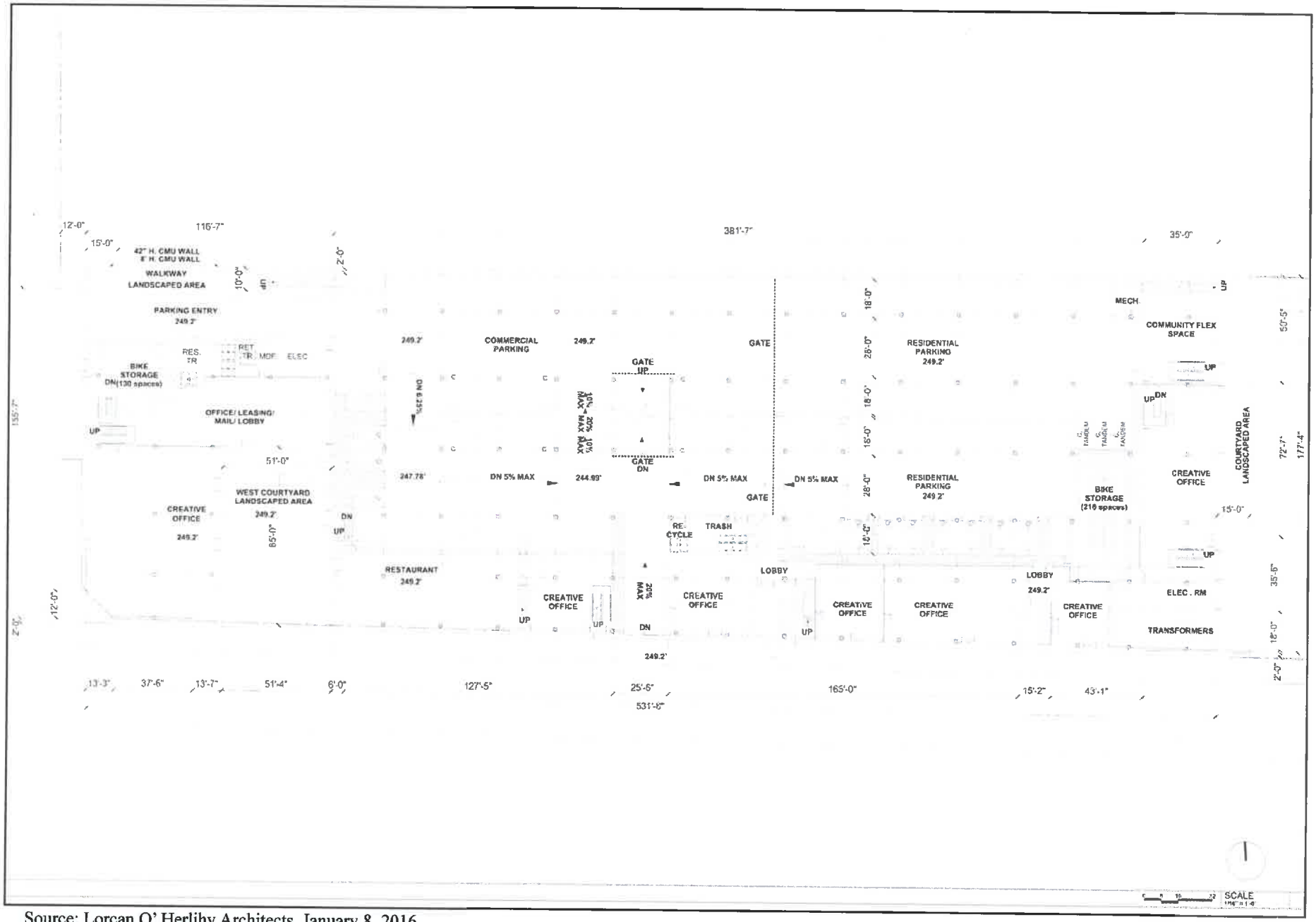
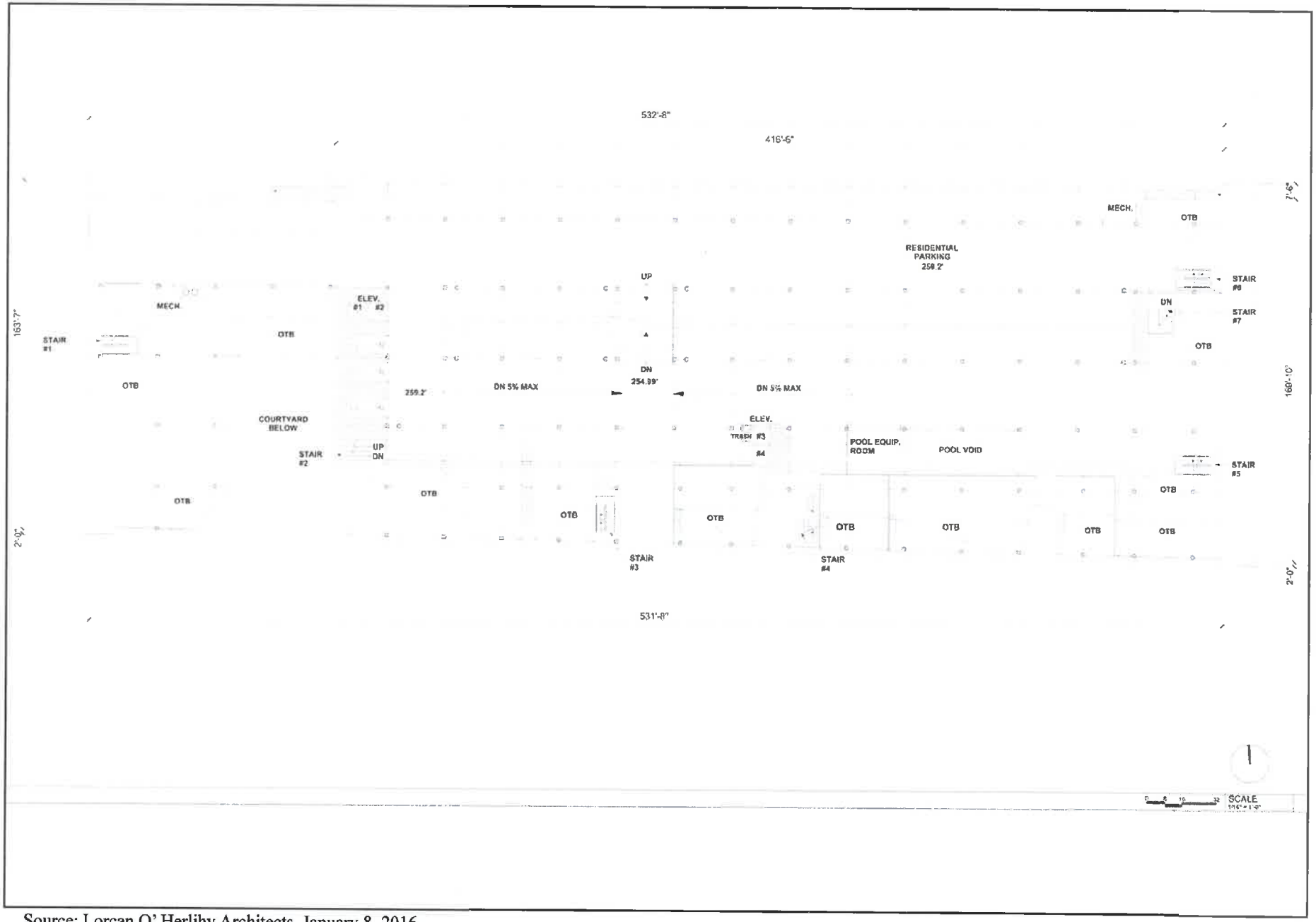
Figure II-6
Basement Floor Plan



Source: Lorcan O' Herlihy Architects, January 8, 2016.

PARKER ENVIRONMENTAL CONSULTANTS

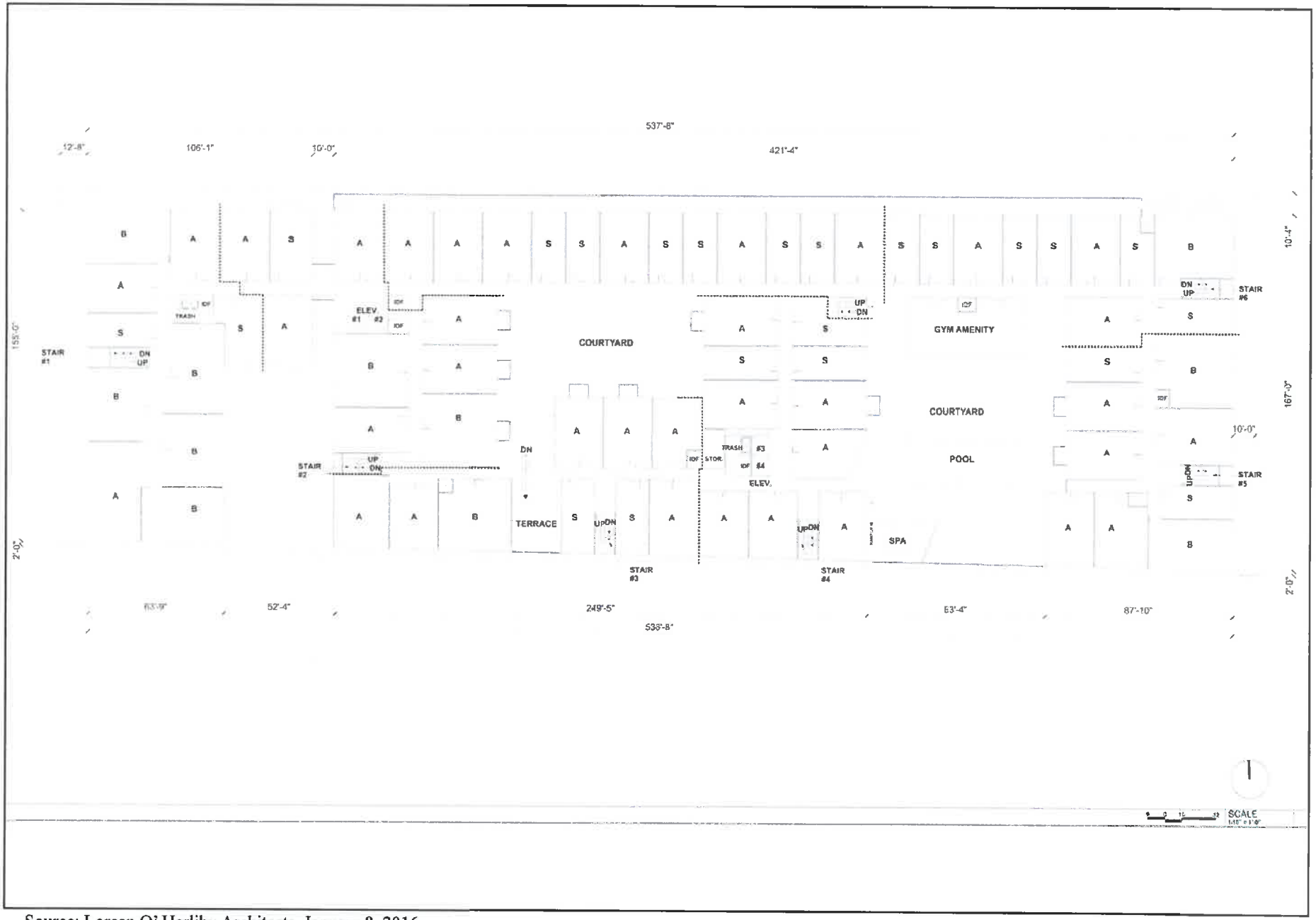
Figure II-7
Ground Floor Plan



Source: Lorcan O' Herlihy Architects, January 8, 2016.

PARKER ENVIRONMENTAL CONSULTANTS

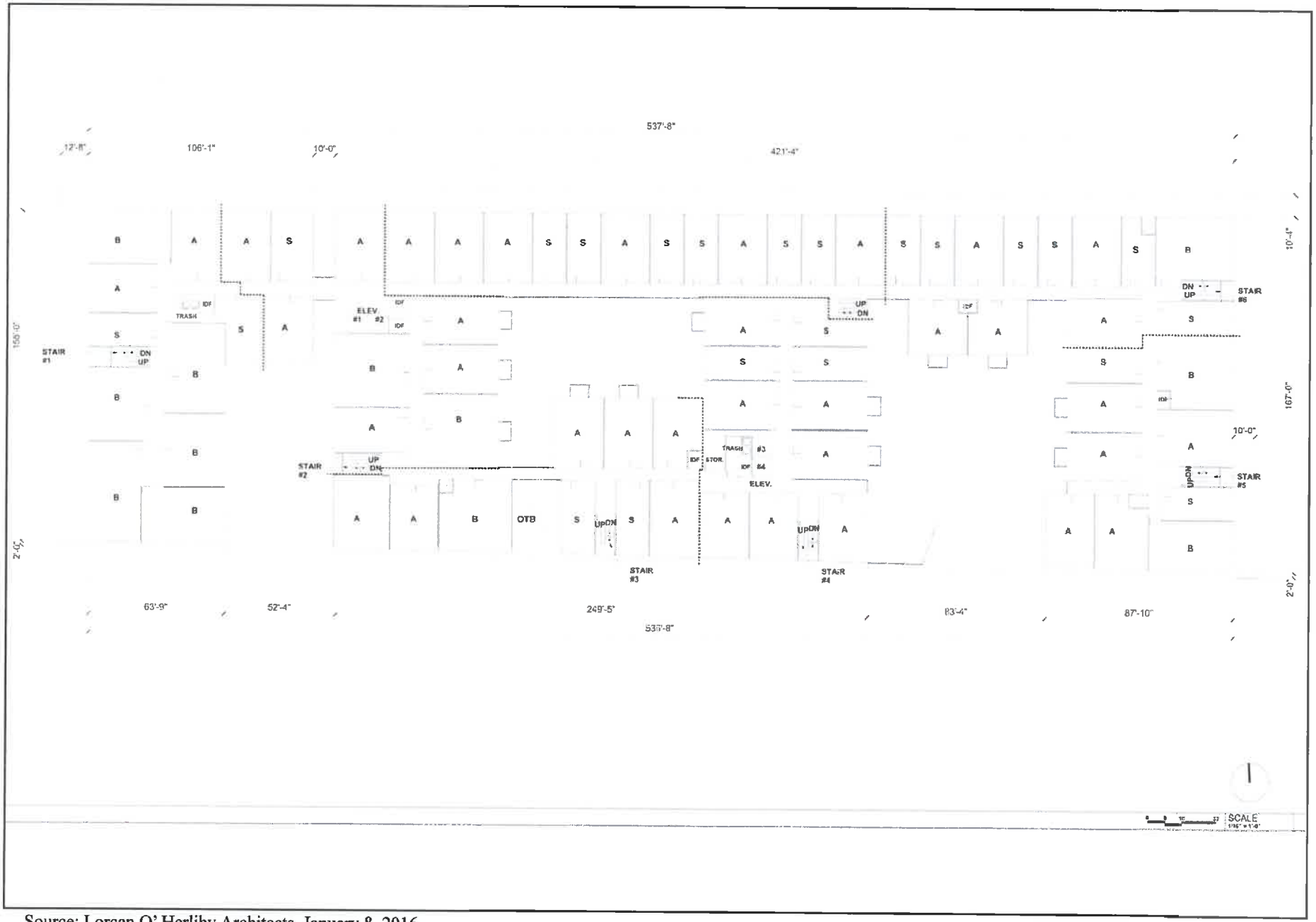
Figure II-8
Second Floor Plan



Source: Lorcan O' Herlihy Architects, January 8, 2016.

PARKER ENVIRONMENTAL CONSULTANTS

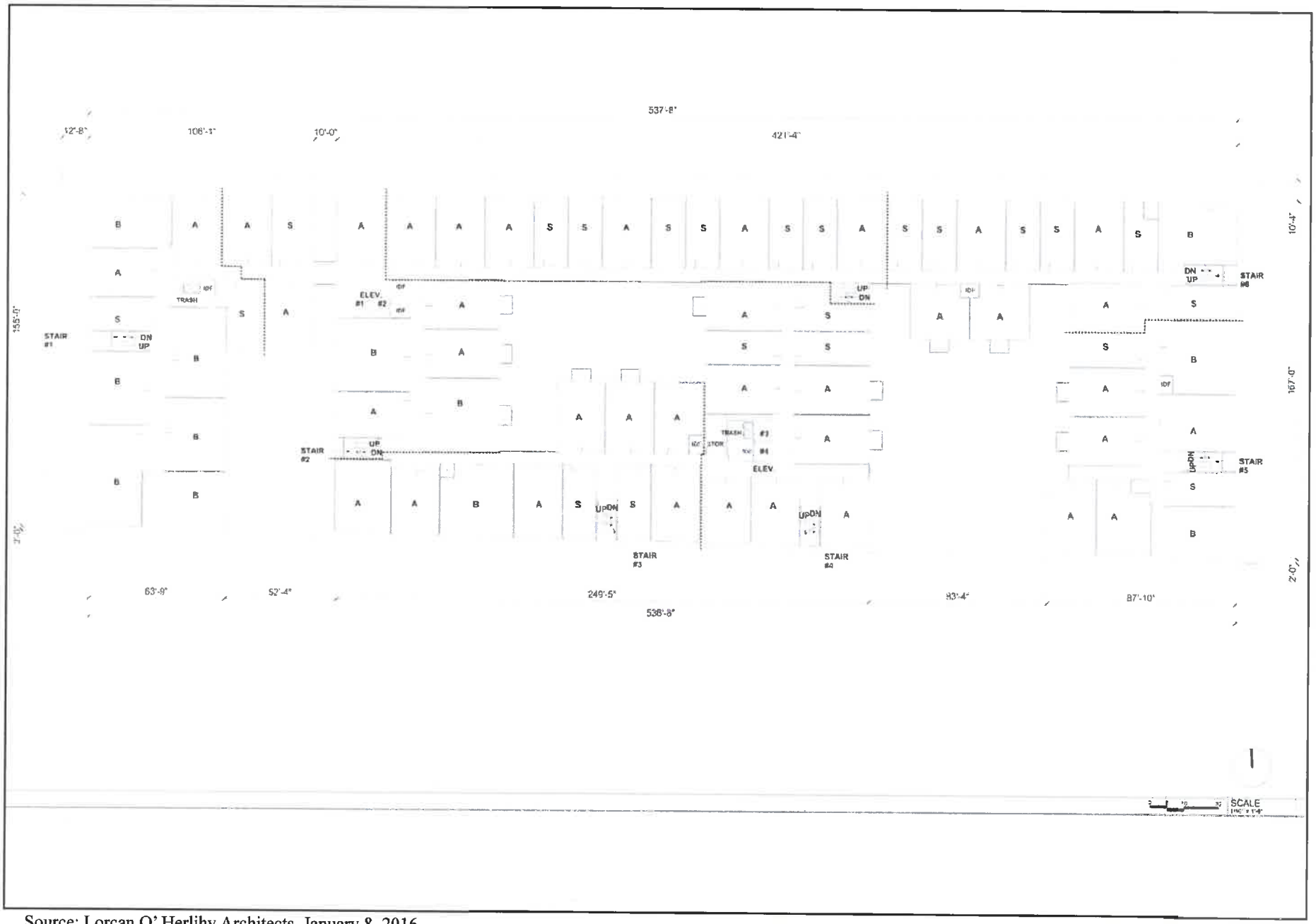
Figure II-9
Third Floor Plan



Source: Lorcan O' Herlihy Architects, January 8, 2016.

PARKER ENVIRONMENTAL CONSULTANTS

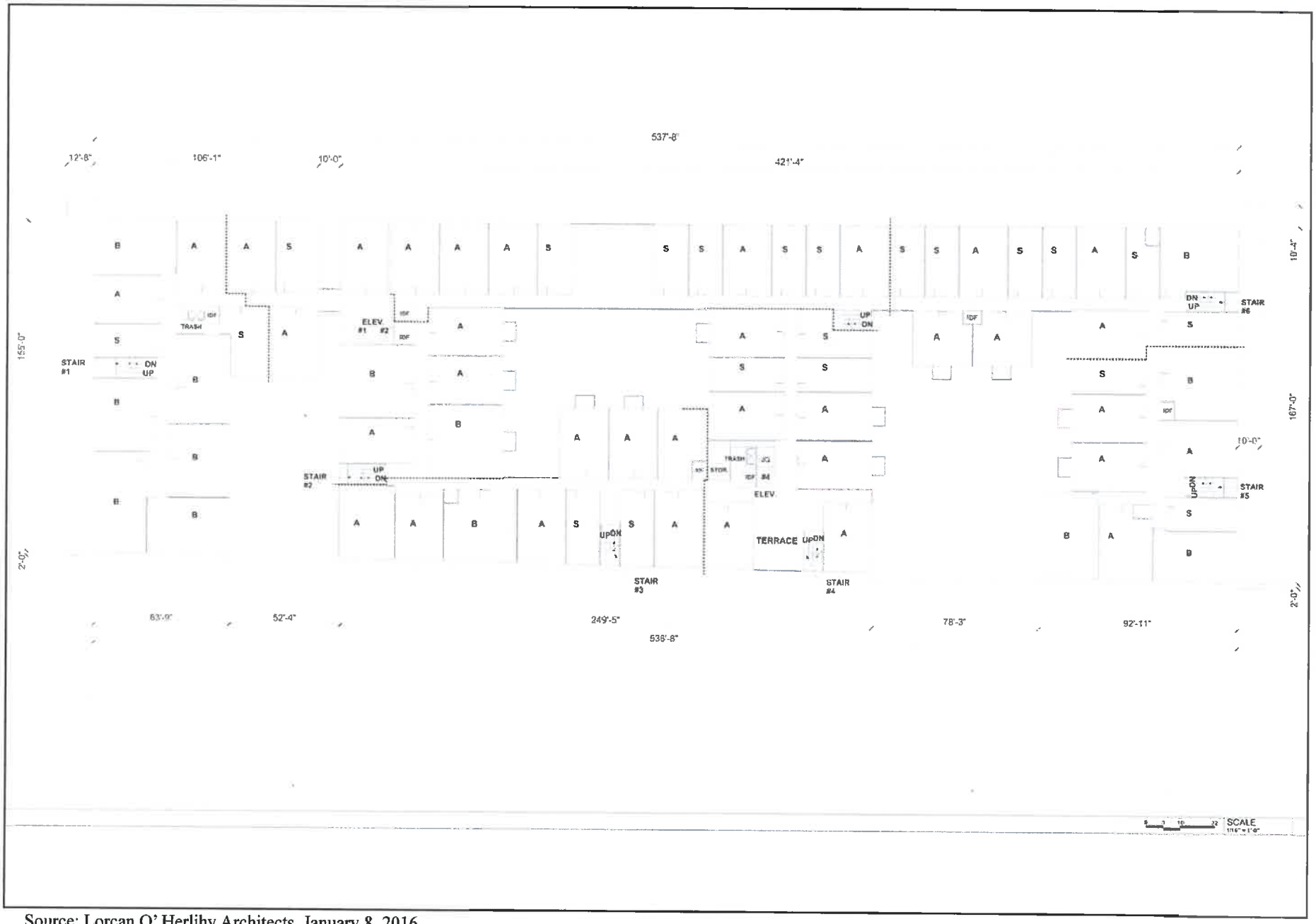
Figure II-10
Fourth Floor Plan



Source: Lorcan O' Herlihy Architects, January 8, 2016.

PARKER ENVIRONMENTAL CONSULTANTS

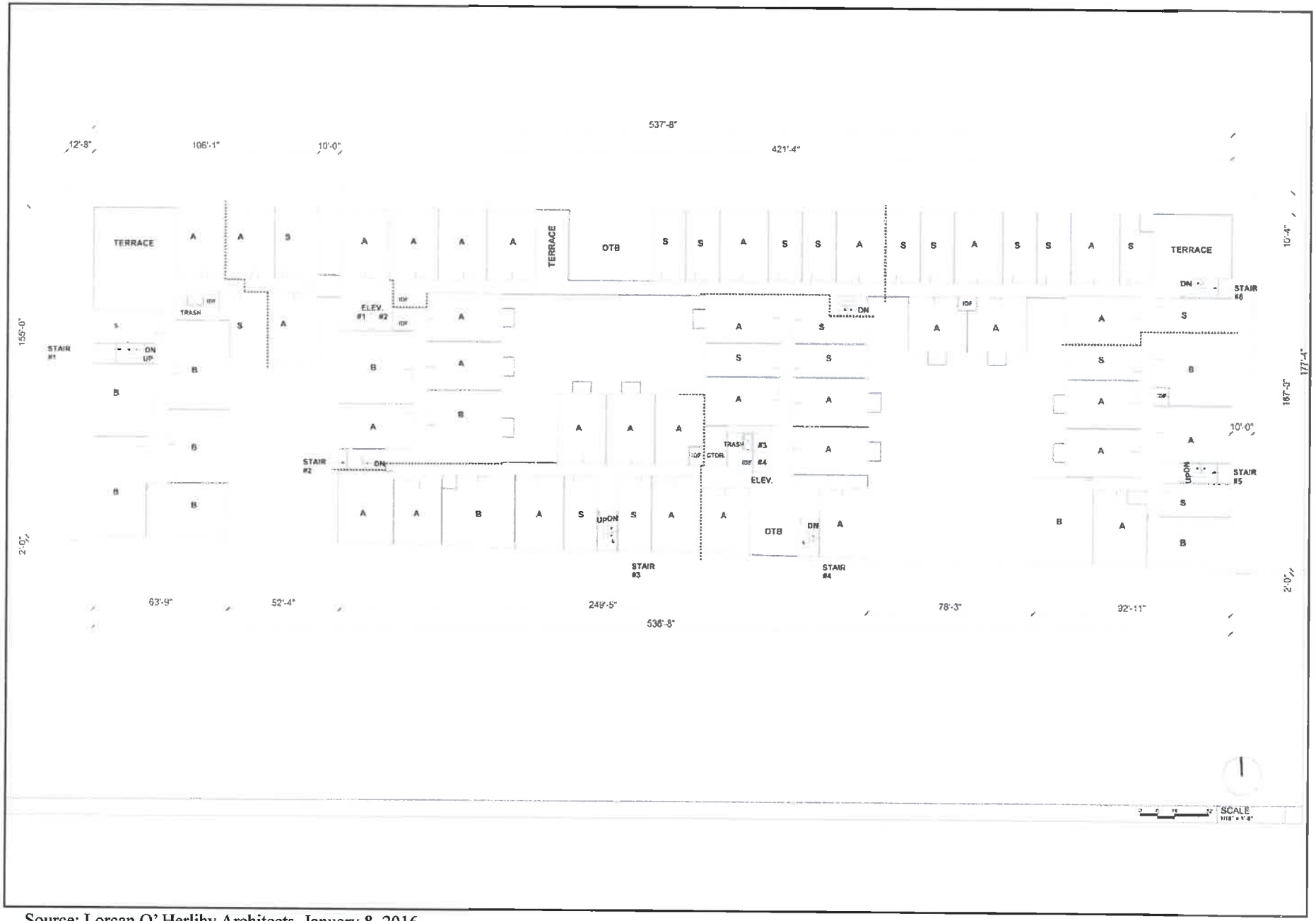
Figure II-11
Fifth Floor Plan



Source: Lorcan O' Herlihy Architects, January 8, 2016.

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-12
Sixth Floor / Roof Plan



Source: Lorcan O' Herlihy Architects, January 8, 2016.

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-13
Seventh Floor / Roof Plan

ARTS & PRODUCTIVE SPACE

REQUIRED RATIO PER LIVE/WORK UNITS	#	AREA
LIVE-WORK UNITS 1 TO 50: 150 SF	50	7,500
LIVE-WORK UNITS 51 TO 100: 100 SF	50	5,000
LIVE-WORK UNITS IN EXCESS OF 100: 50 SF	246	12,300
TOTAL REQUIRED	346	24,800

OCCUPANCY			AREA
ALAMEDA ST. CREATIVE OFFICE, INCL. 50% MEZZ.			7,010
INDUSTRIAL ST. CREATIVE OFFICE, INCL. 50% MEZZ.			10,256
PASEO CREATIVE OFFICE, INCL. 50% MEZZ.			3,521
FLAG LOT CREATIVE OFFICE			1,648
INDUSTRIAL ST. RESTAURANT (COUNTED 50%)			1,500
FLAG LOT RESTAURANTS (COUNTED 50%)			1,250
COMMUNITY FLEX SPACE			1,298
ARTS WORKSHOP			500
TOTAL PROVIDED			26,982

Source: Lorcan O'Herlihy Architects, January 8, 2015

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-14
Ground Floor Arts and Productive Uses Plan

Source: Lorcan O' Herlihy Architects, January 8, 2016

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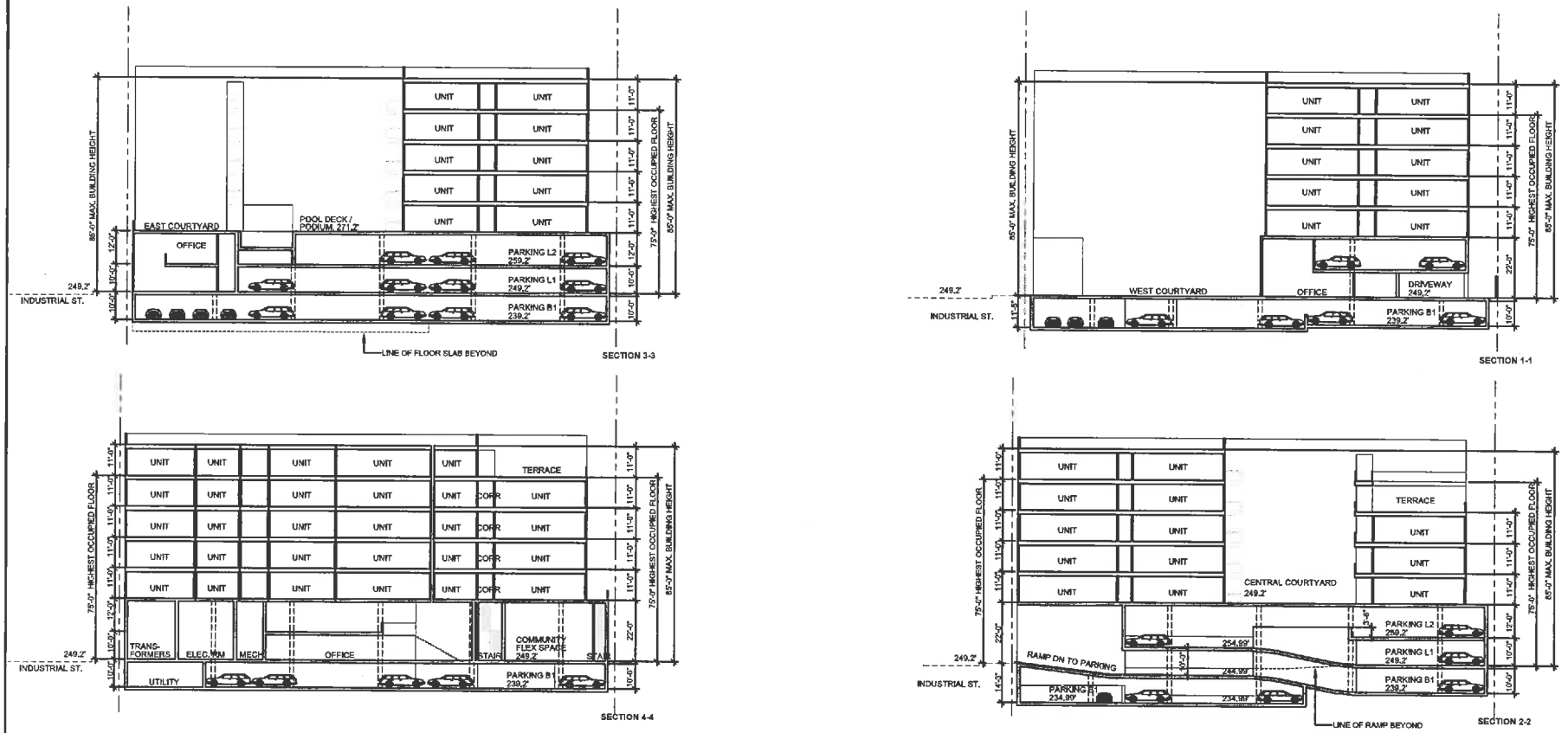
Figure II-15
Building Sections



Source: Lorcan O' Herlihy Architects, January 8, 2015

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-16
Building Sections

3. ARCHITECTURAL FEATURES

The Industrial Street Lofts Project consists of a seven-story building with five floors of live/work units above two levels of above grade parking and ground floor neighborhood serving restaurant, and creative office space. Structured parking for the mixed-use building would be concealed from adjacent streets by ground floor uses, with parking provided at grade interior to the building and in two levels above grade and one level of below grade parking.

The proposed stand-alone creative office building would include a three-story creative office building with ground floor restaurant space (approximately 43.5 feet in height above grade).

Architectural materials would include a mix of aluminum windows, translucent railings, board formed concrete, exterior plaster, metal siding, concrete shingles, brick, and glass. The proposed building elevations are shown in Figure II-17, Building Elevations. An illustrative rendering of the Industrial Street Lofts Project is shown in Figure II-18.

4. OPEN SPACE AND LANDSCAPING

Open Space

The Industrial Street Lofts Project would provide common open space and landscaping amenities in accordance with the LAMC. As summarized in Table II-3, Summary of Required and Proposed Open Space Areas, below, 35,725 square feet of common open space is required by Code. The Proposed Project would include 34,400 square feet of open space, including 17,069 square feet of open space in three separate courtyards on the ground floor, 6,183 square feet of open space in the upper level terraces, 1,742 square feet of open space in a community fitness gym/yoga studio, and 1,020 square feet of common space in a community clubhouse. In addition, 8,359 square feet of open space is proposed to be publicly accessible during daylight hours on the park area on the eastern side of the Project Site. Recreational amenities would include a swimming pool and barbeque area, a fitness gym/yoga studio, a dog run, and a community clubhouse.

The Proposed Project is seeking a 7% reduction in common open space pursuant to LAMC Section 12.22 A.25(f)(6). With approval of this entitlement request, the Proposed Project's common open space would be consistent with the LAMC. The Proposed Project's landscape palate would feature ornamental plants. Landscape Plans are depicted in Figures II-19 through II-21.

Table II-3
Summary of Required and Proposed Open Space Areas

Open Space Requirements	Open Space Requirement	Dwelling Units	Open Space (sf)
S: Live Work Units (One habitable room)	100 sf/unit	150	15,000
A: Live Work Units (Two habitable rooms)	100 sf/unit	140	14,000
B: Live Work Units (Three habitable rooms)	125 sf/unit	53	6,625
Live/Work Units (Two habitable rooms)	100 sf/unit	1	100
Subtotal Total		344	35,725
7% Reduction per LAMC 12.21G.3			2,501
Total Required (with 7% Reduction)			**33,224**
Proposed Open Space	**Open Space (sf)**		
Courtyard A Ground Floor West	4,305		
Courtyard B @ Podium Level	4,393		
Courtyard C @ Podium Level	8,398		
Upper Floor Terraces	6,183		
Fitness/Gym and Yoga	1,742		
Clubhouse	1,020		
Partial Flag Lot Open Space Area	8,359		
Total Open Space Provided	**34,400**		

Source: Lorcan O' Herlihy Architects (LOHA) and TCA Architects, April 26, 2016.

5. SUSTAINABILITY AND ENERGY CONSERVATION FEATURES

The Proposed Project would comply with the 2016 California Green Building Standards, the City of Los Angeles Green Building Code, and the sustainability provisions of the Hybrid Industrial (HI) Ordinance, including requirements for a green or high albedo roof and that at least ten percent of all parking spaces on-site shall include electric vehicle (EV) charging stations.

NORTH ELEVATION — SCALE 1/16" = 1'-0" — 3

EAST ELEVATION — SCALE 1/16" = 1'-0" — 4

WEST ELEVATION — SCALE 1/16" = 1'-0" — 2

SOUTH ELEVATION — SCALE 1/16" = 1'-0" — 1

MATERIAL NOTES:

1. BRICK VENEER - THIN BRICK VENEER
2a. FLUTED METAL - METAL WALL PANEL; SOLID
2b. STUCCO - (ALT. MATERIAL; COARSE "RAKED" STUCCO FINISH)
3. ALUMINUM DOORS AND WINDOWS - DARK ANODIZED
4. WEATHERED METAL PANEL - "CORTEN RAW." GALVALUME COATED STEEL SHEET
5. PERFORATED PANEL SCREEN AND/OR HANDRAILS
6. ALUMINUM STOREFRONT SYSTEM - DARK ANODIZED
7. GREEN SCREEN OR EQUAL

Source: Lorcan O' Herlihy Architects, January 8, 2015

PARKER ENVIRONMENTAL CONSULTANTS

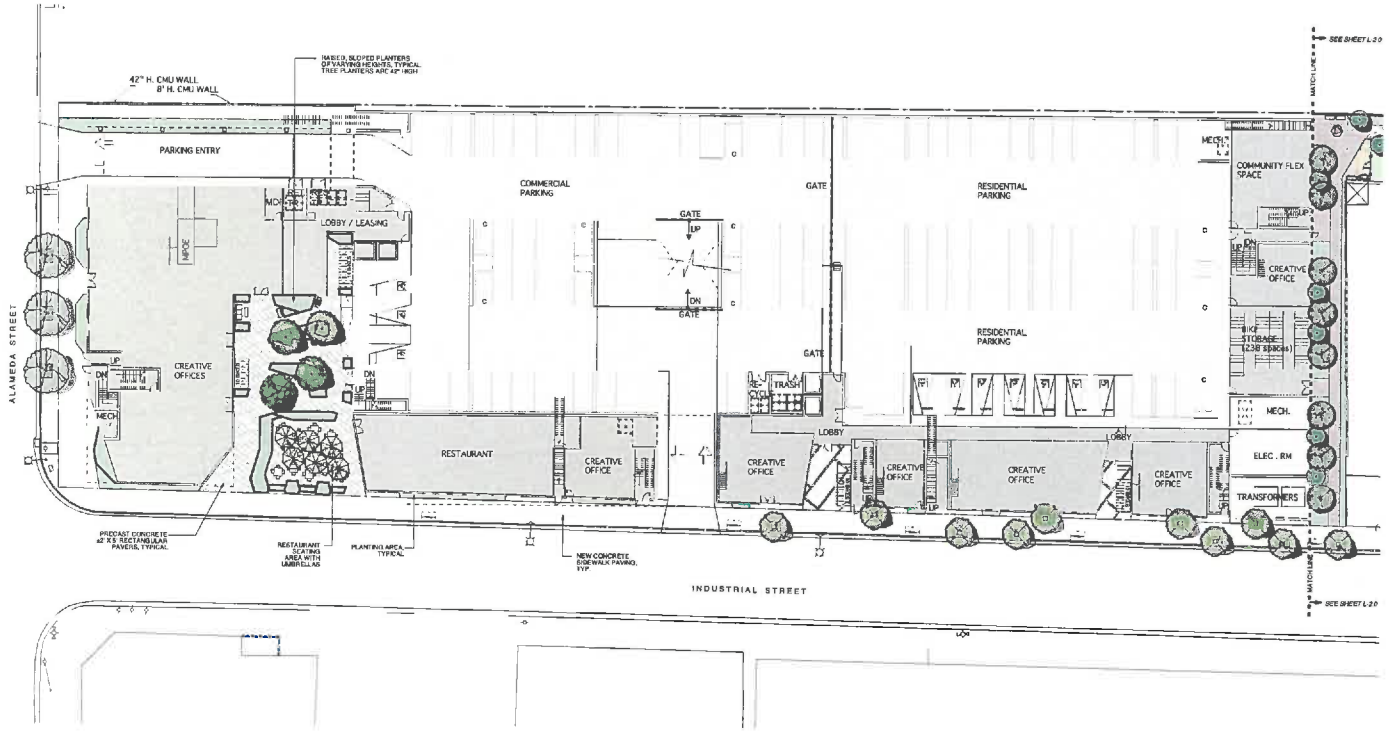
Figure II-17
Building Elevations

Perspective view from corner of Industrial and Alameda looking north

Source: Lorcan O' Herlihy Architects, January 8, 2016

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-18
Illustrative Rendering of the Industrial Street Lofts Project



OPEN SPACE

LANDSCAPED (PLANTED) AREA PROVIDED

10,235 SQ FT (BUILDING)
8,657 SQ FT (EAST SIDE, SHEET L2.0)
18,892 SQ FT TOTAL

SEE PROJECT SUMMARY FOR OPEN SPACE INFORMATION

BICYCLE PARKING

INDICATES U-STYLE BICYCLE RACK, WITH PARKING FOR 2 BICYCLES

SHORT-TERM BICYCLE PARKING SHOWN ON THIS SHEET. LONG TERM BICYCLE PARKING INCLUDED IN PARKING GARAGE. SEE ARCHITECTURAL PLANS.

PROVIDED SHORT-TERM PROVIDED: 60 SPACES

20 SPACES COVERED
REQUIRED NUMBER WITHIN 50 FEET OF RETAIL/RESTAURANT ENTRANCES

TREE LEGEND

TREE LEGEND ALSO INCLUDES TREES ON SHEET L2.00

SYMBOL	QTY	DESCRIPTION
	24	COLUMNAR EVERGREEN, *"Cupressus sempervirens" or similar*
	14	SMALL DECIDUOUS MULTI-TRUNKED TREE, *"Cercis occidentalis" or similar*
	15	SMALL TREE, *"Acacia willardiana" or similar* (6 ARE STREET TREES)
	13	CANOPY TREE, *"Olea europaea" or similar*
	3	SPECIMEN TREE, *"Dracena draco" or similar*
	7	CANOPY TREE, *"Parkwsonia aculeata" or similar*

(TREE LEGEND CONTINUED)

SYMBOL	QTY	DESCRIPTION
	8	DECIDUOUS CANOPY TREE, *"Koelreuteria bipinnata" or similar*
	3	STREET TREE TO BE SELECTED BY THE CITY OF LOS ANGELES DEPARTMENT OF URBAN FORESTRY
	67	TOTAL TREES (67 REQUIRED)

EXISTING TREE REPORT

THERE ARE NO EXISTING TREES ON THE PROJECT SITE.

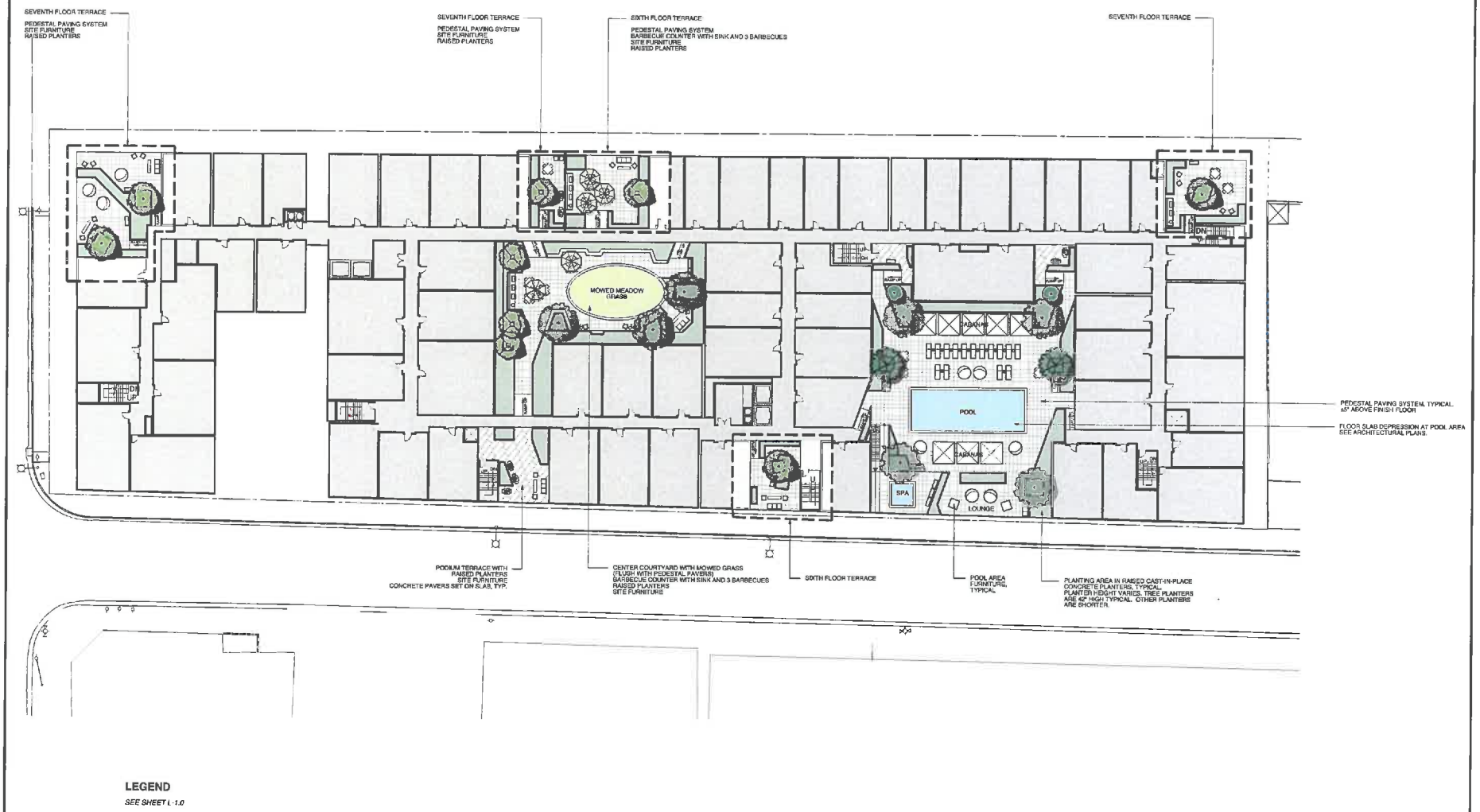
IRRIGATION SYSTEM

1. ALL PLANTED AREAS WILL HAVE NEW PERMANENT IRRIGATION SYSTEMS INSTALLED.
2. THESE SYSTEMS WILL BE ZONED TO TAKE INTO ACCOUNT PREVAILING WINDS, SOLAR EXPOSURE, THE TYPE OF PLANTS TO BE IRRIGATED, AND THE EQUIPMENT BEING USED.
3. ALL SYSTEMS WILL BE AUTOMATICALLY CONTROLLED WITH A "SMART" CONTROLLER TAKING REAL TIME EVAPOTRANSPIRATION DATA INTO ACCOUNT.
4. THE IRRIGATION SYSTEM WILL HAVE A FLOW SENSOR AND MASTER VALVE TO DETECT AND CONTROL BREAKS IN MAIN AND LATERAL LINES, OR DAMAGE TO EQUIPMENT AND ASSEMBLIES.
5. THE IRRIGATION SYSTEM DESIGN WILL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES LANDSCAPE ORDINANCE, WATER MANAGEMENT POINT SYSTEM, AND CURRENT WATER EFFICIENT ORDINANCES.

Source: Lorcan O' Herlihy Architects, January 8, 2015

PARKER ENVIRONMENTAL CONSULTANTS

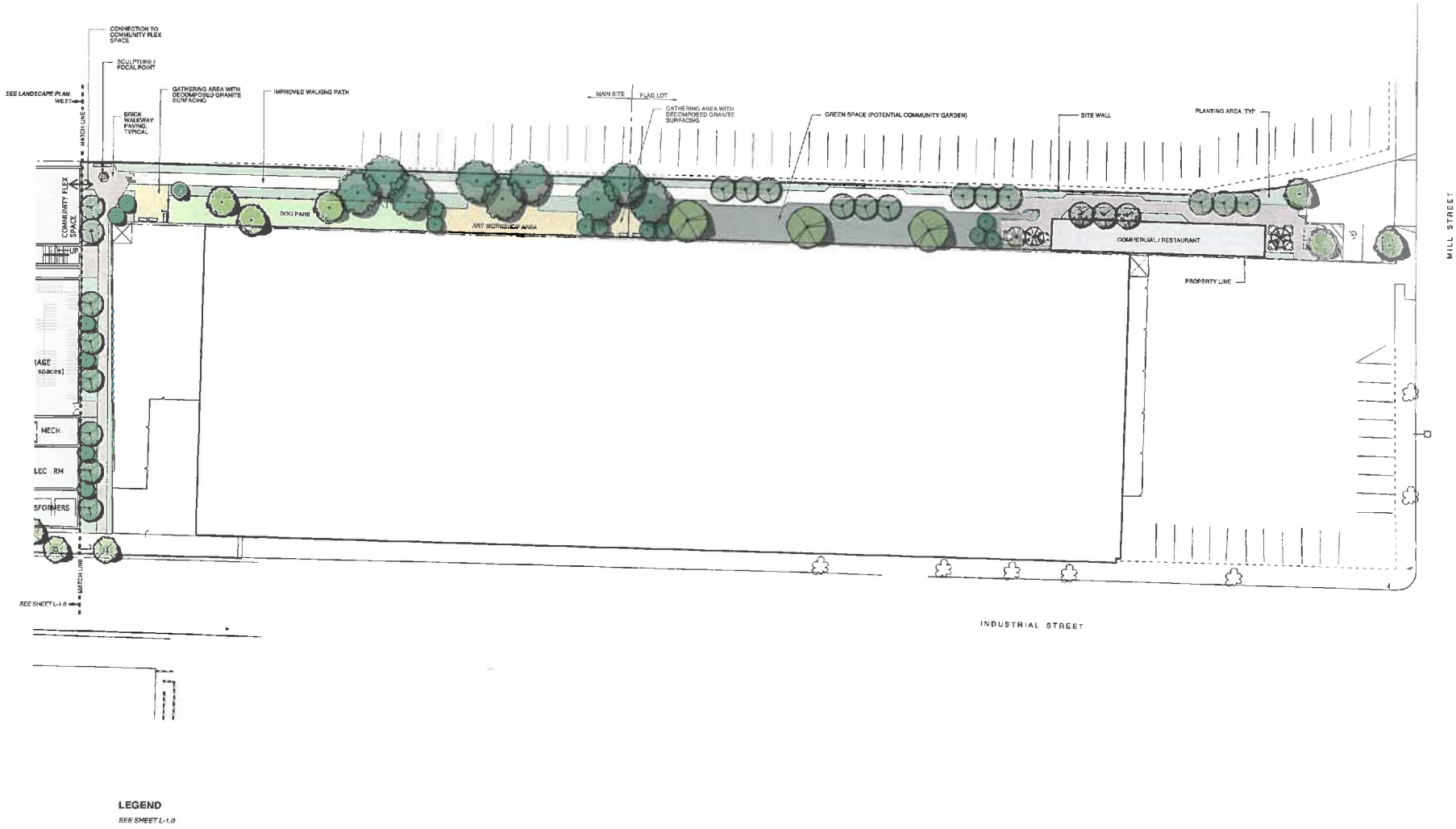
Figure II-19
Conceptual Landscape Plan - Ground Floor



Source: Lorcan O' Herlihy Architects, January 8, 2016

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-20
Conceptual Landscape Plan - Podium Level



Source: Lorcan O' Herlihy Architects, January 8, 2015

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-21
Conceptual Landscape Plan - Parcel 2

6. PARKING AND ACCESS

Automobile

Parking for the proposed Industrial Street Lofts Project would be provided in three levels: one level at-grade, one level above grade, and one level below grade. Vehicular access to the Project Site would be provided via a driveway entry/exit on Industrial Street and a driveway on Mill Street. An additional parking entrance off Alameda would be provided (see Figure II-7, Ground Floor Plan). The Alameda driveway would be restricted to right-turn in and right-turn out movements. The resident parking area would be gated and secured from the common areas.

As summarized in Table II-4, Summary of Required and Proposed Automobile Parking Spaces, and discussed in further detail below, the Proposed Project would meet and exceed the applicable parking requirements pursuant to the LAMC. The Proposed Project would require 527 parking spaces, including 468 live/work parking spaces and 59 commercial parking spaces. The Proposed Project will provide up to 536 parking spaces, of which up to 477 will be allocated for residential use and 59 will be allocated for commercial uses.

Table II-4
Summary of Required and Proposed Automobile Parking Spaces

Description	Quantity (DU)	Parking Required by Code		Parking Provided[a]
		Rate	Spaces	
Residential				
Live/ Work Units (Studio)	150	1.00/du	150	**477**
Live/ Work Units (1-Bedroom)	140	1.50/du	210	
Live/ Work Units (2-Bedroom)	53	2.00/du	106	
Live/Work Unit	1	2.00/du	2	
Total	**344**		**468**	
Commercial				
Creative Office	24,774 sf	2.00/1,000 sf	50	**59**
Restaurant	4,042 sf	2.00/1,000 sf	8	
Subtotal Commercial	27,450	--	**58**	
		TOTAL	**526**	**536**

Notes:
du = dwelling unit, sf = square feet
[a] Proposed parking is estimated to be between 527 and 536 spaces.
Source: Lorcan O' Herlihy Architects (LOHA) and TCA Architects, April 26, 2016.

Bicycle

The Project would include 394 on-site bicycle parking spaces, which is pursuant to the standards and requirements of the City's Bicycle Ordinance (182386, *effective March 13, 2013*). The proposed live/work units would require 379 bicycle parking spaces, including 35 short-term and 344 long-term spaces. The commercial component would require 14 bicycle parking spaces, including 6 short-term and 8-long term spaces.

7. CONSTRUCTION

For purposes of analyzing impacts associated with construction, the environmental analysis presented in this SCEA is based on a construction schedule of approximately 28 months. Construction activities associated with the Proposed Project would be undertaken in four main steps: (1) demolition/site clearing; (2) grading and excavation; (3) building construction, and (4) architectural finishing. The building construction phase includes constructing the proposed buildings, connecting utilities to the buildings, installing irrigation for landscaping, applying architectural coatings, paving, and landscaping the Project Site.

The demolition/site clearing phase would include the demolition of all existing on-site structures, totaling approximately 81,194 square feet of floor area, and would involve clearing the site of any trees, shrubs, walls/fences, pavement, and other existing debris. The demolition/site clearing would be completed in approximately three months. The demolition activities would require the use of a variety of construction equipment, including but not limited to the following: concrete/industrial saws; rubber tired dozers; and tractors/loaders/backhoes.

The grading and site preparation phase would extend over an approximate three-month timeframe and would involve the grading of land to ensure the proper base and slope for the building pads and foundations, as well as for the subterranean parking. It is anticipated that approximately 51,044 cubic yards of soil would be exported and/or imported to prepare the development pad. Typical pieces of construction equipment and machinery involved in this phase include but are not limited to the following: a grader; a rubber tired dozer; and tractors/loaders/backhoes.

The building construction phase is expected to occur for approximately 25 months. Upon completion of the structures, architectural coating, finishing, and paving would occur. It is estimated that architectural coatings would occur over the final 2 months of the building construction phase, and paving would occur during the final month of the building construction phase. Typical pieces of construction equipment and machinery involved in this phase include, but are not limited to, a crane, two cement/mortar mixers, one forklift, one generator set, one tractor/loader/backhoe, three welders, one air compressor, one paver, one piece of paving equipment, and a roller.

Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on-site for the duration of construction activities. If required, traffic lane and right-of-way closures would be properly permitted by the City agencies and would conform to City standards.

All construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 a.m. to 9:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on any Saturday or national holidays. No

construction activities are permitted on Sundays. The proposed Industrial Street Lofts Project would comply with these restrictions.

Haul Route

All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the site that cannot be recycled or diverted would be hauled to the Sunshine or Chiquita Canyon landfills, which accept construction and demolition debris and inert waste from areas within the City of Los Angeles. The Sunshine Canyon Landfill is approximately 30 miles north of the Project Site (approx. 60 miles round trip). The Chiquita Canyon landfill is approximately 43 miles to the north of the Project Site (approx. 86 miles round trip). For recycling efforts, the Central L.A. Recycling Center and Transfer Station (Browning Ferris Industries) accepts construction waste for recycling and is located approximately 2.3 miles from the Project Site (approx. 4.6 miles round trip).

For purposes of analyzing the construction-related impacts, it is anticipated that the construction debris and soil export would involve a combination of bottom-dump trucks, end dumps, and truck and trailers with an average 15 cubic yard hauling capacity. All truck staging would either occur on-site or at designated off-site locations and radioed into the site to be filled. The local haul route to and from the 10 Freeway would utilize South Alameda Street which is a two-way north-southbound street designated as an Avenue I. Traveling from the Project Site to the 101 Freeway, the haul route would utilize 6th Street/Whittier Boulevard, which is a two-way east-westbound street, which is designated as an Avenue II. Traveling from the 101 Freeway to the Project Site the haul route would utilize 7th Street, a two-way east-westbound street, which is designated as an Avenue II. The haul route specified above may be modified in compliance with City policies, provided DOT and/or Street Services approves any such modification.

8. DISCRETIONARY ACTIONS

Camden USA, Inc. ("Owner" and "Applicant") is requesting approval of the following discretionary actions:

1. Pursuant to LAMC Section 11.5.6, General Plan Amendment to the Central City North Community Plan to change the Project Site's land use designation from Heavy Manufacturing[4] to Regional Center Commercial;

2. Pursuant to LAMC Section 12.32, a Vesting Zone Change/Height District Change from M3-1-RIO (Heavy Manufacturing) to C2-2D (Commercial). The D limitation would limit FAR to 3:1;

[4] *The Community Plan Land Use Map identifies the site as Heavy Industrial; however, the City's mapping system (ZIMAS) identifies the site as Heavy Manufacturing.*

3. Pursuant to LAMC Section 12.22 A.25, an Off Menu Density Bonus Incentive for reduced rear yard setbacks;

4. Pursuant to LAMC Section 12.24.W.1, a Master Conditional Use Permit for the sale of alcohol for on-site consumption in the proposed Industrial Street Lofts Project's restaurants;

5. Pursuant to LAMC Section 12.22-A.25, an On Menu Density Bonus Incentive for a 7% reduction in required residential open space;

6. Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map to create airspace and ground lots, and

7. Pursuant to LAMC Section 16.50.C.2, approval of Site Plan review findings for the development of up to 344 residential live/work units.

Pursuant to various Sections of the LAMC, various approvals and permits from the Building and Safety Department (and other municipal agencies) for project construction activities including, but not limited to the following: demolition, grading, foundation, building and tenant improvements would be requested. Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate in order to execute and implement the proposed Industrial Street Lofts Project. Other responsible governmental agencies may also serve as a responsible agency for certain discretionary approvals associated with the construction process, which include, but are not limited to the South Coast Air Quality Management District (construction-related air quality emissions) and the Regional Water Quality Control Board, Los Angeles Region (construction- related water quality).

II. PROJECT DESCRIPTION
C. RELATED PROJECTS

In accordance with CEQA Guidelines Section 15064(h) this SCEA includes an evaluation of the Proposed Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

> *"(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*
>
> *(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*
>
> *(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."*

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

The related projects identified are included in Table II-5, Related Projects List, below. A total of 73 related projects were identified within the affected area of the proposed project. An analysis of the cumulative impacts associated with these related projects and the proposed project is provided under each individual environmental impact category in Section V of this SCEA. The locations of the related projects are shown in Figure II-22, Related Projects Location Map.

Table II-5
Related Projects List

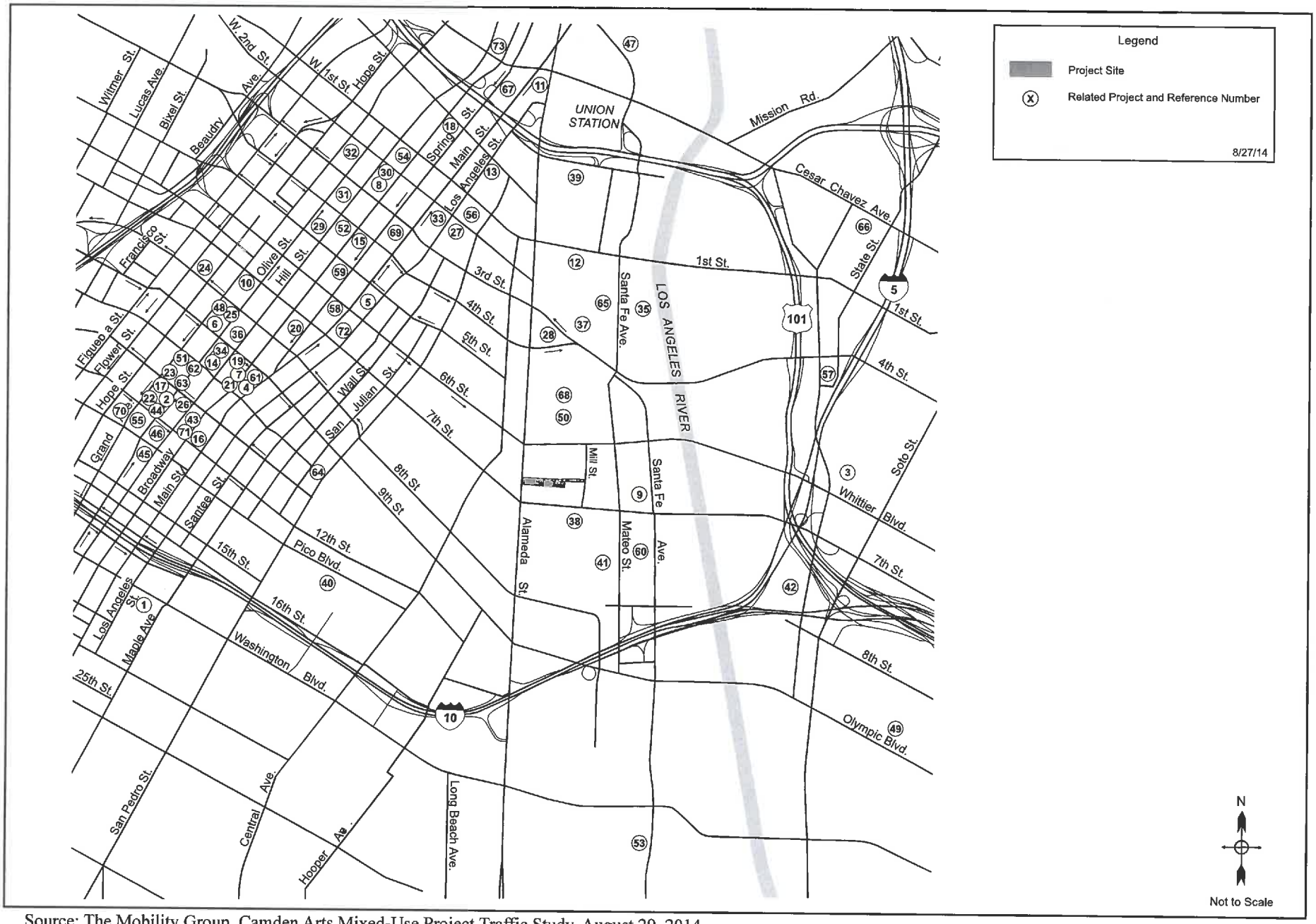
Project Number	Project Name	Location/Address	Project Description	Number	Units
1	Washington Bl Opportunity MU (Mercy Hsg) 2009-CEN-5050	220 E. Washington Blvd	Residential Units Renovate Residential Units Specialty Retail/Restaurant	230 32 19,000	du du sf
2	Mixed-Use ENV 2005-1049	1101 S. Olive Street (Olive / 11th)	Condominiums Retail	105 4,500	du sf
3	Linda Vista Senior Housing and Medical Office	610 St. Louis Street	Condominiums Medical Offices	100 33,000	du sf
4	Mixed-Use	928 S. Broadway	Apartments Condominiums Retail	670 17 58,800	du du sf
5	Mixed-Use	534 Main Street	Apartments Retail Other Other	160 18,000 3,500 3,500	du sf sf sf
6	9th / Olive Project	840/888 S. Olive Street	Apartments Retail Restaurant	303 9,680 1,500	du sf sf
7	Restaurant and Bar EAF[5]2010-2899; 2011-CEN-5626	220 W. 9th Street	Restaurant/Bar	23,000	sf
8	ISAF	201 S. Broadway	Restaurant, Retail, Office, and Bar	27,675	sf
9	AMP Lofts	695 S. Santa Fe Ave, Los Angeles, CA	Live/Work Units Retail Restaurant	320 15,000 5,000	du sf sf
10	8th and Grand Mixed-Use Project 2005-CEN-2528	710 S. Grand Avenue	Condominiums Retail Restaurant	700 27,000 5,000	du sf sf
11	Alameda District Plan (Excluding Development to Date)	Alameda Street and Los Angeles Street	Residential Office Retail Hotel Restaurant Museum	22 7,443,200 645,000 750 20,000 70,000	du sf sf rooms sf sf
12	Mega Toys Residences 2006-CEN-3546	905 E. 2nd Street (West of SCI-Arc at Santa Fe Avenue)	Condominiums Retail	320 18,716	du sf
13	Prop Q and F Public Safety Civic Ctr Facility Plan 2005-CEN-1959	Los Angeles Street and Temple Street	Jail Government Building Parking Structure	179,000 30,000 210	sf sf spaces
14	Olympic/Hill Project	Northwest Corner of Olympic Street and Hill Street	Apartments Retail Restaurant	300 14,500 8,500	du sf sf
15	400 S. Broadway Mixed-Use Project	400-416 Broadway	Apartments Retail	450 7,500	du sf

Project Number	Project Name	Location/Address	Project Description	Number	Units
16	Mixed-Use (Herald Examiner) 2005-CEN-1907; CEN-13-41710	146 W. 11th Street (11th St. / Broadway)	Apartments Office Retail	391 39,720 40,000	du sf sf
17	1001 S. Olive	1001 S. Olive St.	Apartments Restaurant	225 5,000	du sf
18	Hall of Justice 2004-CEN-1011	211 W. Temple Street (Temple St. / Spring St.)	Net Increase In Number of Employees From 1630 to 1660 Parking Structure	30 1,000	employees spaces
19	Hill Mixed	920 S. Hill	Apartments Retail	216 3,900	du sf
20	Mixed-Use Development 2006-CEN-3596	745 S. Spring Street (Spring / 8th St.)	Condominiums Retail	247 10,675	du sf
21	Broadway Mixed	955 S. Broadway	Apartments Retail	201 6,000	du sf
22	Mixed-Use Residential, Retail and Restaurant 2006-CEN-3912	1150 S. Grand Avenue	Condominiums Retail Restaurant	374 9,844 7,600	du sf sf
23	Mixed-Use ENV2008-4679EA, 2008-CEN-4802	1050 S. Grand Avenue (Grand Ave / 11th Street)	Condominiums Retail Restaurant	128 3,472 2,200	du sf sf
24	Mixed-Use Residential, Retail and Restaurant 2007-CEN-3970	609 W. 8th (8th / Grand / Hope Project)	Condominiums Hotel Retail Restaurant	225 200 30,000 32,000	du rooms sf sf
25	801 S. Olive Street Project	801 S. Olive	Apartments Retail Restaurant	363 2,500 7,500	du sf sf
26	Mixed-Use Residential and Retail 2007-CEN-3969	1115 S. Hill Street (Hill / 11th)	Condominiums Retail	172 6,850	du sf
27	Little Tokyo Block 8 Project 2005-CEN-1993	200 S. Los Angeles Street (Los Angeles / 2nd St.)	Condominiums Apartments Retail	510 280 50,000	du du sf
28	Alameda and 4th Project	360 Alameda St.	Apartments Restaurant	350 3,000	du sf
29	Park/Fifth Project 2006-CEN-3234	427 W. 5th Street	Apartments Restaurant	615 16,309	du sf
30	Kawada Tower 2008-CEN-4803	250 S. Hill Street	Condominiums Retail	330 12,000	du sf
31	Bunker Hill Design and Development Program EIR - Parcel Y	Block Bounded by 3rd Street, Olive Street, Hill Street and 4th Street	Office Retail	960,000 100,000	sf sf
32	Grand Avenue Project 2006-CEN-3022	Parcel Q and Parcel W - Bounded by 1st Street, Grand Avenue, Hill Street, and Upper 2nd Street. Parcel L/M-2 - Bounded by GTK Way, Hope Street, and Upper 2nd Street	Condominiums Apartments County Office Building Super Market Restaurant Retail Event Facility Health Club Hotel	1,648 412 681,000 53,000 67,000 225,250 250 50,000 275	du du sf sf sf sf seats sf rooms
33	Condominiums ENV2005-8446, 2006-CEN-3110	221 S. Lost Angeles Street (Los Angeles St. / 2nd St.)	Condominiums Retail	300 3,400	du sf

Project Number	Project Name	Location/Address	Project Description	Number	Units
34	Olive & Olympic	960 S. Olive	Apartments Restaurant	263 14,500	du sf
35	One Santa Fe Project (Mixed-Use) 2006-CEN-2977	300 S. Santa Fe Avenue (2nd St. / Santa Fe Ave.)	Apartments Quality Restaurant Fast-food Restaurant	420 7,500 7,500	du sf sf
36	Mixed Use	820 S. Olive St.	Apartments Retail	589 4,500	du sf
37	Mixed-Use	963 E 4th St.	Office Retail Restaurant	7,860 25,000 20,000	sf sf sf
38	Mixed-Use Project	1800 E. 7th Street	Live/Work Units Retail	110 8,000	du sf
39	Bus Maintenance and Inspection Facility 2005-CEN-2784	454 E. Commercial Street	Bus Maintenance and Inspection Facility	2	acres
40	Stanford Regency Plaza	810 E. Pico Boulevard	Retail	181,620	sf
41	Industrial Park 2007-CEN-4582	1005 S. Mateo Street	Industrial Park	94,849	sf
42	Warehouse, Office, Manufacturing 2007-CEN-4561	1115 Boyle Avenue	Warehouse Office Manufacturing	295,000 77,000 66,000	sf sf sf
43	Mixed Use	1148 S. Broadway	Apartments Retail	94 2,500	du sf
44	DTLA South Park – Site 1	1120 S. Grand Avenue	High-rise Apt Hotel Retail	461 300 8,700	du room sf
45	Condominiums ENV2008-0432EA; 2008-CEN-4671	1340 S. Olive Street	Condominiums	150	du
46	DTLA South Park – Site 4	1230 S. Olive Street	Apartments Retail	362 4,000	du sf
47	MTA Bus Facility 2008-CEN-4450	920 N Vignes Street	Bus Maintenance and Inspection Facility	271 647	buses employees
48	Embassy Tower 2008-CEN-4779	848 S. Grand Avenue	Hi-rise Condominiums Market	420 38,500	du sf
49	Wyvernwood/Boyle Heights Mixed-Use Project - Master Plan ENV-2008-2141-EIR Phase -1	2901 E. Olympic Boulevard	Apartments Residential Condo /Townhome Office Shopping Center Medical Office	331 959 75 161 25	du du sf sf sf
50	Palmetto	1147 Palmetto Street & 527 Colyton Street	Live/Work Units Hotel Retail Restaurant	120 141 10,000 10,000	du room sf sf
51	Restaurant Project	1036 S. Grand Avenue	Restaurant	7,149	sf
52	Clark Hotel	426 S. Hill Street	Hotel	347	rooms
53	Restaurant/Entertainment Facility ENV2008-1103EA; 2008-CEN-4796	2309 S. Santa Fe Avenue	Restaurant	37,320	sf
54	Federal Courthouse	Southwest Corner of 1st Street and Broadway	Courthouse	600,000	sf
55	G12 Project	North of Pico Boulevard between Grand Street and	Apartments Retail	640 30,000	du sf

Project Number	Project Name	Location/Address	Project Description	Number	Units
		Olive Street	Restaurant	10,000	sf
56	Los Angeles Street Civic Center Project	150 N. Los Angeles Street	Government Offices Retail Child Care Facility	712,500 35,000 2,500	sf sf sf
57	Renovate California American African Museum 2009-CEN-5089	600 S. State Street	Renovate Existing Museum New Museum Construction	24,000 77,000	sf sf
58	SB OMEGA	601 S. Main Street	Apartments Retail	432 28,400	du sf
59	Spring Street Garage and Apartments	Spring Street South of 5th Street	Apartments	120	du
60	Ford Building	7th and Santa Fe	Office Retail	244,000 15,000	sf sf
61	Sparkle Factory	908 S. Broadway	Office Retail	11,900 11,900	sf sf
62	1000 Grand Project	1000 Grand Avenue	Apartments Restaurant	274 12,000	du sf
63	1027 S. Olive Street	1027 S. Olive Street	Apartments	100	du
64	City Market Project	San Pedro Street Between 9th Street and 12th Street	Education Shopping Center Cinema Apartments Hotel Office	254,500 176,733 744 945 210 294,641	sf sf seats du rooms sf
65	SCI-ARC	970 E. 3rd Street	Live/Work Units Retail School	635 30,062 532	du sf students
66	Medical Office Expansion	1828 E. Cesar Chavez Avenue	Medical Office	49,542	sf
67	LA Plaza Cultura Village	527 N. Spring St.; 555 N. Broadway	Apartments Retail	384 50,000	du sf
68	Barker Block	430 S. Hewitt Street	Condo	72	du
69	Hellman / Banco Building	354 S. Spring Street	Apartments	212	du
70	Apartments	1247 S. Grand Avenue	Apartments	118	du
71	Case Hotel	1106 S. Broadway	Hotel	151	room
72	Mixed-Use Development (Pacific Electric Building) ENV2005-7019; 2005-CEN-2780	610 S. Main Street	Restaurants Retail	13,921 726	sf sf
73	Chinatown Gateway Project 2005-CEN-2348	Cesar Chaves Avenue / Broadway	Apartments Retail	280 22,000	du sf

Notes:
du = dwelling unit, sf = square feet
Source: The Mobility Group, 2014.



Source: The Mobility Group, Camden Arts Mixed-Use Project Traffic Study, August 29, 2014.

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Figure II-22
Location of Related Projects

III. TRANSIT PRIORITY PROJECTS AND THE SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

1. SENATE BILL 375

The State of California adopted SB 375, The Sustainable Communities and Climate Protection Act of 2008, which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California's greenhouse gas reduction mandates. SB 375 requires the State's 18 metropolitan planning organizations to incorporate a "sustainable communities strategy" into the regional transportation plans to achieve their respective region's greenhouse gas emission reduction targets set by California Air Resources Board (ARB). The Southern California Association of Governments (SCAG) is the metropolitan planning organization that has jurisdiction over the Project Site.

On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS). For the SCAG region, the California Air Resources Board (ARB) has set greenhouse gas reduction targets at eight percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035. The 2016 RTP/SCS outlines strategies to meet or exceed the targets set by ARB.[1]

2. TRANSIT PRIORITY PROJECT CRITERIA

SB 375 provides CEQA streamlining benefits to transit priority projects (TPPs). A TPP is a project that meets the following four criteria (see Public Resources Code, Section §21155 (a) and (b)):

1. Be consistent with the 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 ARB 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 established by ARB;

2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;

[1] *Southern California Association of Governments, 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy, Introduction, April 19, 2012.*

3. Provide a minimum net density of at least 20 units per acre; and

4. Be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

As discussed below, the Proposed Project qualifies as a TPP pursuant to the criteria set by Public Resources Code, Section §21155 and outlined above.

Consistency with Criterion #1

On April 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region. The 2016-2040 RTP/SCS balances the Southern California region's future mobility and housing needs with economic, environmental, and public health goals. On June 28, 2016, ARB accepted SCAG's quantification of GHG emission reductions from the 2016–2040 RTP/SCS and determined that the 2016–2040 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by ARB.[2]

Use Designation, Density, and Building Intensity

The Project Site area is located within an Urban Land Development Category. The 2016-2040 RTP/SCS describes the Urban Land Development Category as:

> *These areas are often found within and directly adjacent to moderate and high density urban centers. Nearly all urban growth in these areas would be considered infill or redevelopment. The majority of housing is multifamily and attached single-family (townhome), which tend to consume less water and energy than the larger types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. They have well-connected street networks, and the mix and intensity of uses result in a highly walkable environment. These areas offer enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle. (page 20)*

The Proposed Project would be consistent with the Urban Land Use Development Category. The Proposed Project is located within a highly urbanized area within the City of Los Angeles, near Downtown Los Angeles. The Proposed Project is an infill project that would provide mixed-use development with multifamily units, together with creative office uses and project- and neighborhood-serving restaurant uses. The Proposed Project is located within a High Quality Transit Area as defined by SCAG and a Transit Priority Area as defined by SB 743, which supports transit opportunities and promotes a walkable environment. Additionally, access to the Project Site is served by a well-connected street network, which consists of a grid pattern as is most of the City of Los Angeles. As such, the

[2] *ARB Executive Order No. 16-066*

Proposed Project is highly connected and provides accessibility for persons who choose not to drive or do not have access to a vehicle.

The 2016-2040 RTP/SCS further demonstrates that HQTAs may include high-density development, support pedestrian and bike infrastructure, reduce parking requirements, and retain affordable housing near transit. The Proposed Project is a mixed-use project, which includes 344 live/work units and ground-floor commercial uses. The Proposed Project promotes pedestrian activity and bicycling activity by providing landscaping along the public right-of-way, outdoor courtyard area, and outdoor green space and walking paths. The Proposed Project would reserve six percent of its base density for Very Low Income units. The Proposed Project would provide parking that is consistent with LAMC standards. Therefore, the Proposed Project is similar to other developments within HQTAs.

The RTP/SCS includes various urban footprint place types, including mixed use, residential, commercial, office, R&D, industrial, civic and open space. (SCAG 2016-2040 RTP/SCS Background Documentation, p. 90, 'Place Types Categorized Into Land Development Categories (LDCs); SCAG 2016-2040 RTP/SCS, Urban Footprint Place Types, pp. 1-2). The Proposed Project is consistent with a range of place types within the urban land development category.

"Urban Mixed-Use districts are exemplified by a variety of intense uses and building types. Typical buildings are between 10 and 40+ stories tall, with offices and/or residential uses and ground-floor retail space. Parking is usually structured below or above ground. Workers, residents, and visitors are well-served by transit, and can walk or bicycle for many of their transportation needs." The land use mix for this place type is typically approximately 18 percent residential, 16 percent employment, 45 percent mixed use, and 21 percent open space/civic. The residential mix is 100 percent multifamily. The average total net Floor Area Ratio (FAR) is 9.0, floors range from 15-100 feet, and the gross density ranges from 50- 500 employees per acre and 40-500+ households per acre. (SCAG 2016-2040 RTP/SCS, Urban Footprint Place Types, p. 1.)

'Urban Residential' place types "are typically found within or adjacent to major downtowns. They include high- and mid- rise residential towers, with some ground-floor retail space. Parking [is] usually structured below or above ground. Residents are well served by transit, and can walk or bicycle for many of their daily needs." The land use mix for this place type is typically approximately 64 percent residential, 4 percent employment, 12 percent mixed use and 21 percent open space/civic. The residential mix is 100 percent multifamily. The average total net FAR is 9.0, floors range from 15-100, and the gross density ranges from 0-50 employees per acre 75-500+ households per acre. (SCAG 2016-2040 RTP/SCS, Urban Footprint Place Types, p. 1.)

"Industrial/Office/Residential Mixed Use High" is characterized by a wide-ranging, intensely developed mix of uses located in close proximity and set in an automobile-oriented context. Building heights can range from 1 to 15+ stories, and uses can include but are not limited to industrial, warehouses, offices, residential, and retail. The land use mix for this place type is typically approximately 58 percent residential, 36 percent employment, and 6 percent open space. The average total net FAR is 2.0, floors range from 1 – 17, and the gross density ranges from 3-250 employees per acre 18-200 households per acre. (SCAG 2016-2040 RTP/SCS, Urban Footprint Place Types, p. 8.)

The Proposed Project is a mixed-use development consisting of residential live/work, office, and restaurant/retail uses in a highly-urbanized part of Central Los Angeles, on a site that is currently occupied by a cold storage building. Adjacent land uses are a mix of low and mid-rise buildings containing commercial, restaurant, retail, industrial, and residential uses. The project is approximately 89 percent residential and the housing consists of 100 percent multifamily live/work units. The Proposed Project area is supported by high levels of regional and local transit. The Proposed Project will construct approximately 133 household units per acre and will have a total net FAR of 2.98 to 1.

Based on the regional growth projections in the 2016-2040 RTP/SCS, the City of Los Angeles had an estimated permanent population of approximately 3,845,500 persons and approximately 1,325,500 residences in 2012. By the year 2040, SCAG forecasts that the City of Los Angeles will increase to 4,609,400 persons (or a 20% increase since the year 2012) and approximately 1,690,300 residences (or a 28% increase since the year 2012). SCAG's population and housing projections for the City of Los Angeles, Los Angeles County, and the SCAG region as a whole for 2012 and 2040 are further summarized in Table III-1, below.

The Proposed Project is an infill development project within the Central City North Community Plan Area within the City of Los Angeles. With respect to regional growth forecasts, SCAG forecasts the City of Los Angeles Subregion will experience a population increase to 4.6 million persons by 2040. As shown in Table III-1, SCAG population and housing projections from 2012 through 2040 envisions a population growth of 763,900 additional persons (an approximate 20% growth rate) in the City of Los Angeles and 3,816,000 additional persons (an approximate 21% growth rate) in the entire SCAG Region. The number of households within the City is Los Angeles is anticipated to increase by 364,800 households, or approximately 28% between 2012 and 2040. The number of households within the SCAG Region is anticipated to increase by 1,527,000 households, or approximately 26% between 2012 and 2040. The number of employment opportunities is anticipated to increase by 472,700 jobs (approximately 28%) in the City of Los Angeles between 2012 and 2040, and the SCAG Region is anticipated to increase by 2,432,000 jobs (approximately 33%) between 2012 and 2040.

Table III-1
SCAG Population and Housing Projections for the City of Los Angeles, Los Angeles County, and the SCAG Region

Population			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	3,845,500	4,609,400	20%
Los Angeles County [b]	9,923,000	11,514,000	16%
SCAG Region [b]	18,322,000	22,138,000	21%
Households			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	1,325,500	1,690,300	28%
Los Angeles County [b]	3,257,000	3,946,000	21%
SCAG Region [b]	5,885,000	7,412,000	26%

Employment			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	1,696,400	2,169,100	28%
Los Angeles County [b]	4,246,000	5,226,000	23%
SCAG Region [b]	7,440,000	9,872,000	33%
Source: SCAG, adopted 2016-2040 RTP/SCS Growth Forecast, Demographics and Growth Forecast Appendix, adopted April 2016.			

Based on the Central City North Community Plan Area's current household demographics (e.g., an average of 3.17 persons per multi-family household for the Central City North Community Plan area), the construction of 344 additional live/work residential dwelling units would result in an increase in approximately 1,090 net permanent residents in the City of Los Angeles. The proposed increase in housing units and population would be consistent with SCAG's forecast of 364,800 additional households and approximately 763,900 persons in the City of Los Angeles between 2012 and 2040.

Applicable Policies Specified for the Project Area

The Proposed Project is consistent with SCAG's growth projections for the City of Los Angeles, which supports the conclusion that the Proposed Project is consistent with SCAG policies. Refer Section IV, Sustainable Communities Environmental Assessment, 10. Population and Housing, for a discussion on the Proposed Project's consistency with SCAG's population and housing growth. The Proposed Project would be consistent with applicable goals and policies presented within SCAG's 2016-2040 RTP/SCS. Refer to Table III-2 below for the Proposed Project's consistency analysis.

Table III-2
Consistency Analysis with the
2016-2040 Regional Transportation Plan / Sustainable Community Strategy

Goals and Policies	Consistency Assessment
2016-2040 RTP/SCS Goal 1 Align the plan investments and policies with improving regional economic development and competitiveness.	**Not Applicable.** This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Proposed Project.
2016-2040 RTP/SCS Goal 2 Maximize mobility and accessibility for all people and goods in the region.	**Consistent.** The Project Site is located in a highly urbanized area with the City of Los Angeles within a High Quality Transit Area (as defined by SCAG). The Proposed Project would develop 344 live/work units (300,030 square feet of floor area), 7,458 square feet of leasing / amenity area, 24,774 square feet of creative office uses and resident production space, and 4,042 square feet of restaurant space within a High Quality Transit Area (HQTA) as defined by SCAG and a transit priority area as defined by SB 743. The Project Site is located less than one-half mile from the intersection of two major bus lines, 18 and 720 Metro, with frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. The Proposed Project would provide residents and visitors with convenient access to public

Table III-2
Consistency Analysis with the
2016-2040 Regional Transportation Plan / Sustainable Community Strategy

Goals and Policies	Consistency Assessment
	transit and opportunities for walking and biking. The location of the Proposed Project encourages a variety of transportation options and access and is therefore consistent with this Goal.
2016-2040 RTP/SCS Goal 3 Ensure travel safety and reliability for all people and goods in the region.	**Consistent.** The Proposed Project would improve the public sidewalks adjacent to Project Site and would include active ground floor uses and a pedestrian plaza and paseo to enhance the pedestrian experience and promote walkabilty. In addition, the Project will provide 379 bicycle spaces to promote travel by bicycle. Furthermore, the Proposed Project would be subject to the site plan review requirements of the City of Los Angeles and work with the Department of Building and Safety and the Los Angeles Fire Department to ensure that all access roads, driveways and parking areas would not create a design hazard to local roadways.
2016-2040 RTP/SCS Goal 4 Preserve and ensure a sustainable regional transportation system.	**Not Applicable.** This goal is directed towards SCAG and does not apply to the Proposed Project. The 2016-2040 RTP states, "A transportation system is sustainable if it maintains its overall performance over time in an equitable manner with minimum damage to the environment, and at the same time does not compromise the ability of future generations to address their transportation needs. Sustainability, therefore, pertains to how our decisions today impact future generations. One of the measures used to evaluate system sustainability is the total inflation-adjusted cost per capita to maintain our overall multimodal transportation system performance at current conditions. The 2016 RTP/SCS includes two additional new measures to support this outcome: State Highway System pavement condition and local roads pavement condition."[3] As discussed in the Proposed Project's Traffic Study (located in Appendix G), the Proposed Project would not create a significant impact at any of the Study intersections. Additionally, as discussed in the Traffic Study, the Proposed Project would not create a significant impact at any CMP monitoring location.
2016-2040 RTP/SCS Goal 5 Maximize the productivity of our transportation system.	**Consistent.** The Proposed Project includes 344 residential units and 28,816 square feet of commercial uses (including Project- and neighborhood-serving restaurant uses). Given the Proposed Project's location close to transit, the Project will encourage the utilization of transit as a mode of transportation to and from the Project area. Thus, the Proposed Project will contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit. Moreover, as discussed in the Proposed Project's Traffic Study (located in Appendix G), the Proposed Project would not create a significant impact at any of the study intersections. Additionally, as

[3] SCAG, 2016-2040 RTP/SCS, April 2016 (page 164).

Table III-2
Consistency Analysis with the
2016-2040 Regional Transportation Plan / Sustainable Community Strategy

Goals and Policies	Consistency Assessment
	discussed in the Traffic Study, the Proposed Project would not create a significant impact at any CMP monitoring location.
2016-2040 RTP/SCS Goal 6 Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	**Consistent.** The Proposed Project would place live/work units and ground-floor commercial space in Transit Priority Area. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Proposed Project would improve the public sidewalks adjacent to Project Site and would include active ground floor uses and a pedestrian plaza and paseo to enhance the pedestrian experience and promote walkabilty. In addition, the Project will provide 379 bicycle spaces to promote travel by bicycle. Thus, the Proposed Project would reduce vehicles-per-miles traveled and help improve air quality. The Proposed Project supports active transportation.
2016-2040 RTP/SCS Goal 7 Actively encourage and create incentives for energy efficiency, where possible.	**Consistent.** The Proposed Project would comply with the City of Los Angeles Green Building Code, the California Green Building Code, and the sustainability provisions of the HI Zone, including requirements for a green or high albedo roof and that at least ten percent of all parking spaces on-site shall include electric vehicle (EV) charging stations.
2016-2040 RTP/SCS Goal 8 Encourage land use and growth patterns that facilitate transit and active transportation.	**Consistent.** As stated above, the Project Site is located in a highly urbanized area near downtown Los Angeles within a HQTA (as defined by SCAG) and a transit priority area (as defined by SB 743). The Project Site is located less than one-half mile from the intersection of two major bus lines, 18 and 720 Metro, with frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The Proposed Project would develop new live/work units and commercial uses near mass transit and in close proximity to services, retail stores, and employment opportunities. The location of the Proposed Project encourages a variety of transportation options and access and is therefore consistent with this Goal.
2016-2040 RTP/SCS Goal 9 Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	**Not Applicable.** This goal is directed towards SCAG to ensure the safety and security of the regional transportation system. No further discussion is required.
2016-2040 RTP/SCS Guiding Policy 1 Transportation investments shall be based on SCAG's adopted regional Performance Indicators.	**Not Applicable.** This policy is directed towards SCAG in allocating transportation investments. This goal does not apply to the individual development projects and no further analysis is required.
2016-2040 RTP/SCS Guiding Policy 2 Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the	**Not Applicable.** This policy is directed towards SCAG in allocating transportation system funding. Nevertheless, the Proposed Project would contribute to a safe, well

Table III-2
Consistency Analysis with the
2016-2040 Regional Transportation Plan / Sustainable Community Strategy

Goals and Policies	Consistency Assessment
highest RTP/SCS priorities for any incremental funding in the region.	maintained, and efficient multimodal transportation system. The Proposed Project would provide landscaping along the public right-of-way, active ground floor uses, and a pedestrian plaza and paseo, which promotes and supports pedestrian activity in the area. As discussed in the Proposed Project's Traffic Study (located in Appendix G), the Proposed Project would not create a significant impact at any of the study intersections. Additionally, the Proposed Project would not create a significant impact at any CMP monitoring location.
2016-2040 RTP/SCS Guiding Policy 3 RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.	**Not Applicable.** This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Proposed Project. The Proposed Project would develop 344 live/work units (300,030 square feet of floor area), 7,458 square feet of leasing / amenity area, 24,774 square feet of creative office uses and resident production space, and 4,042 square feet of restaurant space within a High Quality Transit Area (HQTA) as defined by SCAG and a transit priority area as defined by SB 743. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore, the Proposed Project would be increase mixed commercial/residential uses in transit-rich areas near services, retail, and employment opportunities.
2016-2040 RTP/SCS Guiding Policy 4 Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.	**Not Applicable.** This policy is directed towards transportation investment by SCAG. However, the Proposed Project would support active transportation (e.g. walking and bicycling) by providing landscaping along the public rights of way, active ground floor uses, a pedestrian plaza and paseo, which promotes and supports pedestrian activity in the area. Additionally, the Proposed Project's location within a High Quality Transportation Area promotes the use of public transit and pedestrian activity.
2016-2040 RTP/SCS Guiding Policy 5 HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.	**Not Applicable.** This policy is directed towards transportation investment by SCAG to support HOV, transit and rideshare. Although this policy is not applicable to the Proposed Project, the Proposed Project's location in a High Quality Transportation Area promotes the use of public transit and pedestrian activity.
2016-2040 RTP/SCS Guiding Policy 6 The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.	**Not Applicable.** This Guiding Policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles. Nevertheless, the Proposed Project is located within a HQTA (as defined by SCAG) and a transit priority area (as defined by SB 743). The Proposed Project would support public transportation and other alternative methods of transportation (e.g., walking and biking).
2016-2040 RTP/SCS Guiding Policy 7 The RTP/SCS will encourage transportation investments that result in	**Not Applicable.** This policy is directed towards SCAG and governmental agencies to encourage and support

Table III-2
Consistency Analysis with the
2016-2040 Regional Transportation Plan / Sustainable Community Strategy

Goals and Policies	Consistency Assessment
cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.	transportation investments.
2016-2040 RTP/SCS Guiding Policy 8 Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	**Not Applicable.** This policy is directed towards SCAG and the City of Los Angeles and not does apply to the Proposed Project.
2016-2040 RTP/SCS Land Use Policy 1 Identify regional strategic areas for infill and investment.	**Not Applicable.** This policy is directed towards SCAG to identify regional strategic areas. The Proposed Project is an infill development in a High Quality Transit Area (defined by SCAG) and within a transit priority area (as defined by SB 743). The Proposed Project would be providing mixed-use live/work units and commercial uses in a highly urbanized area within the City of Los Angeles.
2016-2040 RTP/SCS Land Use Policy 2 Structure the plan on a three-tiered system of centers development.[4]	**Not Applicable.** This Land Use Policy is directed towards SCAG and not does apply to the Proposed Project.
2016-2040 RTP/SCS Land Use Policy 3 Develop "Complete Communities."	**Consistent.** SCAG describes the development of "complete communities" to provide areas that encourages households to be developed with a range of mobility options to complete short trips. The 2016-2040 RTP/SCS supports the creation of these districts through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile.[5] As stated above, the Proposed Project would place live/work units, creative office and ground-floor commercial space in a transit-rich area. The Project Site's location near mass transit and in proximity to services, retail stores, and employment opportunities promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore, the Proposed Project would be consistent with the SCAG's goals of increasing mixed commercial/residential uses in transit-rich areas near services, retail, and employment opportunities to reduce vehicles-per-miles traveled.
2016-2040 RTP/SCS Land Use Policy 4 Develop nodes	**Not Applicable.** The 2016-2040 RTP/SCS describes

[4] *The 2016-2040 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012-2035 RTP/SCS. The complete language from the original SCAG Advisory Land Use Policies is "Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment." A more detailed description of these strategies and policies can be found on pages 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.*

[5] *SCAG, 2016-2040 RTP/SCS, April 2016 (page 79).*

Table III-2
Consistency Analysis with the
2016-2040 Regional Transportation Plan / Sustainable Community Strategy

Goals and Policies	Consistency Assessment
on a corridor.	nodes as mixed-use development centers at key locations that meet most of residents' daily needs and that support livable corridors. This policy is directed towards SCAG and City goals to identify and develop locations that promote nodes. The Proposed Project is located within a HQTA and a transit priority area. The Proposed Project's mixed-use design and location encourages the use of alternative transportation and walking and bicycling opportunities.
2016-2040 RTP/SCS Land Use Policy 5 Plan for additional housing and jobs near transit.	**Consistent.** As stated above, the Proposed Project would place mixed-use live/work units and ground-floor commercial space in a HQTA and a transit priority area. The Project Site is located less than one-half mile from the intersection of two major bus lines, 18 and 720 Metro, with frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods, which would promote the use of a variety of transportation options, which includes walking, biking, and the use of public transportation.
2016-2040 RTP/SCS Land Use Policy 6 Plan for changing demand in types of housing.	**Consistent.** The Proposed Project would provide 344 live/work units within the City of Los Angeles. The live/work units will meet the changing demand for units with workspace. The Proposed Project would reserve 18 units as Very Low Income Units. The Proposed Project's units would be contributing to a range of housing choices and available to all persons, including existing employees and residents in the Project area.
2016-2040 RTP/SCS Land Use Policy 7 Continue to protect stable, existing single-family areas.	**Not Applicable.** This Land Use Policy is not applicable to the Proposed Project because the Proposed Project would not demolish any existing single-family homes. Additionally, the Project Site is not located near any low-density residential neighborhoods.
2016-2040 RTP/SCS Land Use Policy 8 Ensure adequate access to open space and preservation of habitat.	**Not Applicable.** This Land Use Policy is directed towards SCAG and does not apply to the Proposed Project. The Proposed Project is located within an urbanized area within the City of Los Angeles. Development of the Proposed Project would not remove any existing open space areas or habitat, since the Project Site is fully developed. The Proposed Project would provide 34,400 square feet of open space that exceeds the required amount pursuant to the LAMC.
2016-2040 RTP/SCS Land Use Policy 9 Incorporate local input and feedback on future growth.	**Not Applicable.** This Land Use Policy is directed towards SCAG and not does apply to the Proposed Project.
2016-2040 RTP/SCS Benefit 1: The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvements, and efficient transportation infrastructure.	**Consistent.** The Proposed Project will provide multi-family housing and job-creating commercial uses to an existing, transit-accessible area. The Proposed Project will provide a variety of dwelling unit sizes, with different number of bedrooms that accommodate a range of households. Further, the Project will provide 18 units for Very Low Income households. In addition, the Proposed Project will provide bicycle parking and various pedestrian-oriented improvements, including improved

Table III-2
Consistency Analysis with the
2016-2040 Regional Transportation Plan / Sustainable Community Strategy

Goals and Policies	Consistency Assessment
	sidewalks, active ground floor uses, a pedestrian plaza and a pedestrian paseo.
2016 RTP/SCS Benefit 2: The RTP/SCS will encourage strategic transportation investments that add appropriate capacity and improve critical road conditions in the region, increase transit capacity and expand mobility options. Meanwhile, the Plan outlines strategies for developing land in coming decades that will place destinations closer together, thereby decreasing the time and cost of traveling between them	**Not Applicable.** Benefit 2 is directed towards SCAG and not does apply to the Proposed Project. The Proposed Project is an infill, mixed-use project located within a High Quality Transit Area, thereby decreasing time and cost of traveling between places.
2016 RTP/SCS Benefit 3: The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households	**Consistent.** The Proposed Project includes numerous energy-efficient design features, such as energy star rated appliances. It will comply with the City of Los Angeles Green Building Code, the California Green Building Code, and the sustainability provisions of the HI Zone, including requirements for a green or high albedo roof and that at least ten percent of all parking spaces on-site shall include electric vehicle (EV) charging stations. The Project's incorporation of bicycle-and pedestrian-friendly elements and location near various bus lines will provide future residents with various affordable transportation options.
2016 RTP/SCS Benefit 4: Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.	**Consistent.** The Proposed Project will encourage improved access and mobility by providing both residential and commercial uses on a single site. The Proposed Project's location in an urban area and provision of on-site restaurant uses will provide residents and visitors with dining options that are easily accessible on foot or by bicycle. In addition, the Proposed Project's access to various transit options will encourage the use of existing and proposed mass transit. The Proposed Project also includes 34,400 square feet of open space including a pedestrian plaza and pedestrian paseo, a community fitness gym/yoga studio, and a community clubhouse. In addition, 8,359 square feet of open space is proposed to be publically accessible during daylight hours on the partial flag lot park area on a portion of the flag lot. Recreational amenities would include a swimming pool and barbeque area, a fitness gym/yoga studio, a dog run, and a community clubhouse. These areas provide the opportunity for Project residents, neighbors, creative office employees and patrons of the restaurant use to gather.
Source: Southern California Association of Governments, 2016-2040 RTP/SCS, April 2016.	

Consistency with Criterion #2

The Proposed Project includes the construction of a total floor area of 336,304 square feet. The Proposed Project includes 344 live/work units (which encompasses approximately 300,030 square feet of

residential floor area), comprising 89 percent of the total floor area. As such, the Proposed Project would be consistent with this Criterion.

Consistency with Criterion #3

The Project Site is approximately 2.63 acres before street easements and dedications. The Proposed Project includes 344 live/work units; as such, the Proposed Project provides approximately 131 dwelling units per acre. As such, the Proposed Project would be consistent with this Criterion.

Consistency with Criterion #4

PRC Section 21155 (b) defines a "high-quality transit corridor" as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

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 adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21155 (b) states that a "major transit stop" is defined in PRC Section 21064.3, except that, for purposes of Section 21155 (b), it also includes major transit stops that are included in the applicable regional transportation plan.

The Project Site is located less than one-half mile from the intersection of two major bus lines, 18 and 720 Metro, with frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. Moreover, the 2016-2040 RTP/SCS identifies the Project Site as being within a HQTA. Therefore, the Proposed Project is located within a high-quality transit corridor. The Proposed Project is consistent with this Criterion.

3. INCORPORATION OF APPLICABLE MITIGATION MEASURES FROM PRIOR EIRS

Public Resources Code Section 21151.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs, including the 2016-2040 RTP/SCS Draft Program Environmental Impact Report for Southern California Association of Governments on December 2015 (RTP/SCS PEIR).

The Mitigation Monitoring and Reporting Program for the RTP/SCS PEIR (SCAG MMRP) does not include project level mitigation measures that are required of the Proposed Project. The SCAG MMRP does provide a list of mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the agency has identified that a project has the potential for significant effects. The City has complied with PRC Section 21151.2 by reviewing all of the suggested mitigation measures in the SCAG MMRP and reviewed them for imposition on the project. No mitigation measures were imposed if the project was found to be in substantial compliance with the mitigation measure as proposed or if the SCAG MMRP mitigation measure was found not to be relevant. If the project was not

found to be in substantial compliance or the mitigation measure was found relevant, the City considered whether to use the SCAG MMRP mitigation measure or an equally effective City mitigation measure (including the mitigation measures developed for the Mitigated Negative Declaration prepared for the Proposed Project). The City's analysis is found in Table III-3 below.

Table III-3
Applicability of Project-Level Mitigation Measures from the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy

Topic	Measure	Applicability to the Project
Aesthetics *Scenic Vista*	Project-Level Mitigation Measure **MM-AES-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of visual intrusions on scenic vistas, or National Scenic Byways that are in the jurisdiction and responsibility of Caltrans, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations for Caltrans scenic vistas and goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. • Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. • Use alternating facades to "break up" large facades and provide visual interest. • Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. • Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. • Retain or replace trees bordering highways, so that clear-cutting is not evident. • Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. • Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.	This Mitigation Measure is not relevant to the Proposed Project as Public Resources Code Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." The Proposed Project is a mixed-use live/work infill development project with 344 live-work units and 29,544 square feet of commercial uses including 24,774 square feet of creative office and 4,042 square feet of restaurant floor area. The Project Site is located less than one-half mile from the intersection of two major bus lines, 18 and 720 Metro, with frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. Therefore, the Proposed Project is located in a transit priority area as defined in Public Resources Code Section 21099. The Proposed Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.
Aesthetics *Visual Character/Quality*	Project-Level Mitigation Measure **MM-AES-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character, or quality of the site that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable. • Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. • Require development of design guidelines for projects that make	This Mitigation Measure is not relevant to the Proposed Project as Public Resources Code Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." The Proposed Project is a mixed-use live/work infill development project with 344 live-work units and 28,816 square feet of commercial uses including 24,774 square feet of creative office and 4,042 square feet of restaurant floor area. The Project Site is located less than one-half mile from the intersection of two major bus lines, 18 and 720 Metro, with frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. Therefore, the Proposed Project is located in a transit priority area as defined in Public Resources Code Section 21099. The Proposed Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public

Table III-3
Applicability of Project-Level Mitigation Measures from the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy

Topic	Measure	Applicability to the Project
	elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria. • Design projects consistent with design guidelines of applicable general plans. • Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, and so forth in accordance with general plans and adopted design guidelines, where applicable. • Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.	Resources Code Section 21099.
Aesthetics *Light/Glare/ Shade*	Project-Level Mitigation Measure **MM-AES-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. • Restrict the operation of outdoor lighting for construction and operation activities in accordance with local regulations. • Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. • Use unidirectional lighting to avoid light trespass onto adjacent properties. • Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. • Provide structural and/or vegetative screening from light-sensitive uses. • Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. • Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. • Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.	This Mitigation Measure is not relevant to the Proposed Project as Public Resources Code Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." The Project is a mixed-use live/work infill development project with 344 live-work units and 28,816 square feet of commercial uses including 24,774 square feet of creative office and 4,042 square feet of restaurant floor area. The Project Site is located less than one-half mile from the intersection of two major bus lines, 18 and 720 Metro, with frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. Therefore, the Proposed Project is located in a transit priority area as defined in Public Resources Code Section 21099. The Proposed Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.
Agriculture and Forestry *Conversion of Farmland to Non-Ag Use, Conversion of Forest Land*	Project-Level Mitigation Measure **MM-AF-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the Farmland Mapping and Monitoring Program of the California Resources Agency. Such measures may include the following, or other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:	This Mitigation Measure is not relevant to the Proposed Project as no farmland or agricultural activity exists on or in the vicinity of the Project Site.

Table III-3
Applicability of Project-Level Mitigation Measures from the
2016-2040 Regional Transportation Plan / Sustainable Communities Strategy

Topic	Measure	Applicability to the Project
	• For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966 (USDOT Act). • Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. • Maintain and expand agricultural land protections such as urban growth boundaries. Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see https://www.wildlife.ca.gov/Conservation/Planning/Banking) "A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permitees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects. A privately owned conservation or mitigation bank is a free-market enterprise that: • Offers landowners economic incentives to protect natural resources; • Saves permitees time and money by providing them with the certainty of pre-approved compensation lands; • Consolidates small, fragmented wetland mitigation projects into large contiguous sites that have much higher wildlife habitat values; • Provides for long-term protection and management of habitat. A publicly owned conservation or mitigation bank: • Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance." In 2013, the University of California published an article entitled "Reforms could boost conservation banking by landowners" that speaks specifically to the use of agricultural lands for in conjunction with conservation banking programs. • Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. • Include underpasses and overpasses at reasonable intervals to maintain property access. • Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland. • Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible. • Contact the California Department of Conservation and each county's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy and evaluate potential impacts to such lands using the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts.	
Agriculture and Forestry	Project-Level Mitigation Measure **MM-AF-2(b):** Consistent with the provisions of Section 15091 of the State	This Mitigation Measure is not relevant to the Proposed

Table III-3
Applicability of Project-Level Mitigation Measures from the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy

Topic	Measure	Applicability to the Project
Zoning for Ag Use, Williamson Act Contract	CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict with existing zoning for agricultural use or a Williamson Act contract that are within the jurisdiction and responsibility of the California Department of Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible: • Project relocation or corridor realignment to avoid lands in Williamson Act contracts. • Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection. • Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.	Project as the Project Site is not zoned for agricultural production, there is no farmland at the Project Site, and there are no Williamson Act Contracts in effect for the Project Site.
Air Quality *Potential to Violate AQ Standard*	Project-Level Mitigation Measure **MM-AIR-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts, and other regulatory agencies. Where the Lead Agency has identified that a project has the potential to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible. CARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions: • Minimize land disturbance. • Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. • Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. • Cover trucks when hauling dirt. • Stabilize the surface of dirt piles if not removed immediately. • Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. • Minimize unnecessary vehicular and machinery activities. • Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. • On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. • Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. • Ensure that all construction equipment is properly tuned and maintained. • Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there	The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible: • Regulatory Compliance Measure RCM 3-1 (Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403: o All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent. o The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind. o All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust. o All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust. o All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust. o General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. o Trucks having no current hauling activity shall not idle but be turned off. • Regulatory Compliance Measure RCM 3-2: The Project

Table III-3
Applicability of Project-Level Mitigation Measures from the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy

Topic	Measure	Applicability to the Project
	is evidence of dirt that has been carried on to the roadway. • Project sponsors should ensure to the extent possible that construction activities utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators. • Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through- traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. • As appropriate, require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site. • Implement EPA's National Clean Diesel Program. • Diesel- or gasoline-powered equipment shall be replaced by lowest emitting feasible for each piece of equipment from among these options: electric equipment whenever feasible, gasoline-powered equipment if electric infeasible. • On-site electricity shall be used in all construction areas that are demonstrated to be served by electricity. • If cranes are required for construction, they shall be rated at 200 hp or greater equipped with Tier 4 or equivalent engines. • Use alternative diesel fuels, such as Clean Fuels Technology (water emulsified diesel fuel) or O2 diesel ethanol-diesel fuel (O2 Diesel) in existing engines • Convert part of the construction truck fleet to natural gas. • Include "clean construction equipment fleet", defined as a fleet mix cleaner than the state average, in all construction contracts • Fuel all off-road and portable diesel powered equipment with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road) • Use electric fleet or alternative fueled vehicles where feasible including methanol, propane, and compressed natural gas • Use diesel construction equipment meeting ARB's Tier 4 certified engines or cleaner offroad heavy-duty diesel engines and comply with State off-road regulation • Use on-road, heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road diesel engines, and comply with the State on-road regulation • Use idle reduction technology, defined as a device that is installed on the vehicle that automatically reduces main engine idling and/or is designed to provide services, e.g., heat, air conditioning, and/or electricity to the vehicle or equipment that would otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary • Minimize idling time either by shutting off equipment when not in use or limit idling time to 3 minutes Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 3 minute idling limit. The construction contractor shall maintain a written idling policy and distribute it to all employees and subcontractors. The on-site construction manager shall enforce this limit. • Prohibit diesel idling within 1,000 feet of sensitive receptors. • Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors. • The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. • The engine size of construction equipment shall be the minimum practical size.	shall comply with South Coast Air Quality Management District Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, which sets requirements to control the emission of VOC from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. • Regulatory Compliance Measure RCM 3-3: The Project shall comply with South Coast Air Quality Management District Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities, which specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). • Regulatory Compliance Measure RCM 3-4: In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location. • Regulatory Compliance Measure RCM 3-5: In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards. • Regulatory Compliance Measure RCM 3-6: The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings. • Regulatory Compliance Measure RCM 3-7: The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138. • Regulatory Compliance Measure RCM 3-8: New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review. Additionally, the City imposes the following Mitigation Measure(s), which is consistent with and as effective as the SCAG EIR Mitigation Measure by facilitating consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible: • MM 3-1: The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.

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	• Catalytic converters shall be installed on gasoline-powered equipment. • Signs shall be posted in designated queuing areas and job sites to remind drivers and operators of the idling limit. • Construction worker trips shall be minimized by providing options for carpooling and by providing for lunch onsite. • Use new or rebuilt equipment. • Maintain all construction equipment in proper working order, according to manufacturer's specifications. The equipment must be check by an ASE-certified mechanic and determined to be running in proper condition before it is operated. • Use low rolling resistance tires on long haul class 8 tractor-trailers. • Suspend all construction activities that generate air pollutant emissions during air alerts. • Install a CARB-verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines.	
Air Quality *Expose Sensitive Receptors to Pollutants*	Project-Level Mitigation Measure **MM-AIR-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed 2016 RTP/SCS transportation projects would be located. Where the Lead Agency has identified that a project has the potential to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s), or other comparable measures, to reduce cancer risk pursuant to the Air Toxics "Hot Spots" Act of 1987 (AB2588), as applicable and feasible. Such measures include those adopted by CARB designed to reduce substantial pollutant concentrations, specifically diesel, from mobile sources and equipment. CARB's strategy includes the following elements: • Set technology forcing new engine standards. • Reduce emissions from the in-use fleet. • Require clean fuels, and reduce petroleum dependency. • Work with US EPA to reduce emissions from federal and state sources. • Pursue long-term advanced technology measures Proposed new transportation-related SIP measures include: On-Road Sources o Improvements and Enhancements to California's Smog Check Program o Expanded Passenger Vehicle Retirement o Modifications to Reformulated Gasoline Program o Cleaner In-Use Heavy-Duty Trucks o Ship Auxiliary Engine Cold Ironing and Other Clean Technology Cleaner Ship Main Engines and Fuel o Port Truck Modernization o Accelerated Introduction of Cleaner Line-Haul Locomotives o Clean Up Existing Commercial Harbor Craft o Limited idling of diesel-powered trucks o Consolidated truck trips and improve traffic flow o Late model engines, Low emission diesel products, engine retrofit technology o Alternative fuels for on-road vehicles Off-Road Sources o Cleaner Construction and Other Equipment o Cleaner In-Use Off-Road Equipment o Agricultural Equipment Fleet Modernization o New Emission Standards for Recreational Boats o Off-Road Recreational Vehicle Expanded Emission Standards	This Mitigation Measure is not relevant to the Project, as the Proposed Project does not involve a 2016-2040 RTP/SCS transportation project. As a mixed-use development, the Proposed Project cannot establish new regulatory standards or requirements, such as setting new engine standards or making improvements and enhancements to California's Smog Check Program.

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Topic	Measure	Applicability to the Project
Biological Resources *Adverse Effect on Candidate, Sensitive, or Special Status Species, Adverse Effect on Riparian Habitat or Other Sensitive Natural Community, Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure **MM-BIO-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. • Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an Incidental take permit. A wide variety of conservation strategies have been successfully used in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species including the bald eagle: o Avoidance strategies o Contribution of in-lieu fees o Use of mitigation bank credits o Funding of research and recovery efforts o Habitat restoration o Conservation easements o Permanent dedication of habitat o Other comparable measures • Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. • Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources. • Appoint an Environmental Inspector to monitor implementation of mitigation measures. • Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased. • Conduct pre-construction monitoring to delineate occupied sensitive species' habitat to facilitate avoidance. • Where projects are determined to be within suitable habitat of listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.	This Mitigation Measure is not relevant to the Proposed Project as the Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located in an urbanized area of the City. The Project Site is improved with an industrial building, loading dock, and freight truck and trailer storage area. Therefore, none of the mitigation measures that pertain to compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game ode; and the Desert Native Plant Act; and related applicable implementing regulations, are applicable to the Project.
Biological Resources *Adverse Effect on Riparian Habitat or Other Sensitive*	Project-Level Mitigation Measure **MM-BIO-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a	This Mitigation Measure is not relevant to the Proposed Project as the Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located in an urbanized area of the City. The Project

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Topic	Measure	Applicability to the Project
Natural Community, Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan	project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other related federal, state, and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act. • Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino. • Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California Endangered Species Act, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code. • Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to lakes and streambeds. • Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season. • Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities. • Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the *Manual of California Vegetation,* the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate. • Encourage project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. • Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats. • Install fencing and/or mark sensitive habitat to be avoided during construction activities. • Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area. • Revegetate with appropriate native vegetation following the completion of construction activities. • Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). • Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.	Site is improved with an industrial building, loading dock, and freight truck and trailer storage area.

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Topic	Measure	Applicability to the Project
Biological Resources *Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure **MM-BIO-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible. • Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB). Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE's Final Compensatory Mitigation Rule. The USACOE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACOE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation: o Permitee-responsible mitigation o Contribution of in-lieu fees o Use of mitigation bank credits • Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affected and, if necessary, perform a formal wetland delineation.	This Mitigation Measure is not relevant to the Proposed Project as the Project Site is not located on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies.
Biological Resources *Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural*	Project-Level Mitigation Measure **MM-BIO-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and polices of counties and cities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur.	This Mitigation Measure is not relevant to the Proposed Project as the Project Site is not located within or adjacent to migratory fish, wildlife species, or established native resident and/or migratory wildlife corridors, and native wildlife nursery sites. The Project Site is located in an urbanized area of the City. The Project Site is improved with an industrial building, loading dock, and freight truck and trailer storage area.

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Community Conservation Plan, or Other Conservation Plan	• Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino. • Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement. • Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season. • Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1st through September 1st), where feasible. • Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31. • Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors. • Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season. • Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze habitat linkages/wildlife movement corridors on a broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDB by a qualified biologist to determine the risk of habitat fragmentation. • Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). • Demonstrate that proposed projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible. • Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern. • Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. • Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas. • Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for	

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Topic	Measure	Applicability to the Project
	the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in **MM-BIO-1(b)**, where applicable: ○ Wildlife movement buffer zones ○ Corridor realignment ○ Appropriately spaced breaks in center barriers ○ Stream rerouting ○ Culverts ○ Creation of artificial movement corridors such as freeway under- or overpasses ○ Other comparable measures • Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions. • Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species. • Establish native vegetation within habitat pockets or the "wildling of urbanized habitats" that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas.	
Biological Resources *Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure **MM-BIO-5(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and local policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. • Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by a certified arborist. • If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species. • Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. • Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no	This Mitigation Measure is not relevant to the Proposed Project as the Project Site is completely paved and developed and no significant vegetation exists. No protected biological resources or tree species, such as oak trees, currently exist on the Project Site. As such, none of the mitigation measures that pertain to local policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance, are applicable.

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	burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree. • Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree. • Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration. • If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. • Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. • Design projects to avoid conflicts with local policies and ordinances protecting biological resources. • Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include: o Avoidance strategies o Contribution of in-lieu fees o Planting of replacement trees at a minimum ratio of 2:1 o Re-landscaping areas with native vegetation post-construction o Other comparable measures	
Biological Resources *Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure **MM-BIO-6(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and implementing regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs, NCCPs or other conservation programs. • Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program. • Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act, shall be developed to support issuance of an Incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in **MM-BIO-1(b)**, where applicable.	This Mitigation Measure is not relevant to the Proposed Project as no locally designated natural communities are known to occur on or adjacent to the Project Site. Therefore, none of the mitigation measures that pertain to Habitat Conservation Plans or Natural Community Conservation Plans are applicable.
Cultural Resources	Project-Level Mitigation Measure **MM-CUL-1(b):** Consistent with the provisions of Section 15091 of the State	The Proposed Project already substantially conforms with this

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Applicability of Project-Level Mitigation Measures from the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy

Topic	Measure	Applicability to the Project
Potential to Destroy Unique Paleo Resources or Unique Geological Features	CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. • Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources. • Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible: o All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. o Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use a qualified paleontologist to oversee the implementation of the PRMP. o Monitor blasting and earth-moving activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontologist or archeologists cross-trained in paleontology to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. o Identify where excavation and earthmoving activity is proposed in a geologic unit having a moderate or high potential for containing fossils and specify the need for a paleontological or archeological (cross-trained in paleontology) to be present during earth-moving activities or blasting in these areas. • Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance. • Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.	Mitigation Measure as it is subject to the following regulatory compliance measure, which is capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features: • Regulatory Compliance Measure RCM 5-2 (Paleontological): If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
<u>Cultural Resources</u> *Substantial Adverse Change in Significance of a Historical Resource, Substantial Adverse Change in the Significance of an*	<u>Project-Level Mitigation Measure</u> **MM-CUL-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead	The Proposed Project already substantially complies with this Mitigation Measure because it incorporates comparable measures that avoid or reduce the significant effects on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Such measures include the following: • Obtain a qualified architectural historian to conduct historic architectural surveys A Historical Resources Assessment Report for the Union Ice Company (Union Central Cold Storage) Building, 1525

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Topic	Measure	Applicability to the Project
Archaeological Resource	Agency: • Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified. • Obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for historical resources within 1,000 feet of the project. • Comply with Section 106 of the National Historic Preservation Act including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: o Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. o Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. • Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource. • Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site. • Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified. • Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. • If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. • Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist familiar with the local archaeology, and/or as appropriate, an architectural historian who should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated. • Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.	Industrial Avenue, Los Angeles, California, dated March 2015, by PCR Services Corporation, was prepared for the Proposed Project. In general, there are seven identified factors of integrity. The Union Ice Company Building has lost six of these integrity factors, including design, workmanship, materials, feeling, association, and setting from the period of significance (1904-1945). Of these factors, only location is retained (although it does not retain its direct adjacency to the rail line that once ran along the rear of the property). The other integrity factors have not been retained due to the regular, ongoing alterations to the building. Further, the Union Ice Company Building is not identified with historic personages or important events. As such, the building does not meet the criteria for inclusion on the California Register of Historical Resources or the National Register of Historic Places as individual resources. Additionally, the Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measure, which is capable of avoiding or reducing significant impacts on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies: • Regulatory Compliance Measure RCM 5-1 (Archaeological): If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. o Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
Cultural Resources	Project-Level Mitigation Measure **MM-CUL-4(b):** Consistent with the provisions of Section 15091 of the State	The Project already substantially conforms with this

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Topic	Measure	Applicability to the Project
Disturb Human Remains	CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to human remains that are within the jurisdiction and responsibility of the Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency should consider mitigation measures capable of avoiding or reducing significant impacts on human remains, to ensure compliance with the California Health and Safety Code, Section 7060 and Section 18950-18961 and Native American Heritage Commission, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required. • If any discovered remains are of Native American origin: o Contact the County Coroner to contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. o If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur: ▪ The Native American Heritage Commission is unable to identify a descendent; ▪ The descendant identified fails to make a recommendation; or ▪ The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.	Mitigation Measure as it is subject to the following regulatory compliance measure, which is capable of avoiding or reducing significant impacts on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies: • Regulatory Compliance Measure RCM 5-3 (Human Remains): If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed: o Stop immediately and contact the County Coroner: 1104 N. Mission Road Los Angeles, CA 90033 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays) o If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). o The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American. o The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. o If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.
Energy *Increase Residential Energy Use, Increase Building Energy Use*	Project-Level Mitigation Measure **MM-EN-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with CALGreen, local building codes, and other applicable laws and regulations governing residential building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including: o Use energy efficient materials in building design, construction, rehabilitation, and retrofit. o Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. o Reduce lighting, heating, and cooling needs by taking advantage of light colored roofs, trees for shade, and sunlight. o Incorporate passive environmental control systems that account for the characteristics of the natural environment.	The Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measure(s), which is capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies: • Regulatory Compliance Measure RCM 7-1 (Green Building Code): In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the Los Angeles Green Building Code and as it may be subsequently amended or modified.

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Topic	Measure	Applicability to the Project
	○ Use high-efficiency lighting and cooking devices. ○ Incorporate passive solar design. ○ Use high-reflectivity building materials and multiple glazing. ○ Prohibit gas-powered landscape maintenance equipment. ○ Install electric vehicle charging stations. ○ Reduce wood burning stoves or fireplaces. ○ Provide bike lanes accessibility and parking at residential developments.	
Geology and Soils *Adverse Effects due to Earthquake or Other Seismic Activity, Unstable Geologic Unit or Soil, Expansive Soil*	Project-Level Mitigation Measure **MM-GEO-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consistent with Section 4.7.2 of the Alquist-Priolo Earthquake Fault Zoning Act, conduct a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site can and should be prepared by a licensed geologist. If an active fault is found and unfit for human occupancy over the fault, place a setback of 50 feet from the fault. • Use site-specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Alquist-Priolo Act, as well as any applicable Caltrans regulations that exceed or reasonably replace the requirements of the Act to either determine that the anticipated risk to people and property is at or below acceptable levels or site-specific measures have been incorporated into the project design, consistent with the CBC and UBC. • Ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the California Geological Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas. • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking. With respect to design, consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code and State of California design standards for construction in or near fault zones, as well as all standard design, grading, and construction practices in order to avoid or reduce geologic hazards. • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert be required prior to preparation of project designs. These investigations shall identify areas of potential expansive soils and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs. Geotechnical investigations identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. • Adhere to design standards described in the CBC and all standard geotechnical investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides.	The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measure(s), which is capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies: • Regulatory Compliance Measure RCM 6-1 (Seismic): The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety. • Regulatory Compliance Measure RCM 6-2 The Proposed Project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

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Topic	Measure	Applicability to the Project
	• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, design projects to avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible.	
Geology and Soils *Soil Erosion or Loss of Topsoil*	Project-Level Mitigation Measure **MM-GEO-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. • Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and conduct the following: o File a Notice of Intent (NOI) with the SWRCB. o Prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program. o Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP should start with the commencement of construction and continue through the completion of the project. o After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB. • Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation. • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.	The Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measure(s), which are capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies: Regulatory Compliance Measure RCM 6-3: • The Applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor. • Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. The Applicant shall implement Best Management Practices ("BMPs") during grading and excavation to reduce erosion, including, but not limited to the following: o Excavation and grading activities shall be scheduled during dry weather periods to the extent practical. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity. o Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer. • Regulatory Compliance Measure RCM 9-1: National Pollutant Discharge Elimination System General Permit. Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Proposed Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.
Greenhouse Gases	Project-Level Mitigation Measure **MM-GHG-3(b):** Consistent with the provisions of Section 15091 of the State	The Project already substantially complies with this

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Topic	Measure	Applicability to the Project
Cumulative Impacts, Forest Land Conversion	CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through comparable measures identified by Lead Agency: • Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency's decision. • Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. • Off-site measures to mitigate a project's emissions. • Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: o Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction; o Use alternative (non-petroleum based) fuels; o Deployment of zero- and/or near zero emission technologies as defined by CARB; o Use lighting systems that are energy efficient, such as LED technology; o Use the minimum feasible amount of GHG-emitting construction materials that is feasible; o Use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production; o Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste reduction, recycling, and reuse; o Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy; o Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption; o Use lighter-colored pavement where feasible; o Recycle construction debris to maximum extent feasible; o Protect and plant shade trees in or near construction projects where feasible; and o Solicit bids that include concepts listed above. • Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to, transit-active transportation coordinated strategies, increased bicycle carrying capacity on transit and rail vehicles. • Incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; providing adequate bicycle parking and planning for and building local bicycle projects that connect with the regional network. • Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations. • Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities,	Mitigation Measure because it incorporates project design features, or is subject to regulatory compliance measures, that are capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Such features and measures include the following: • The Proposed Project is located on an infill development site that is currently an active warehouse facility. The Project Site is occupied by an approximate 81,194 square foot industrial building which generates GHG emissions estimated at approximately 4,893 CO2e MTY associated with its energy use and associated transportation emissions. The redevelopment of the site would eliminate these emissions resulting in a significant reduction to the GHG emissions which would otherwise continue if the Project was located on a vacant site. • The Project must meet Title 24 2016 standards and include ENERGY STAR appliances. Energy Star-rated appliances would reduce the projects energy demand during the operational life of the 344 dwelling units. An approximate 16% reduction in energy demand and associated GHG emissions is attributable to compliance with Title 24 standards and the installation of Energy Star appliances. • The Project is subject to construction waste reduction of at least 50 percent. In addition, Project Site operations are subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. Finally, the Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. • As mandated by the LA Green Building Code, the Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs. An approximate 16% reduction in water demand and associated GHG emissions is attributable to compliance with this measure. • The Project would use energy from the Los Angeles Department of Water and Power (LADWP), which has goals to diversify its portfolio of energy sources to increase the use of renewable energy. • The Project would use water-efficient landscaping including point-to-point irrigation and a smart controller drip system to reduce water use. • The Project would include a minimum of ten percent of the total number of parking spaces to include Electric Vehicle (EV) Charging Stations. • The project would be consistent with the sustainability provisions of the Hybrid Industrial Ordinance including the requirement for a green or high albedo roof. • The Project would be consistent with the following key GHG reduction strategies in SCAG's 2016-2040 RTP/SCS which are based on changing the region's land use and travel patterns: o Compact growth in areas accessible to transit; o More multi-family housing; o Jobs and housing closer to transit;

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Topic	Measure	Applicability to the Project
	and telecommuting programs. • Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles. • Land use siting and design measures that reduce GHG emissions, including: o Developing on infill and brownfields sites; o Building high density and mixed use developments near transit; o Retaining on-site mature trees and vegetation, and planting new canopy trees; o Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and o Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.	o New housing and job growth focused in High Quality Transit Areas (HQTA); and o Biking and walking infrastructure to improve active transportation options, transit access • Regulatory Compliance Measure RCM 7-1 (Green Building Code): In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the Los Angeles Green Code and as it may be subsequently amended or modified.
Hazards and Hazardous Materials *Significant Hazard due to Routine Transport, Use, or Disposal of Hazardous Materials, Reasonably Foreseeable Upset and Accident Conditions, Hazardous Emissions or Materials Near School*	Project-Level Mitigation Measure **MM-HAZ-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous materials that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials. • Where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible. • Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials. • Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications of the transportation improvement project. • Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following: o The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. o The location of such hazardous materials. o An emergency response plan including employee training information. o A plan that describes the manner in which these materials are handled, transported and disposed. • Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the Operations Manual for projects. • Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction.	This Mitigation Measure is not relevant to the Project as the Proposed Project will not result in the routine transport, use, or disposal of hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes. Such substances would comply with State Health Codes and Regulations. Construction could involve the use of potential hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations.

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Topic	Measure	Applicability to the Project
	• Avoid overtopping construction equipment fuel gas tanks. • During routine maintenance of construction equipment, properly contain and remove grease and oils. • Properly dispose of discarded containers of fuels and other chemicals.	
Hazards and Hazardous Materials *Located on a Hazardous Materials Site Section 65962.5*	Project-Level Mitigation Measure **MM-HAZ-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Government Code Section 65962.5, Occupational Safety and Health Code of 197; the Response Conservation, and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Release and Clean-up Act, and the Uniform Building Code, and County and City building standards, and all applicable federal, state, and local laws and regulations governing hazardous waste sites, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. • Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. • Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action. • Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. • Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building. • Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. • Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. • Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to: notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented	The City imposes the following Mitigation Measure which is consistent with the SCAG EIR mitigation measure as it is capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies: • MM 8-1 Hazardous Materials Site. The Applicant shall comply with the following recommendations as specified in the Phase I Environmental Site Assessment (ESA) in the design and construction of the Industrial Street Lofts Project to the satisfaction of the Department of Building and Safety: o Based on the results of the ESA no further inquiry and/or investigation of the subject property is considered practical at this time, and thus none are recommended. However, the Applicant should be aware that isolated pockets of impacted subsurface soil may be encountered during construction and, if encountered, are likely to affect the construction schedule for the planned development. In addition, the unknown underground feature, encountered by BAS, will require further assessment and removal. Should this feature be confirmed to be an underground storage tank, a specialized contractor shall be retained to handle the decommissioning and removal of the tank and associated impacted soil, if any, to the satisfaction of the Los Angeles Fire Department. o In the event that the current owners leave the facility "as is" (i.e., all existing equipment, chemicals, debris, waste, etc., will remain at the site and thereby become the property of Camden upon taking possession of the property), the applicant shall retain the services of a qualified demolition contractor, experienced in handling items, which may contain regulated substances and thus require proper draining/ containerization and subsequent disposal/recycling. o Should existing engineered fill under Freezer #5 be re-used at the site (based on geotechnical recommendations), the fill soil shall be tested in order to assess whether it meets the residential land use criteria. o A construction contingency plan for dealing with both anticipated and potential occurrences of environmentally sensitive situations during site redevelopment shall be established and adhered to during construction.

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Topic	Measure	Applicability to the Project
	consistent with the guidance of the appropriate regulatory oversight authority. • Use best management practices (BMPs) regarding potential soil and groundwater hazards. • Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies. • Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. • Prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site. • Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction. • If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations. • Where projects include the demolitions or modification of buildings constructed prior to 1968, complete an assessment for the potential presence or lack thereof of ACM, lead-based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law. • Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials. • Where a project site is determined to contain materials classified as hazardous waste by state or federal law are present, submit written confirmation to appropriate agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.	
Hazards and Hazardous Materials *Wildland Fire Risk*	Project-Level Mitigation Measure **MM-HAZ-8(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with local general plans,	This Mitigation Measure is not relevant to the Proposed Project as the Project Site is located in a fully urbanized area and there are no wildlands in the vicinity. Furthermore, the Project is subject to regulatory compliance measures, such as adherence to fire code requirements.

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Topic	Measure	Applicability to the Project
	specific plans, and regulations provided by County and City fire departments, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Adhere to fire code requirements, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system. Other fire-resistant measures would be applied to eaves, vents, windows, and doors to avoid any gaps that would allow intrusion by flame or embers. • Adhere to the Multi-Jurisdictional Hazards Mitigation Plan, as well as local general plans, including policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach. • Encourage the use of fire-resistant vegetation native to Southern California and/or to the local microclimate (e.g., vegetation that has high moisture content, low growth habits, ignition-resistant foliage, or evergreen growth), eliminate brush and chaparral, and discourage the use of fire-promoting species especially non-native, invasive species (e.g., pampas grass, fennel, mustard, or the giant reed) in the immediate vicinity of development in areas with high fire threat. • Encourage natural revegetation or seeding with local, native species after a fire and discourage reseeding of non-native, invasive species to promote healthy, natural ecosystem regrowth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than shallow-rooted non-natives. • Submit a fire safety plan (including phasing) to the Lead Agency and local fire agency for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase. • Utilize Fire-wise Land Management by encouraging the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat. • Promote Fire Management Planning that would help reduce fire threats in the region as part of the Compass Blueprint process and other ongoing regional planning efforts. • Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.	
Hydrology and Water Quality *Violate Water Quality Standards or Waste Discharge Requirements, Alteration of Site Drainage Pattern, Runoff Exceeding Stormwater Drainage System Capacity, Otherwise Degrade Water Quality*	Project-Level Mitigation Measure **MM-HYD-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms with applicable water quality standards and/or waste discharge requirements, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. • Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. • Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control. • Complete, and have approved, a Standard Urban Stormwater Management	The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measure(s), which are capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies: • RCM 9-1: National Pollutant Discharge Elimination System General Permit. Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Proposed Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the

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Topic	Measure	Applicability to the Project
	Plan, prior to occupancy of residential or commercial structures. • Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. • Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse: o U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act. o Regional Walter Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above. o California Department of Fish and Wildlife (CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFW. • Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. • Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities. • Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies. • Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. • Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff. • Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. • Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters. • Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel. • Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels. • Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.	Proposed Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. • RCM 9-5 Stormwater Pollution (Demolition, Grading, and Construction Activities) Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life. o Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. o All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills. o Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible. o Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting. • RCM 9-6 Prior to the issuance of a grading permit, the Project shall comply with the SUSMP and/or the Site Specific Mitigation Plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of BMP devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works.

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Topic	Measure	Applicability to the Project
	• If a proposed project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out.	
Hydrology and Water Quality *Deplete Groundwater Supply or Interfere with Groundwater Recharge*	Project-Level Mitigation Measure **MM-HYD-2(b):** Consistent with the provisions of the Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with applicable laws, regulations, and health and safety standards set forth by federal, state, regional, and local authorities that regulate groundwater management, consistent with the provisions of the Groundwater Management Act and implementing regulations, including recharge in a manner that conforms with federal, state, regional, and local standards for sustainable management of groundwater basins, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code. • Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation. • Avoid designs that require continual dewatering where feasible. • Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. • Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.	The Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measure(s), which are capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies: • Regulatory Compliance Measure RCM 9-4: Dewatering. If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges. • Regulatory Compliance Measure RCM 9-2: Low Impact Development Plan. Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. • Regulatory Compliance Measure RCM 9-3: Development Best Management Practices. The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, which ever is greater, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.
Hydrology and Water Quality *Structures within a 100-Year Floodplain Hazard Area, Risk due to Levee or Dam Failure, Risks due to Seiche, Tsunami, or Mudflow*	Project-Level Mitigation Measure **MM-HYD-8(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows in a 100-year flood hazard area that are within the jurisdiction and authority of the Flood Control District, County Public Works Departments, local agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, as applicable and feasible. Such measures may include the following, or other comparable measures identified	This Mitigation Measure is not relevant to the Proposed Project as the Project Site is not, according to the Federal Emergency Management Agency (FEMA) flood insurance rate map, located within a designated flood zone.

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Topic	Measure	Applicability to the Project
	by the Lead Agency: • Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program. • Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.	
Land Use and Planning *Conflict with Applicable Land Use Plan, Policy, or Regulation*	Project-Level Mitigation Measure **MM-LU-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, and/or other comparable measures identified by the Lead Agency: • Where an inconsistency with the adopted general plan is identified at the proposed project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan.	The City imposes the following Mitigation Measure that is consistent with the SCAG EIR mitigation measure as it is capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies: • MM 3-2 An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety. The Mitigation Measure above serves to avoid a potential land use incompatibility arising from the development of the Project in an area with industrial land uses. Additionally, the Applicant shall obtain a zone change for the Project Site from M3-1-RIO to the C2-2D-RIO zone and a General Plan Amendment from a Heavy Manufacturing land use designation to Regional Center Commercial land use designation. Additionally, the Project already substantially complies with this Mitigation Measure because it incorporates the following project design features regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies: • The Proposed Project includes a mix of uses, including live-work units, arts/production space, and restaurants, that is consistent with the existing pattern of development in the vicinity. • The Proposed Project is designed to comply with the provisions of the newly adopted Hybrid Industrial (HI) Zone Ordinance, with respect to the uses, urban design, and development requirements of the zone, which were established to ensure compatibility between existing and proposed development and which continue to promote the area as a jobs-producing area by accommodating the workplace and space needs of contemporary workers engaged in creative and technology industries, among others.
Land Use and Planning *Physically Divide a*	Project-Level Mitigation Measure **MM-LU-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the physical division of an	For permanent impacts relating to physically dividing a community, this mitigation measure is not relevant as the Proposed Project does not result in new right-of-way

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Topic	Measure	Applicability to the Project
Community	established community in a project area within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid the creation of barriers that physically divide such communities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consider alignments within or adjacent to existing public rights-of-way. • Consider designs to include sections above- or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. • Wherever feasible incorporate direct crossings, overcrossings, or undercrossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). • Consider realigning roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods. • Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: o Alignment shifts to minimize the area affected. o Reduction of the proposed right-of-way take to minimize the overall area of impact. o Provisions for bicycle, pedestrian, and vehicle access across improved roadways. • Design new transportation facilities that consider access to existing community facilities. Identify and consider during the design phase of the project, community amenities and facilities in the design of the project. • Design roadway improvements that minimize barriers to pedestrians and bicyclists. Determine during the design phase, pedestrian and bicycle routes that permit connections to nearby community facilities.	alignments or street vacations. The Proposed Project will replace an existing cold storage building and will provide all required street dedications and improvements. For any temporary impacts related to construction, the City imposes the following Mitigation Measure(s) that are consistent with the SCAG EIR mitigation measures as they avoid or reduce the significant effects related to the physical division of an established community during construction: • MM 16-1 Transportation/Traffic o A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours. o All delivery truck loading and unloading shall take place on site. o The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. o Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility. o Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects. o The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.
Mineral Resources *Loss of Availability of a Known Mineral Resource*	Project-Level Mitigation Measure **MM-MIN-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan that are within the jurisdiction and responsibility of the California Department of Conservation, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation	This Mitigation Measure is not relevant to the Proposed Project as the Project Site is not located within the Los Angeles Downtown Oil Field, a Mineral Resource Zone 2 (MRZ-2) Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area. None of the suggested measures are applicable as there are no known aggregate and mineral sources or locally important mineral resource recovery sites on or adjacent to the Project Site.

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Topic	Measure	Applicability to the Project
	measures to ensure compliance with SMARA, California Department of Conservation regulations, local general plans, specific plans, and other laws and regulation governing mineral or aggregate resources, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency: • Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects. • Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures: o Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. o Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. o Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. o Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.	
Noise *Exposure of Persons to Noise in Excess of Local Standards, Excessive Groundborne Vibration or Noise Levels, Substantial Permanent Increase in Noise Level, Substantial Temporary Increase in Noise Levels*	Project-Level Mitigation Measure **MM-NOISE-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure consistency with the Federal Noise Control Act, California Government Code Section 65302, the Governor's Office of Planning and Research Noise Element Guidelines, and the noise ordinances and general plan noise elements for the counties or cities where projects are undertaken, Federal Highway Administration and Caltrans guidance documents and other health and safety standards set forth by federal, state, and local authorities that regulate noise levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Install temporary noise barriers during construction. • Include permanent noise barriers and sound-attenuating features as part of the project design. • Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices. • Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels. • Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction	The Proposed Project already substantially conforms with this mitigation measure as it is subject to the following regulatory compliance measures that avoid or reduce the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies: • Regulatory Compliance Measure RCM 12-1: The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. • Regulatory Compliance Measure RCM 12-2: The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. Additionally, the City imposes the following Mitigation Measure(s) that are consistent with the SCAG EIR mitigation measures as they will avoid or reduce the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies: • MM 12-1 Increased Noise Levels (Demolition, Grading, and Construction Activities)

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Topic	Measure	Applicability to the Project
	contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. • Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. • Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed. • Designate an on-site construction complaint and enforcement manager for the project. • Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. • Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. • Ensure that construction equipment are not idle for an extended time in the vicinity of noise-sensitive receptors. • Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors. • Locate new roadway lanes, roadways, rail lines, transit-related passenger station and related facilities, park-and-ride lots, and other new noise-generating facilities away from sensitive receptors to the maximum extent feasible. • Where feasible, eliminate noise-sensitive receptors by acquiring freeway and rail rights-of-way. • Use noise barriers to protect sensitive receptors from excessive noise levels during construction. • Construct sound-reducing barriers between noise sources and noise-sensitive receptors to minimize exposure to excessive noise during operation of transportation improvement projects, including but not limited to earth-berms or sound walls. • Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors. • Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. • Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.	o Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday and national holidays. o Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. o All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices. o Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-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 to the maximum extent possible. o Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of the construction site to minimize the amount of noise during construction on the nearby noise-sensitive uses. • MM 12-2 Increased Noise Levels (Mixed-Use Development) Wall and floor-ceiling assemblies separating commercial tenant spaces, live/work units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413. • MM 12-3 Increased Noise Levels (Parking Structure Ramps) o Concrete, not metal, shall be used for construction of parking ramps. o The interior ramps shall be textured to prevent tire squeal at turning areas. • MM 12-4 On-Site Posting The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the on-site complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem.
Noise *Exposure of Persons to Excessive Groundborne Vibration or Noise Levels*	Project-Level Mitigation Measure **MM-NOISE-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Federal Transportation Authority and Caltrans guidance documents, county or city transportation commission, noise and vibration ordinances and general plan noise elements for the counties and cities where projects are	The City imposes the following Mitigation Measure(s) that are consistent with the SCAG EIR mitigation measure as they avoid or reduce the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies: • MM 12-1 Increased Noise Levels (Demolition, Grading, and Construction Activities) o Construction and demolition shall be restricted to

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	undertaken and other health and safety regulations set forth by federal state, and local authorities that regulate vibration levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. • For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. • For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain. • For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.	the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday and national holidays. o Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. o All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices. o Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-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 to the maximum extent possible. o Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of the construction site to minimize the amount of noise during construction on the nearby noise-sensitive uses.
Population and Housing *Displacement of Housing, Requiring Replacement Housing Elsewhere*	Project-Level Implementation Measures **MM-PHE-2(b).** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to displacement that are within the jurisdiction and responsibility of Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to minimize the displacement of existing housing and people and to ensure compliance with local jurisdiction's housing elements of their general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. • Prioritize the use existing ROWs, wherever feasible. • Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.	This Mitigation Measure is not relevant to the Proposed Project as the Project would consist of the development of new housing and commercial land uses on a site that is currently occupied by an industrial building, loading dock, and freight truck and trailer storage area. No displacement of existing housing would occur with the development of the Proposed Project, and therefore, none of the suggested measures are applicable.
Public Services *Adverse Impacts Associated with New or Physically Altered Governmental Facilities for Public Protective Fire and Emergency Services*	Project-Level Mitigation Measure **MM-PS-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the performance objectives established in the adopted county and city general plans, to provide sufficient structures and buildings to accommodate fire and emergency response, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:	The Proposed Project substantially conforms to this mitigation measure because existing facilities are capable of providing acceptable response times for fire protection and emergency response services. Specifically, the Los Angeles Fire Department considers fire protection services for a project adequate if a project is within the maximum response distance (1.5 miles in this instance). The Project Site is served by LAFD Station No. 9, approximately 0.7 miles northwest of the Project Site. Therefore, fire protection response with existing facilities is therefore considered adequate. Additionally, the City imposes the following Mitigation Measure(s) that is consistent with the SCAG EIR mitigation measure as they avoid or reduce the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire

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Topic	Measure	Applicability to the Project
	• Where the project has the potential to generate the need for expanded emergency response services which exceed the capacity of existing facilities, provide for the construction of new facilities directly as an element of the project or through dedicated fair share contributions toward infrastructure improvements. • During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions: • MM 14-1 The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: o Fire lanes, where required, shall be a minimum of 20 feet in width; o All structures must be within 300 feet of an approved fire hydrant; and o Entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane. • MM 14-2 Prior to plan check review, the Project Applicant shall consult with the Los Angeles Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department.
Public Services *Adverse Impacts Associated with New or Physically Altered Governmental Facilities for Public Protective Security Services*	Project-Level Mitigation Measure **MM-PS-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the standards established in the safety elements of county and city general plans to maintain police response performance objectives, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible, including: • Coordinate with public security agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public protective security services and that any required additional construction of buildings is incorporated into the project description. • Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements and/or personnel. • During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	The Proposed Project substantially conforms to this mitigation measure because existing facilities are capable of providing acceptable response times for police protection. The Project Site is currently served by the City of Los Angeles Police Department's (LAPD) Central Bureau, which oversees LAPD operations in the Central, Hollenbeck, Newton, and Rampart areas. The Central Community Police Station, located at 251 East 6th Street, approximately 0.9 mile driving distance from the Project Site. Additionally, the City imposes the following Mitigation Measure(s) that are consistent with the SCAG EIR mitigation measure as they avoid or reduce the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions: • MM 14-3 Public Services (Police – Demolition/Construction Sites) o Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances. • MM 14-4 Public Services (Police) The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department.

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Topic	Measure	Applicability to the Project
		Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.
Public Services *Adverse Impacts Associated with New or Physically Altered Governmental Facilities for School Services*	Project-Level Mitigation Measure **MM-PS-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the 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 that are within the jurisdiction and responsibility of school districts and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Community Facilities Act of 1982, the California Education Code, and the goals and policies established within the applicable adopted county and city general plans to ensure that the appropriate school district fees are paid in accordance with state law, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible: • Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable. • During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	The Proposed Project already substantially conforms with this mitigation measure as it is subject to the following regulatory compliance measures that avoid or reduce the significant effects from the 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 that are within the jurisdiction and responsibility of school districts and local jurisdictions: • Regulatory Compliance Measure RCM 14-1: The Applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.
Recreation *Increased Use or Physical Deterioration of Recreational Facilities*	Project-Level Mitigation Measure **MM-REC-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures capable of avoiding or reducing significant impacts on the use of existing neighborhood and regional parks or other recreational facilities to ensure compliance with county and city general plans and the Quimby Act, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. • Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: o Increasing the accessibility to natural areas for outdoor recreation. o Promoting infill development and redevelopment to revitalize existing communities. o Utilizing "green" development techniques. o Promoting water-efficient land use and development.	The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measures that avoid or reduce the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies: • Regulatory Compliance Measure RCM 14-2: Pursuant to Sections 12.33 and/or 17.12 of the Los Angeles Municipal Code, the Project Applicant shall pay the applicable Quimby fees for construction of dwelling units Additionally, the Proposed Project already substantially complies with this Mitigation Measure because it incorporates the following project design features regarding recreational facilities and parks: • The Proposed Project would include 34,400 square feet of open space, including 17,069 square feet of open space in three separate courtyards on the ground floor, 6,183 square feet of open space in the upper level terraces, 1,742 square feet of open space in a community fitness gym/yoga studio, and 1,020 square feet of common space in a community clubhouse. In addition, 8,359 square feet of open space is proposed to be publically accessible during daylight hours on the partial flag lot park area on a portion of the flag lot.

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Topic	Measure	Applicability to the Project
	○ Encouraging multiple uses. ○ Including trail systems and trail segments in General Plan recreation standards. • Prior to the issuance of permits, where construction and operation of projects would require the acquisition or development of protected open space or recreation lands, demonstrate that existing neighborhood parks can be expanded or new neighborhood parks developed such that there is no net decrease in acres of neighborhood park area available per capita in the HQTA. • Where construction or expansion of recreational facilities is included in the project or required to meet public park service ratios, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	Recreational amenities would include a swimming pool and barbeque area, a fitness gym/yoga studio, a dog run, and a community clubhouse.
Transportation/ Traffic *Conflict with Measures of Effectiveness For Performance of the Circulation System*	Project-Level Mitigation Measure **MM-TRA-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency: • Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation. • Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides. • Provide a vanpool for employees. • Fund capital improvement projects to accommodate future traffic demand in the area. • Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including: ○ Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement ○ Construction of bike lanes per the prevailing Bicycle Master Plan (or other similar document) ○ Signage and striping onsite to encourage bike safety ○ Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials ○ Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan. ○ Direct transit sales or subsidized transit passes ○ Guaranteed ride home program ○ Pre-tax commuter benefits (checks) ○ On-site car-sharing program (such as City Car Share, Zip Car, etc.)	The Proposed Project already substantially complies with this Mitigation Measure because it incorporates project design features that avoid or reduce the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies: • As an infill mixed-use development in an urban area, the Proposed Project is expected to have a higher percentage of internal and pass-by trips. Furthermore, because of its proximity to public transit, employment and entertainment destinations, a number of Project trips would be expected to be walk or transit trips rather than auto vehicle trips. Similarly, because the commercial components of the Proposed Project will be primarily locally serving to the Project and the surrounding area, some of the trips might be expected to be walk-ins either from the Project or the surrounding area. Furthermore, the provision of live/work units will allow residents to work and run a business out of their home. • The Proposed Project would include 394 on-site bicycle parking spaces, which is pursuant to the standards and requirements of the City's Bicycle Ordinance (182386, effective March 13, 2013). The proposed 344 live/work units would require 379 bicycle parking spaces, including 35 short-term and 344 long-term spaces. The commercial component would require 14 bicycle parking spaces, including 6 short-term and 8-long term spaces. A bicycle maintenance area is provided. Additionally, the City imposes the following Mitigation Measure(s) that are consistent with the SCAG EIR mitigation measures as they avoid or reduce the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies: • MM 16-1 Transportation/Traffic ○ A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation,

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Topic	Measure	Applicability to the Project
	○ On-site carpooling program ○ Distribution of information concerning alternative transportation options ○ Parking spaces sold/leased separately ○ Parking management strategies; including attendant/valet parking and shared parking spaces. • Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas. • Encourage bicycling to transit facilities by providing additional bicycle parking, locker facilities, and bike lane access to transit facilities when feasible. • Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services. • Encourage bicycling and walking by incorporating bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments, creating bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking, and encouraging commercial projects to include facilities on-site to encourage employees to bicycle or walk to work. • Build or fund a major transit stop within or near transit development upon consultation with applicable CTCs. • Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles. • Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions. • Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles. • Purchase, or create incentives for purchasing, low or zero-emission vehicles. • Create local "light vehicle" networks, such as neighborhood electric vehicle systems. • Enforce and follow limits idling time for commercial vehicles, including delivery and construction vehicles. • Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles. • Reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that would require improvements to the transit system and infrastructure, increase safety and accessibility, and provide other incentives. • Project Selection: ○ Give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability. ○ Separate sidewalks whenever possible, on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints. • Public Involvement: ○ Carry out a comprehensive public involvement and input process that provides information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services. • Transit and Multimodal Impact Fees: ○ Assess transit and multimodal impact fees for new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations.	protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours. ○ All delivery truck loading and unloading shall take place on site. ○ The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. ○ Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility. ○ Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects. ○ The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account. • 16-2 Unbundled Parking ○ The Project shall unbundle the cost of parking from the cost of living and employment areas, either by charging a rent or lease fee, or selling the parking space separately.

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Topic	Measure	Applicability to the Project
	○ Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions. • System Monitoring: ○ Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency. • Arterial Traffic Management: ○ Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary. • Signal Synchronization: ○ Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic. • HOV Lanes: ○ Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions. • Delivery Schedules: ○ Establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas. ○ Implement and supporting trip reduction programs. ○ Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives. • Establish standards for new development and redevelopment projects to support bicycle use, including amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, and require new development and redevelopment projects to include bicycle facilities. • Bicycle and Pedestrian Trails: ○ Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations. • Bicycle Safety Program: ○ Develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers. • Bicycle and Pedestrian Project Funding: Pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects. • Bicycle Parking: ○ Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments (suggestion: check language with League of American Bicyclists). • Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following: ○ Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation; ○ Eliminate or reduce minimum parking requirements for new buildings; ○ "Unbundle" parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space); ○ Use parking pricing to discourage private vehicle use, especially at peak times; ○ Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities; ○ Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times; ○ Encourage shared parking programs in mixed-use and transit-oriented development areas.	

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Topic	Measure	Applicability to the Project
	• Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events, including: ○ Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates for peripheral parking; ○ Encourage special event center operators to advertise and offer discounted transit passes with event tickets; ○ Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking ○ Promote the use of bicycles by providing space for the operation of valet bicycle parking service. • Parking "Cash-out" Program: ○ Require new office developments with more than 50 employees to offer a Parking "Cash-out" Program to discourage private vehicle use. • Pedestrian and Bicycle Promotion: ○ Work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation. • Fleet Replacement: ○ Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.	
Transportation/ Traffic *Conflict with Applicable Congestion Management Program*	Project-Level Mitigation Measure **MM-TRA-2(b).** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding conflict with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures such as those set forth below, or through other relevant and feasible comparable measures identified by the Lead Agency. Not all measures and/or options within each measure may apply to all jurisdictions: • Encourage a comprehensive parking policy that prioritizes system management, increase rideshare, and telecommute opportunities, including investment in non-motorized transportation and discouragement against private vehicle use, and encouragement to maximize the use of alternative transportation: ○ Advocate for a regional, market-based system to price or charge for auto trips during peak hours. ○ Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation. ○ Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar technology. ○ Encourage the use of car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation. ○ Reduce VHDs, especially daily heavy-duty truck vehicle hours of delay, through goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay.	The Proposed Project already substantially complies with this Mitigation Measure because it incorporates project design features that avoid or reduce the potential for conflicts with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways: • As a mixed-use development in an urban area, the Proposed Project is expected to have a higher percentage of internal and pass-by trips. Furthermore, because of its proximity to public transit, employment and entertainment destinations, a number of Project trips would be expected to be walk or transit trips rather than auto vehicle trips. Similarly, because the commercial components of the Proposed Project will be primarily locally serving to the Project and the surrounding area, some of the trips might be expected to be walk-ins either from the Project or the surrounding area. • The Proposed Project would include 394 on-site bicycle parking spaces, which is pursuant to the standards and requirements of the City's Bicycle Ordinance (182386, effective March 13, 2013). The proposed live/work units would require 379 bicycle parking spaces, including 35 short-term and 344 long-term spaces. The commercial component would require 14 bicycle parking spaces, including 6 short-term and 8-long term spaces. Additionally, the Proposed Project imposes the following Mitigation Measure(s) that are consistent with the SCAG EIR Mitigation Measures as they avoid or reduce the potential for conflicts with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways: • MM 16-1 Transportation/Traffic

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Topic	Measure	Applicability to the Project
	• Determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. Develop a construction management plan that include the following items and requirements, if determined feasible and applicable by the Lead Agency: o A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. o Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur. o Location of construction staging areas for materials, equipment, and vehicles at an approved location. o A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit. o Provision for accommodation of pedestrian flow. o As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces. o Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense., within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, r Repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy. o Any heavy equipment brought to the construction site shall be transported by truck, where feasible. o No materials or equipment shall be stored on the traveled roadway at any time. o Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion. o All equipment shall be equipped with mufflers. o Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors. o Promote "least polluting" ways to connect people and goods to their destinations. • Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following, if determined feasible and applicable by the Lead Agency: o Ensure transportation centers are multi-modal to allow transportation modes to intersect. o Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail. o To the extent feasible, extend service and hours of operation to underserved arterials and population centers or destinations such as colleges. o Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations.	o A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours. o All delivery truck loading and unloading shall take place on site. o The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. o Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility. o Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects. o The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account. • 16-2 Unbundled Parking o The Project shall unbundle the cost of parking from the cost of living and employment areas, either by charging a rent or lease fee, or selling the parking space separately.

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Topic	Measure	Applicability to the Project
	○ Coordinate schedules and routes across service lines with neighboring transit authorities. ○ Support programs to provide "station cars" for short trips to and from transit nodes (e.g., neighborhood electric vehicles). ○ Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more, including options such as removing service from less dense, underutilized areas to do so. ○ Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management shall be considered where needed to reduce conflicts between transit vehicles and other vehicles. ○ Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. ○ Use park-and-ride facilities to access transit stations only at ends of regional transit ways or where adequate feeder bus service is not feasible. • Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including: ○ Ensure transit stops and bus lanes are safe, convenient, clean and efficient. ○ Ensure transit stops have clearly marked street-level designation, and are accessible. ○ Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate. ○ Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile. • Enhance customer service and system ease-of-use, if determined feasible and applicable by the Lead Agency, including: ○ Develop a Regional Pass system to reduce the number of different passes and tickets required of system users. ○ Implement "Smart Bus" technology, using GPS and electronic displays at transit stops to provide customers with "real-time" arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service). ○ Investigate the feasibility of an on-line trip-planning program. • Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, if determined feasible and applicable by the Lead Agency, including: ○ Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic. ○ Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access. • Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including: ○ Designate a certain percentage of parking spaces for ride-sharing vehicles. ○ Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles. ○ Provide a web site or message board for coordinating shared rides. ○ Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit. ○ Hire or designate a rideshare coordinator to develop and implement ridesharing programs. • Support voluntary, employer-based trip reduction programs, if determined feasible and applicable by the Lead Agency, including: ○ Provide assistance to regional and local ridesharing organizations. ○ Advocate for legislation to maintain and expand incentives for employer ridesharing programs.	

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Topic	Measure	Applicability to the Project
	○ Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes. ○ Provide public recognition of effective programs through awards, top ten lists, and other mechanisms. • Implement a "guaranteed ride home" program for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program. • Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations. • Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers. • Work with existing shuttle service providers to coordinate their services. • Facilitate employment opportunities that minimize the need for private vehicle trips, including: ○ Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations. ○ Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate. • Enforce state idling laws for commercial vehicles, including delivery and construction vehicles. • Organize events and workshops to promote GHG-reducing activities. • Implement a Parking Management Program to discourage private vehicle use, including: ○ Encouraging carpools and vanpools with preferential parking and a reduced parking fee. ○ Institute a parking cash-out program. ○ Renegotiate employee contracts, where possible, to eliminate parking subsidies. ○ Install on-street parking meters with fee structures designed to discourage private vehicle use. ○ Establish a parking fee for all single-occupant vehicles. • Work with school districts to improve pedestrian and bicycle to schools and restore school bus service • Encourage the use of bicycles to transit facilities by providing bicycle parking lockers facilities and bike land access to transit facilities. • Monitor traffic congestion to determine where and when new transportation facilities are needed to increase access and efficiency. • Develop and implement a bicycle and pedestrian safety educational program to teach drivers and riders the laws, riding protocols, safety tips, and emergency maneuvers. • Synchronize traffic signals to reduce congestion and air quality. • Work with community groups and business associations to organize and publicize walking tours and bicycle evens. • Support legislative efforts to increase funding for local street repair.	
Transportation/ Traffic *Inadequate Emergency Access* Hazards and Hazardous Materials *Impair or Interfere with Emergency Response or Evacuation Plan*	Project-Level Mitigation Measure **MM-TRA-5(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider improving emergency access and ensuring compliance with the provisions of the county and city general plan, Emergency Evacuation Plan, and other regional and local plans establishing access during emergencies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency: • Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should	The City imposes the following Mitigation Measure(s) that are consistent with the SCAG EIR mitigation measures as they avoid or reduce impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies: • MM 16-3 Emergency Evacuation Plan ○ Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

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Topic	Measure	Applicability to the Project
	also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements: ○ Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. ○ Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. ○ Scheduling of truck trips outside of peak morning and evening commute hours. ○ Limiting of lane closures during peak hours to the extent possible. ○ Usage of haul routes minimizing truck traffic on local roadways to the extent possible. ○ Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. ○ Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. ○ Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures. ○ Storage of construction materials only in designated areas. • Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. • Enhance emergency preparedness awareness among public agencies and with the public at large. • Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following: ○ Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities. ○ Provide a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format. ○ Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction's ability to function.	• MM 16-1 Transportation/Traffic ○ A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours. ○ All delivery truck loading and unloading shall take place on site. ○ The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. ○ Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility. ○ Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects. ○ The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.
Utilities and Service Systems *Require New Water or Wastewater Treatment Facilities*	Project-Level Mitigation Measure **MM-USS-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan.	The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measures that avoid or reduce the significant effects on utilities and service systems: • Regulatory Compliance Measure RCM 9-2: Low Impact Development Plan. Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development

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Applicability of Project-Level Mitigation Measures from the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy

Topic	Measure	Applicability to the Project
	Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities.	Best Management Practices Handbook. • Regulatory Compliance Measure RCM 18-1: As part of the normal construction/building permit process, the Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phase. • Regulatory Compliance Measure RCM 18-2: The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). Additionally, the City imposes the following Mitigation Measure(s) that is consistent with the SCAG mitigation measure as they avoid or reduce the significant effects on utilities and service systems: • MM 18-1 Utilities (Local Water Supplies - Landscaping) o In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following: ▪ Weather-based irrigation controller with rain shutoff ▪ Matched precipitation (flow) rates for sprinkler heads ▪ Drip/microspray/subsurface irrigation where appropriate ▪ Minimum irrigation system distribution uniformity of 75 percent ▪ Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials ▪ Use of landscape contouring to minimize precipitation runoff o A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feet and greater. • MM 18-2 Utilities (Local Water Supplies - All New Construction) o If conditions dictate pursuant to the LAMC, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate. o Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. o Install restroom faucets with a maximum flow rate of 1.5 gallons per minute. o A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses. o Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and

Table III-3
Applicability of Project-Level Mitigation Measures from the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy

Topic	Measure	Applicability to the Project
		incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.) • MM 18-3 Utilities (Local Water Supplies - New Commercial or Industrial) o All commercial restroom faucets shall be of a self-closing design. • MM 18-4 Utilities (Local Water Supplies - New Residential) o Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute. o Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance. o Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.
Utilities and Service Systems *Require New or Expanded Entitlements for Water Supply*	Project-Level Mitigation Measure **MM-USS-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency: • Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. • Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. • Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. • Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code. • Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.	The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measures that avoid or reduce the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies: • RCM 18-1 As part of the normal construction/building permit process, the Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phase. • RCM 18-2 The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). Additionally, the City imposes the following Mitigation Measure(s) that are consistent with the SCAG EIR mitigation measure as they avoid or reduce the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies: • MM 18-1 Utilities (Local Water Supplies - Landscaping) o In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the

Table III-3
Applicability of Project-Level Mitigation Measures from the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy

Topic	Measure	Applicability to the Project
	• Avoid designs that require continual dewatering where feasible. Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface	following: o Weather-based irrigation controller with rain shutoff o Matched precipitation (flow) rates for sprinkler heads o Drip/microspray/subsurface irrigation where appropriate o Minimum irrigation system distribution uniformity of 75 percent o Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials o Use of landscape contouring to minimize precipitation runoff o A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feet and greater. • 18-2 Utilities (Local Water Supplies - All New Construction) o If conditions dictate pursuant to the LAMC, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate. o Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. o Install restroom faucets with a maximum flow rate of 1.5 gallons per minute. o A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses. o Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.) • 18-3 Utilities (Local Water Supplies - New Commercial or Industrial) o All commercial restroom faucets shall be of a self-closing design. • 18-4 Utilities (Local Water Supplies - New Residential) o Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute. o Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance. o Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.
Utilities and	Project-Level Mitigation Measure	

Table III-3
Applicability of Project-Level Mitigation Measures from the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy

Topic	Measure	Applicability to the Project
Service Systems *Landfill with Sufficient Capacity*	**MM-USS-6(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project that has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management Plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following: o Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. o Inclusion of a waste management plan that promotes maximum C&D diversion. o Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). o Reuse of existing structure and shell in renovation projects. o Design for deconstruction without compromising safety. o Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable building components. o Development of indoor recycling program and space. o Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities. o Locally generated waste should be disposed of regionally, considering distance to disposal site. Encourage disposal near where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and 2016 RTP/SCS policies can and should be required. o Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50 percent waste diversion target. o Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices. o Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities. o Develop alternative waste management strategies such as composting, recycling, and conversion technologies. o Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. o Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). o Integrate reuse and recycling into residential industrial, institutional and commercial projects. o Provide recycling opportunities for residents, the public, and tenant	The Proposed Project already substantially conforms with this mitigation measure as it is subject to the following regulatory compliance measure that avoid or reduce the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies: • RCM 18-3 Utilities (Solid Waste Recycling) o (Operational) All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site. o (Operational) Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program. o (Construction/Demolition) Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes. o (Construction/Demolition) To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

Table III-3
Applicability of Project-Level Mitigation Measures from the
2016-2040 Regional Transportation Plan / Sustainable Communities Strategy

Topic	Measure	Applicability to the Project
	businesses. ○ Provide education and publicity about reducing waste and available recycling services. ○ Continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates. ○ Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.	

Source: Southern California Association of Governments, Final 2016 2016-2040 RTP/SCS Program Environmental Impact Report, Mitigation Monitoring and Reporting Program, April 2016.

4. SB 375 STREAMLINING BENEFITS

Pursuant to Public Resources Code, Section §21155.2(a), if the Proposed Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted in findings made pursuant to PRC Section 21081, shall be eligible for either the provisions of subdivision (b) (sustainable communities environmental assessment) or (c) (limited analysis EIR). The Proposed Project would follow subdivision (b), and the Proposed Project would be reviewed through a sustainable communities environmental assessment (SCEA), which provides streamlining benefits.

PRC Section §21155.2(b) states that an initial study shall be prepared to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The initial study shall identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified environmental impact reports. Where the lead agency determines that a cumulative effect has been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable. As such streamlining benefits include:

1. Cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports shall not be treated as cumulatively considerable for the Proposed Project (PRC Section §21155.2(b)(1));

2. Growth-inducing impacts are not required to be referenced, described, or discussed (PRC Section §21159.28(a));

3. Project-specific or cumulative impacts from cars and light-duty truck trips generated by the Proposed Project on global warming or the regional transportation network are not required to be referenced, described, or discussed (PRC Section §21159.28(a);

4. Reduced density alternatives are not required to be referenced, described, or discussed to address the effects of car and light-duty truck trips generated by the Proposed Project (Public Resources Code Section 21159.28(b)).

The City of Los Angeles, Department of City Planning would incorporate all applicable streamlining benefits in the environmental review of the Proposed Project.

5. SCOPE OF ANALYSIS

Pursuant to PRC Section §21155.2(b), the SCEA is required to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The SCEA would also be required to identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports. As such, the SCEA would analyze the following topics:

- Aesthetics
- Agriculture
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Mandatory Findings of Significance

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	**COUNCIL DISTRICT:** CD 14	**DATE:**
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2017-1676-SCEA	**RELATED CASES:** CPC-2013-2993-GPA-VZC-HD-MCUP-DB-SPR, VTT No.74112	
PREVIOUS ACTIONS CASE NO.	☐ DOES have significant changes from previous actions. ☐ DOES NOT have significant changes from previous actions.	

PROJECT DESCRIPTION:
The Project would result in the demolition of the existing industrial building, loading dock, and freight truck/trailer storage area on the Project Site and the construction of an approximately 336,304 square-foot mixed-use project on a 2.59 acre site with 344 live/work units (300,030 square feet of floor area), including 5 percent of the total (18 units) as Very Low Income Units, 7,458 square feet of leasing / amenity area, 24,774 square feet of creative office uses and resident production space, and 4,042 square feet of restaurant space. All of the live/work units would be classified by the Los Angeles Building Code (LABC) as R2 occupancy in accordance with LABC Section 419, to allow for the creation of arts and crafts or production in the work space and the capacity to accommodate up to 5 employees. The Proposed Project would result in a Floor Area Ratio (FAR) of 2.98:1. The Project involves approximately 51,000 cubic yards of earth export for the excavation of one basement level of subterranean parking. The Project site is located in the Methane Buffer Zone and River Improvement Overlay District (RIO) and is bounded by South Alameda Street, an Avenue I to the west; Industrial Street, a Collector Street to the south; Mill Street, a Collector Street to the east; and Wholesale Street, a private street to the north.

The Project's discretionary requests include: (1) a General Plan Amendment to the Central City North Community Plan to change the Project Site's land use designation from Heavy Industrial to Regional Center Commercial; (2) a Vesting Zone Change/Height District Change from M3-1-RIO (Heavy Manufacturing) to C2-2D-RIO (Commercial); (3) a Off Menu Density Bonus Incentive for reduced setbacks; (4) an On Menu Density Bonus Incentive for a 7% reduction in required open space; (5) a Master Conditional Use Permit for the sale of alcohol for onsite consumption in the proposed restaurants; (6) a Vesting Tentative Tract Map to create airspace and ground lots, and (7) approval of Site Plan Review findings.

ENVIRONMENTAL SETTING:
The Project Site is located in the downtown Los Angeles, within the boundaries of the Central City North Community Plan. The Project Site includes approximately 114,848 gross square feet of lot area (i.e., 2.64 acres) and is currently improved with an industrial building, remnants of a former railroad spur, loading dock, and freight truck and trailer storage area.

PROJECT LOCATION: 1525 Industrial Street, Los Angeles, CA 90021

COMMUNITY PLAN AREA: Central City North		**AREA PLANNING COMMISSION:**	**CERTIFIED NEIGHBORHOOD COUNCIL:**
STATUS: ☐ Preliminary ☐ Proposed ☒ ADOPTED in 2003	☒ Does Conform to Plan ☐ Does NOT Conform to Plan	Central	Historic Cultural

EXISTING ZONING: M3-1	**MAX DENSITY ZONING:** N/A	**LA River Adjacent:** No
GENERAL PLAN LAND USE: Heavy Manufacturing	**MAX. DENSITY PLAN:** N/A	**PROPOSED PROJECT DENSITY:** 132.8 DU/acre

Determination (To be completed by 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.
- ☒ I find that the Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) Initial Study identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.

Signature	Title	Phone
[signature]	City Planning Associate	213-978-1345

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. "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 significant.

III. INITIAL STUDY CHECKLIST FORM

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 on the following pages.

❑Aesthetics	❑Greenhouse Gases	❑Population and Housing
❑Agriculture and Forestry Resources	❑Hazards and Hazardous Materials	❑Public Services
❑Air Quality	❑Hydrology and Water Quality	❑Recreation
❑Biological Resources	❑Land Use and Planning	❑Transportation and Traffic
❑Cultural Resources	❑Mineral Resources	❑Tribal Cultural Resources
❑Geology and Soils	❑Noise	❑ Utilities and Service Systems
		❑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.

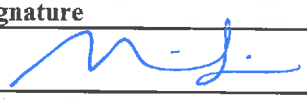
❑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

❑ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

❑ I find that 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 the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

❑ I find that although the 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.

☒ I find that the Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) Initial Study identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.

Signature	**Date**
	5/12/17

Printed Name

Michael Sin

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)	
BACKGROUND	
PROPONENT NAME Industrial Street Lofts Project - Camden USA	**PHONE NUMBER** 818-728-6036
PROPONENT ADDRESS 15303 Ventura Boulevard, Suite 605, Los Angeles, CA 91403	
AGENCY REQUIRING CHECKLIST City of Los Angeles Department of City Planning	**DATE SUBMITTED** May 4, 2017
PROPOSAL NAME (If Applicable) Industrial Street Lofts	
ENVIRONMENTAL IMPACTS	(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1.	**AESTHETICS.** 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 scenic highway?	☐	☐	☒	☐
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
2.	**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 mythology provided in Forest Protocols adopted by the California Air Resources Board. 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 the 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?	☐	☐	☐	☒
3.	**AIR QUALITY.** The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
4.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the local or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on 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?	☐	☐	☐	☒

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 tree preservation policy or ordinance (e.g. oak trees or California walnut woodlands)?	☐	☐	☐	☒
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?	☐	☐	☐	☒
5.	**CULTURAL RESOURCES:** Would the project:				
a.	Cause a substantial adverse change in significance of a historical resource as defined in *State CEQA Guidelines* §15064.5?	☐	☐	☒	☐
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to *State CEQA Guidelines* §15064.5?	☐	☐	☒	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
6.	**GEOLOGY AND SOILS.** Would the project:				
a.	Expose people or structures to 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.	☐	☐	☒	☐
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 or soil that is unstable, or that would become unstable as a result of the project, and potential 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 risks to life or property?	☐	☐	☒	☐
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?				
7.	**GREENHOUSE GAS EMISSIONS.** 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?	☐	☐	☒	☐
8.	**HAZARDS AND HAZARDOUS MATERIALS.** 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 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 for people residing or working in the project area?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
9.	**HYDROLOGY AND WATER QUALITY.** Would the project:				
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☐	☒
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	☐	☐	☒	☐
e.	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?	☐	☐	☒	☐
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g.	Place housing within a 100-year flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i.	Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j.	Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
10.	**LAND USE AND PLANNING.** Would the project:				
a.	Physically divide an established community?	☐	☐	☒	☐
b.	Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
11.	**MINERAL RESOURCES.** 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?	☐	☐	☐	☒
12.	**NOISE.** Would the project result in:				
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
13.	**POPULATION AND HOUSING.** Would the project:				
a.	Induce substantial 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 housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
14.	**PUBLIC SERVICES.**				
a.	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:				
i.	Fire protection?	☐	☐	☒	☐
ii.	Police protection?	☐	☐	☒	☐

iii.	Schools?	☐	☐	☒	☐
iv.	Parks?	☐	☐	☒	☐
v.	Other public facilities?	☐	☐	☒	☐

15. RECREATION.

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?	☐	☐	☒	☐

16. TRANSPORTATION AND TRAFFIC. Would the project:

a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b.	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e.	Result in inadequate emergency access?	☐	☐	☐	☒
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

17. 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:

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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

18. UTILITIES AND SERVICE SYSTEMS. Would the project:

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e.	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?	☐	☐	☒	☐
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

20. MANDATORY FINDINGS OF SIGNIFICANCE.

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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 which 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 cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

PREPARED BY	TITLE	TELEPHONE	DATE
Michael Sin	City Planning Associate	213-978-1345	May 12, 2017

V. SUSTAINABLE COMMUNITIES ENVIRONMENTAL ANALYSIS

INTRODUCTION

This section of the SCEA contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, (C.C.R. Title 14, Chapter 3, 15000-15387). The analytical methodology and thresholds of significance are based on the *L.A. CEQA Thresholds Guide.*

Pursuant to PRC Section §21155.2(b), the SCEA is required to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The SCEA would also be required identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports. The following analysis discusses the following topics:

- Aesthetics
- Agriculture
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal and Cultural Resources
- Utilities and Service Systems
- Mandatory Findings of Significance

ENVIRONMENTAL ANALYSIS

1. AESTHETICS

Senate Bill 743

In 2013, the State of California enacted Senate Bill 743 (SB 743). Among other things, SB 743 adds Public Resources Code Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." 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 adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Public Resources Code Section 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. This state law supersedes the aesthetic impact threshold in the L.A. CEQA Thresholds Guide.

The Proposed Project is a mixed-use live/work infill development with 344 live-work units and 28,816 square feet of commercial uses including 24,774 square feet of creative office uses and resident production space, and 4,042 square feet of restaurant floor area. The Project Site is located less than one-half mile from the intersection of two major bus lines, 18 and 720 Metro, with frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. Therefore, the Proposed Project is located in a transit priority area as defined in Public Resources Code Section 21099. Further, the Project Site is located in an urban area on a lot previously developed with a cold storage facility with loading dock and freight truck and trailer storage areas. Therefore, the Proposed Project's aesthetic and parking impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS. 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 scenic highway?	☐	☐	☒	☐
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

PROJECT-SPECIFIC IMPACTS

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. As stated above, Senate Bill (SB) 743 was signed into law by Governor Brown in September 2013, which made several changes to CEQA for projects located in areas served by transit. Among other changes, SB 743 eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances. Specifically, aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered to have a significant impact on the environment.

SB 743 defines a transit priority area as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the A.M. and P.M. peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or 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. However, the exemption for aesthetic impacts does not include impacts to historic or cultural resources, per Section 21099 of the Public Resources Code (PRC).

The proposed project is a mixed-use live/work infill development with 344 live-work units and 28,816 square feet of commercial uses including 24,774 square feet of creative office uses and resident production space, and 4,042 square feet of restaurant floor area. The project site is located less than one-half mile from the intersection of two major bus lines, 18 and 720 Metro, with frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods and is identified as located within a transit priority area (City of Los Angeles Transit Priority Area Map, 2016).

Furthermore, the project site does not contain any historic or cultural resources, as discussed in Section V. Cultural Resources of this Initial Study. The project site is not located within an overlay area (e.g., Specific Plan, Community Design Overlay, or Historic Preservation Overlay Zone) or subject to land use regulations that expressly regulates a project's aesthetic impacts (e.g., shade and shadow). As such, the proposed project meets all criteria specified in Section 21099 of the PRC. Therefore, the project's impact on visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas, State Scenic Highways, and parking are considered less than significant per SB 743.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway?

Less Than Significant Impact. Refer to Response to Checklist Question I (a) above.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. Refer to Response to Checklist Question I (a) above.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Refer to Response to Checklist Question I (a) above.

CUMULATIVE IMPACTS

Less Than Significant Impact. Refer to Response to Checklist Question I (a) above. The Proposed Project would not be cumulatively considerable and a less than significant impact would occur.

2. 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 mythology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 the 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?	☐	☐	☐	☒

PROJECT-SPECIFIC IMPACTS

a) Would the project 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. According to the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to result in the conversion of State-designated agricultural land from agricultural use to another non-agricultural use. The Project Site is currently occupied by an industrial building, loading dock, and freight truck and trailer storage area. No farmland or agricultural activity exists on or in the vicinity of the Project Site. According to the Soil Candidate Listing for Prime Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS), the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the Project Site has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. 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 not included in the Prime Farmland, Unique Farmland, or Farmland of Statewide Importance category.[1] Therefore, the Proposed Project would have no impact on the conversion of farmland to non-agricultural uses.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. According to the *L.A. CEQA Thresholds Guide,* a significant impact may occur if a 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 of 1965 allows local governments to enter into contract agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use.[2] The Project Site does not contain any State-designated agricultural lands or open space. Thus, the Project Site is not subject to a Williamson Act Contract.[3]

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1 *State of California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2014 Map, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf, accessed February 2017.*

2 *State of California Department of Conservation, Williamson Act Program, website: http://www.conservation.ca.gov/dlrp/lca/Pages/index.aspx, February 2017.*

3 *Williamson Act Program, California Division of Land Resource Protection, website ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf, accessed February 2017.*

The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the LAMC. The Project Site is currently zoned M3-1 and has a land use designation of Heavy Manufacturing in the Central City North Community Plan. The Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.

Therefore, no impact with respect to land zoned for agricultural use or under a Williamson Act Contract will occur.

c) Would the project 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. The Project Site is zoned M3-1 and has a land use designation of Heavy Manufacturing in the Central City North Community Plan. Neither the Project Site nor the surrounding parcels are zoned for forest land or timberland, and there is no Timberland Production at the Project Site. Therefore, no impact related to loss or conversion of forest land or timberland would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is developed and occupied by an industrial building, loading dock, and freight truck and trailer storage area, completely surrounded by urban uses and infrastructure. No forested lands or significant natural vegetation exist on or in the vicinity of the Project Site. No impact related to the loss of forest land or conversion of forest land would occur.

e) Would the project 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. According to the *L.A. CEQA Thresholds Guide,* a significant impact may occur if a project results in the conversion of farmland to another non-agricultural use. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses and, as discussed above (Section B.2(a)), the Project Site is not classified in any "Farmland" category designated by the State of California. According to the City General Plan Conservation Element (Exhibit B), the Project Site is not located near or in any significant farmland area (i.e., a significant commercial crop or animal producing site). No impacts related to the conversion of farmland to a non-agricultural use, or conversion of forest land to a non-forest use would occur as a result of the Proposed Project.

CUMULATIVE IMPACTS

No Impact. Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. Collectively, the 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 forested land or conversion of forested land to non-forest use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Sites and the related projects' sites are not included in the Important Farmland category.[4] The Project Site and related projects' sites are located in an urbanized area in the City and do not include any State-designated agricultural lands or forest uses. Therefore, there would be no cumulative agricultural impacts.

3. AIR QUALITY

The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

[4] *State of California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2014 Map, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf, accessed February 2017.*

Regulatory Compliance Measures-Air Pollution

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

Regulatory Compliance Measure RCM 3-1 (Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph per District Rule 403), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

Regulatory Compliance Measure RCM 3-2: The Project shall comply with South Coast Air Quality Management District Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, which sets requirements to control the emission of VOC from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition.

Regulatory Compliance Measure RCM 3-3: The Project shall comply with South Coast Air Quality Management District Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities, which specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM).

Regulatory Compliance Measure RCM 3-4: In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

Regulatory Compliance Measure RCM 3-5: In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

Regulatory Compliance Measure RCM 3-6: The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

Regulatory Compliance Measure RCM 3-7: The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

Regulatory Compliance Measure RCM 3-8: New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

Mitigation Measures Incorporated from, or Consistent with, Mitigation Measures in the RTP/SCS EIR:

MM 3-1: The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.

PROJECT-SPECIFIC IMPACTS

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant air quality impact may occur if the Proposed Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin (Basin), the applicable plan is the Air Quality Management Plan (AQMP), which is prepared by the South Coast Air Quality Management District (SCAQMD), which is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all state and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. The most recent AQMP was adopted by the Governing Board of the SCAQMD on December 7, 2012. The 2012

AQMP was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and state air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. It builds on the approaches taken from the 2007 AQMP for the attainment of the federal ozone air quality standard. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan (RCP) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP.

The proposed live/work and commercial uses will neither conflict with the SCAQMD's 2012 Air Quality Management Plan nor obstruct implementation of the region's plan to attain air quality standards. While the Proposed Project will increase population in the City of Los Angeles, it is consistent with the City of Los Angeles' General Plan, as well as population growth projections used by SCAG in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy to identify future air quality emissions that must be mitigated through the 2012 AQMP.[5] As discussed in Question 13(a) under Population and Housing, the Project is consistent with the regional growth projections for the Los Angeles Subregion. In addition, as discussed in Question 3(b) below, the Project would not have the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Moreover, the Proposed Project is an infill development that helps to ensure that the live/work uses associated with this project have less impact on air quality emissions than a project located in areas with less commercial density and/or transportation infrastructure. Further, the ground-floor commercial uses in this infill development would likely attract a higher-than-average share of local residents and employees from local businesses that will drive less than those living in suburban, less dense environments. In the case of this project, the commercial square footage would consist of creative office space and restaurant uses. The mixed-use nature of the Project and the live/work units would further reduce dependence upon the automobile as residents would have the opportunity to work and live in the same building. Thus, the Proposed Project would not impair implementation of the AQMP, and this impact would be less than significant.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project may have a significant impact where project-related emissions would exceed federal, state, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected

[5] *See Checklist Question 13, Population and Housing.*

air quality violation. The City of Los Angeles defers to the SCAQMD's thresholds of significance for determining project impacts upon air quality.

Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 28 months which would be undertaken in four main steps: (1) demolition/site clearing; (2) grading and excavation; (3) building construction; and (4) architectural coatings. The building construction phase includes the construction of the proposed buildings, connection of utilities to the buildings, laying irrigation for landscaping, architectural coatings, paving, and landscaping the Project Site.

These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. Earthwork activities involving grading and site preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment on-site and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of reactive organic gases (ROG) emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table V-1, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each construction phase. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas (see Regulatory Compliance Measure RCM 3-1, above). In addition, compliance with Regulatory Compliance Measures RCM 3-4 and RCM 3-5 would reduce emissions from diesel fueled vehicles and equipment and compliance with SCAQMD Rule 1113 as set forth in Regulatory Compliance Measure RCM 3-6 would reduce VOC emissions from architectural coatings. As shown in Table V-1, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases.

Additionally, the potential exists for volatile organic compounds to be found during excavation of the subterranean garage during soil disturbance activities. If contaminated soil is found to be present during

the earthwork activities, the applicant would be subject to SCAQMD Rule 1166 which sets specific requirements to control the emission of VOC from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. Further, due to the age of the building being demolished, potential contact with asbestos may also occur during the demolition activities. Compliance with Regulatory Compliance Measures RCM 3-2 through RCM 3-4, which address compliance with SCAQMD Rule 1166 and Rule 1403, respectively, would ensure air quality impacts from VOCs, and asbestos containing materials will be less than significant. Therefore, construction impacts would be less than significant with the implementation of the mandatory measures set forth in Regulatory Compliance Measures RCM 3-1, RCM 3-2, RCM 3-3, RCM 3-4, RCM 3-5, and RCM 3-6 above. Additionally, Mitigation Measure MM 3-1 would further ensure that impacts will be less than significant.

Table V-1
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Demolition/Site Clearing Phase						
Fugitive Dust	--	--	--	--	1.20	0.18
Off-Road Diesel Equipment	4.29	45.66	35.03	0.04	2.29	2.14
On-Road Diesel (Hauling)	0.22	3.57	2.84	<1	0.27	0.11
Worker Trips	0.07	0.09	0.97	<1	0.17	0.05
Total Emissions	***4.58***	***9.32***	***38.84***	***0.04***	***3.93***	***2.48***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Grading & Site Preparation Phase						
Fugitive Dust	--	--	--	--	2.76	1.50
Off-Road Diesel Equipment	3.67	38.45	26.08	0.03	2.20	2.02
On-Road Diesel (Hauling)	1.80	28.05	22.29	0.07	2.09	0.83
Worker Trips	0.07	0.09	<1	<1	0.17	0.05
Total Emissions	***4.54***	***66.59***	***48.37***	***0.10***	***7.22***	***4.40***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase						
Building Construction On-Site	3.4	28.5	18.50	0.03	1.97	1.85
Building Construction Off-Site	3.39	14.35	46.73	0.09	6.33	1.84
Total Emissions	***46.79***	***42.20***	***15.23***	***0.12***	***8.30***	***3.69***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Architectural Coatings						
Architectural Coating On-Site	57.01	2.19	1.87	<1	0.17	0.17
Architectural Coatings Off-Site	0.39	0.53	5.58	0.01	1.07	0.29
Total Emissions	***57.40***	***2.72***	***7.45***	***0.01***	***1.24***	***0.46***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.
Calculation sheets are provided in the Air Quality Modeling Worksheets.

Operational Emissions

Air pollutant emissions are currently generated at the Project Site by an existing ice generation and food storage facility. This use generates air pollutant emissions from stationary sources, such as space and water heating, architectural coatings (paint), and mobile vehicle traffic traveling to and from the Project Site. However, compliance with Regulatory Compliance Measure RCM 3-8 would reduce NO_x emissions during Project operations. The average daily emissions generated by the existing uses at the Project Site have been estimated utilizing the California Emissions Estimator Model (CalEEMod) Version 2013.2.2 recommended by the SCAQMD. As shown in Table V-2, below, motor vehicles are the primary source of air pollutant emissions associated with existing uses at the Project Site.

Table V-2
Existing Daily Operational Emissions from the Project Site

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Natural Gas Usage	0.00	<1	<1	0.00	0.00	0.00
Architectural Coating	1	-	-	-	-	-
Consumer Products	2	-	-	-	-	-
Motor Vehicles	2	4	16	<1	3	<1
Total Emissions	***4***	***4***	***16***	***<1***	***3***	***<1***
Wintertime (Non-Smog Season) Emissions						
Natural Gas Usage	0.00	<1	<1	0.00	0.00	0.00
Architectural Coating	0.52	-	-	-	-	-
Consumer Products	2	-	-	-	-	-
Motor Vehicles	2	4	16	<1	3	<1
Total Emissions	***4***	***4***	***16***	***<1***	***3***	***<1***
Calculation data are provided in Air Quality Modeling Worksheets.						

Similar to existing conditions, operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Proposed Project. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site. The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod recommended by the SCAQMD. The results of these calculations are presented in Table V-3, Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

Table V-3
Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Project Emissions						
Mobile (Vehicle) Sources	11.69	28.81	116.27	0.26	17.96	5.06
Energy (Natural Gas)	0.09	0.82	0.48	<1	0.06	0.06
Architectural Coatings	4.2	0	0	0	0	0
Consumer Products	17.67	0	0	0	0	0
Landscape Maintenance Equipment	0.95	0.34	29.13	<1	0.15	0.15
Total Project Emissions	***34.6***	***29.97***	***145.78***	***0.26***	***18.17***	***5.27***
Less Existing Project Site Emissions	*4*	*4*	*16*	<1	*3*	<1
Total Net Project Emissions	***30.6***	***25.97***	***129.78***	***0.26***	***15.17***	***5.27***
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Project Emissions						
Mobile (Vehicle) Sources	11.08	27.39	113.83	0.27	17.96	5.06
Energy (Natural Gas)	0.09	0.82	0.49	<1	0.07	0.07
Architectural Coatings	4.22	0	0	0	0	0
Consumer Products	0	0	0	0	0	0
Landscape Maintenance Equipment	0.95	0.34	***29.13***	<1	0.15	0.15
Total Project Emissions	***16.34***	***28.55***	***143.45***	***0.27***	***18.18***	***5.28***
Less Existing Project Site Emissions	*4*	*4*	*16*	<1	*3*	<1
Total Net Project Emissions	***12.34***	***24.55***	***127.45***	***0.27***	***15.18***	***5.28***
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Calculation sheets are provided in Air Quality Modeling Worksheets.						

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project adds a considerable cumulative contribution to federal or state non-attainment pollutants. As the Basin is currently in state non-attainment for ozone, NO_2, PM_{10} and $PM_{2.5}$, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In regards to determining the significance of the Proposed Project contribution, the

SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed under Question 3(b) above, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment, and impacts would be less than significant.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities; rehabilitation centers; convalescent centers; retirement homes; residences; schools; playgrounds; child care centers; and athletic facilities.[6]

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[7] apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x; CO; PM_{10}; and $PM_{2.5}$. 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 States ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA. For PM_{10}, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust (see Regulatory Compliance Measure RCM 3-1). For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 source receptor areas (SRA) at various distances from the source of emissions. The Project Site is located within SRA 1, which covers the Central Los Angeles

6 *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, page 5-1.*

7 *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

area. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project include residential uses and an educational facility (Para Los Ninos). Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 25 meters (82.02 feet) are conservatively used to address the potential localized air quality impacts associated with the construction-related NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions for each construction phase.

Localized Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in Table V-4 below, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a 2.64-acre site in SRA 1.[8] Therefore, localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.

Table V-4
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Demolition/Site Clearing Emissions	45.66	35.03	3.49	2.31
Grading, Excavation & Site Preparation Emissions	38.45	26.07	4.97	3.52
Building Construction Emissions	28.50	18.50	1.96	1.85
Architectural Coatings Emissions	2.18	1.86	0.17	0.17
Maximum Emissions	***45.66***	***35.03***	***4.97***	***3.52***
SCAQMD Localized Thresholds	***63***	***1,189***	***10***	***5***
Potentially Significant Impact?	**No**	**No**	**No**	**No**

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.

The localized thresholds for all phases are based on a receptor distance of 82 feet in SCAQMD's SRA 1. Thresholds were calculated based on the SCAQMD's linear regression methodology for a 2.64-acre site in SRA 1.

The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.

Source: Parker Environmental Consultants, 2015. Calculation sheets are provided in Air Quality Modeling Worksheets.

Localized Operational Emissions

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The

[8] *The Project Site acreage is based on information from the City of Los Angeles Zoning Information and Map Access System (ZIMAS), accessed June 18, 2013.*

SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based on a review of the Project's Traffic Study, the Proposed Project would not meet these criteria for any of the studied intersections. As such, the Proposed Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection.

As shown in Table V-5, below, peak daily emissions generated within the Project Site during operation would not exceed the applicable operational localized significance thresholds for an approximate 2-acre site in SRA 1. Therefore, impacts with respect to localized CO concentrations and localized operational emissions would be less than significant.

Table V-5
Proposed Project Estimated Daily Localized Operational Emissions

Emissions Source	Emissions in Pounds per Day [a]			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions				
Area Source	0.34	28.93	0.15	0.15
Energy (Natural Gas)	0.56	0.27	0.04	0.04
Total Project Emissions	***0.90***	***29.2***	***0.19***	***0.19***
SCAQMD Localized Thresholds [c]	**108**	**1,048**	**2**	**2**
Potentially Significant Impact?	**No**	**No**	**No**	**No**
Wintertime (Non-Smog Season) Emissions				
Area Source	0.34	28.93	0.15	0.15
Energy (Natural Gas)	0.56	0.27	0.04	0.04
Total Project Emissions	***0.90***	***29.2***	***0.19***	***0.19***
SCAQMD Localized Thresholds	**108**	**1,048**	**2**	**2**
Potentially Significant Impact?	**No**	**No**	**No**	**No**

Note: Calculation worksheets are provided in Appendix A to this IS/MND.

[a] *For a conservative estimate, the localized thresholds for all phases are based on a receptor distance of 82 feet in SCAQMD's SRA 1 for a 2-acre site.*

[b] *The localized thresholds listed for NO_x takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the SCAQMD's "Final Localized Significance Threshold Methodology" guidance document. The analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.*

[c] *Thresholds for each pollutant is taken from Appendix C of the Final LST Methodology Document, revised October 21, 2009.*

Source: Parker Environmental Consultants, 2016.

Toxic Air Contaminants (TAC)

As for exposure of sensitive receptors to toxic air contaminants, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[9] The Proposed Project includes 344 live work units and approximately 28,816 square feet of creative office and restaurant space. As such daily operations on the Project Site are not anticipated to generate a substantial number of daily truck trips. The Project does not entail any warehouse or distribution activities that would generate a substantial amount of heavy truck traffic. Based on the limited activity of TAC sources, the Proposed Project would not warrant the need for a health risk assessment associated with on-site activities, and potential TAC impacts from diesel particulate emissions are expected to be less than significant.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes and automotive repair facilities. As the Proposed Project consists of a mixed-use development of live/work units, retail/creative office space, and restaurant, the Proposed Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from Proposed Project implementation. In addition, construction activities associated with the Proposed Project would be typical of 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. Therefore, impacts associated with the release of toxic air contaminants would be less than significant, and no significant impact on human health would occur.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. A significant impact may occur if objectionable odors occur that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Proposed Project involves no elements related to these types of activities, no odors from these types of uses are anticipated. Good housekeeping practices would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance), (see Regulatory Compliance Measure RCM 3-1) and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase. Therefore, potential operational odor impacts would be less than significant.

During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such

[9] *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.*

odors could be a temporary source of nuisance to adjacent uses. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD Rules, no construction activities or materials that would create a significant level of objectionable odors are proposed. Therefore, impacts associated with objectionable odors would be less than significant.

CUMULATIVE IMPACTS

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an increase in construction and operational emissions in an already highly urbanized area of the City of Los Angeles. However, as set forth below, cumulative air quality impacts would be less than significant.

AQMP Consistency

Cumulative development can affect implementation of the 2012 AQMP. The 2012 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the 2012 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2012 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Since the Proposed Project and the related projects would be consistent with SCAG's growth projections, they would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2012 AQMP would be less than significant.

Construction and Operational Emissions

Cumulative air quality impacts from construction and operation of the Proposed Project would be based on SCAQMD guidelines which recommend that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in Question 3(c) above, because the construction-related and operational daily emissions associated with the Proposed Project would not exceed the SCAQMD's recommended thresholds, the Proposed Project's emissions would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

Odor Impacts

With respect to cumulative odor impacts, potential sources that may emit odors during construction activities at the Proposed Project and each related project include the use of architectural coatings, solvents, and asphalt paving. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Moreover, none of the related projects are located in close enough proximity to the Proposed Project as to cause cumulative odor impacts. Furthermore, based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Proposed Project would not combine with other projects to create objectionable construction odors. With respect to operations, SCAQMD Rules 402 (Nuisance) and 1139 (Odors) and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts from the related projects and the Proposed Project's long-term operations phase. Thus, cumulative odor impacts would be less than significant.

4. BIOLOGICAL RESOURCES

Would the project:

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the local or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on 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?	☐	☐	☐	☒
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 tree preservation policy or ordinance (e.g. oak trees or California walnut woodlands)?	☐	☐	☐	☒

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?	❑	❑	❑	☒

PROJECT-SPECIFIC IMPACTS

a) Would the project 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 regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located in an urbanized area of the City. The Project Site is improved with an industrial building, loading dock, and freight truck and trailer storage area. Therefore, implementation of the Proposed Project would not result in any adverse impacts with respect to habitat modification, and no impact would occur.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is occupied by an industrial building, loading dock, and freight truck and trailer storage area. No riparian or other sensitive

natural communities are located on or adjacent to the Project Site. Therefore, implementation of the Proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities and no impact would occur.

c) Would the project have a substantial adverse effect on 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?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat, as defined by Section 404 of the Clean Water Act. The Project Site is developed with a cold storage building, does not contain any wetlands or natural drainage channels, and is located in an urbanized area of the Central City North Community Plan Area of the City of Los Angeles. Therefore, the Project Site does not have the potential to support any riparian or wetland habitat. No federally protected wetlands (e.g., emergent, forested/shrub, estuarine and marine deep water, estuarine and marine, freshwater pond, lake, riverine) occur on or in the vicinity of the Project Site.[10]

Therefore, the Proposed Project would not result in the direct removal, filling, or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act, and no impact to federally protected wetlands would occur as a result of the Proposed Project.

d) Would the project 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?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the interference of wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Proposed Project is located in an area that has been previously developed in a heavily urbanized area of the City of Los Angeles. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Proposed Project vicinity. Therefore, the Proposed Project would not interfere with the movement of any resident or migratory fish or wildlife species.

[10] *U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands layer: http://www.fws.gov/wetlands/Data/Mapper.html, accessed February 2017.*

e) Would the project 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)?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance, 177,404. The Project Site is located in an urbanized area of the City. The Project Site is completely paved and developed and no significant vegetation exists on the Project Site. No protected biological resources or tree species, such as oak trees, currently exist on the Project Site. Therefore, the Proposed Project would not conflict with any tree preservation policy or ordinance, and no impacts would occur.

f) Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, significant impact would occur if a project would be inconsistent with mapping or policies in any conservation plans of the types cited. No locally designated natural communities are known to occur on or adjacent to the Project Site. Therefore, the Proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, and no impact would occur.

CUMULATIVE IMPACTS

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. There are no known protected biological resources or habitats in the area. Moreover, development of the related projects is expected to occur in accordance with adopted plans and regulations. Each of the related projects would be subject to discretionary City approval and project-specific CEQA review that would address biological resources. Thus, cumulative impacts to biological resources would be less than significant.

5. CULTURAL RESOURCES

Would the project:

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Cause a substantial adverse change in significance of a historical resource as defined in *State CEQA Guidelines* §15064.5?	☐	☐	☒	☐
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to *State CEQA*	☐	☐	☒	☐

	Guidelines §15064.5?				
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Regulatory Compliance Measures

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

RCM 5-1 Cultural Resources (Archaeological)

- If any archaeological materials are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

    - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

RCM 5-2 Cultural Resources (Paleontological)

- If any paleontological materials are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

RCM 5-3 Cultural Resources (Human Remains)

- If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition

pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

a. Stop immediately and contact the County Coroner:
   1104 N. Mission Road
   Los Angeles, CA 90033
   323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
   323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
b. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
c. The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
e. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

PROJECT-SPECIFIC IMPACTS

a) Would the project cause a substantial adverse change in the significance of an historic resource pursuant to §15064.5?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project would disturb historic resources which presently exist within the project site. *State CEQA Guidelines* Section 15064.5 defines a historical resource as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A project-related significant adverse effect would occur if a project were to adversely affect a historical resource meeting one of the above definitions.

The following analysis is based on the Historical Resources Assessment Report for the Union Ice Company (Union Central Cold Storage) Building, 1525 Industrial Avenue, Los Angeles, California, dated March 2015, by PCR Services Corporation. This report, which has been reviewed and approved by the City's office of Historic Resources.

Based upon the historical themes and property types developed in the Los Angeles Historic Context Statement in SurveyLA[11] Registration Requirements and Eligibility Standards, there is one significant SurveyLA theme and one property type associated with the Project Site: Early Industrial Development (1880-1945) and Cold Storage Warehouses (1900-1945).[12] Under the City's SurveyLA criteria a Cold Storage Warehouse should retain integrity of Location, Design, Setting, Materials, Feeling and Association.

The on-site building is presently occupied by a building complex commonly known as the Union Central Cold Storage Building, which was historically known as the Union Ice Company. Union Ice was founded in San Francisco in 1882. It was part of the local "ice trust," formed of companies previously in tight competition but which by the turn-of-the-century had opted to work in cooperation with one another instead. In 1900, Union Ice constructed an ice and cold storage plant on Alameda Street between 2nd and 3rd Streets, less than a mile north of the subject property. However, that facility was destroyed by an explosion in 1905 which was the year the subject building was constructed.

Because of technological innovations and changes in the delivery of ice and products, the original Union Ice Company Building was repeatedly altered throughout the decades to keep up with the rapidly changing ice industry to keep it profitable. New refrigeration equipment replaced older equipment and the building was adapted into a cold storage warehouse, which significantly altered the appearance of the Union Ice Company Building. In general, there are seven identified factors of integrity. The Union Ice Company Building has lost six of these integrity factors, including design, workmanship, materials, feeling, association, and setting from the period of significance (1904-1945). For SurveyLA in particular, there are six integrity factors for Cold Storage Warehouses. As noted above these include location, design, setting, materials, feeling and association. Of these factors, only location is retained (although it does not retain its direct adjacency to the rail line that once ran along the rear of the property). The other SurveyLA integrity factors have not been retained due to the regular, ongoing alterations to the building. Further, the Union Ice Company Building is not identified with historic personages or important events. As such, the building does not meet the criteria for inclusion on the California Register of Historical Resources or the National Register of Historic Places as individual resources. Because the building is not a historical resource, the Proposed Project has no direct impact on historic resources. Therefore, the Proposed Project would not cause an adverse change in the significance of a historic resource, and a less than significant impact would occur.

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[11] *SurveyLA, the Los Angeles Historic Resources Survey, is a comprehensive program to identify potentially historic resources throughout the City of Los Angeles. Professional historic preservation consultant teams conduct field surveys under the direction of the Department of City Planning, Office of Historic Resources. (Source: City of Los Angeles Department of City Planning, Office of Historic Resources, SurveyLA, website: www.preservation.lacity.org/survey, accessed July 2016.*

[12] *Los Angeles Historic Context Statement Outline, Industrial Development, 1985-1980, Early Industrial Development, 1880-1945 (January 2, 2014):1.*

Therefore, the Proposed Project would not cause an adverse change in the significance of a historic resource, and a less than significant impact would occur.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources which presently exist within the project site. Section 15064.5 of the *State CEQA Guidelines* defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources.

The Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas.[13] The Project Site is located in a highly urbanized area of the Central City North Community Plan Area of the City of Los Angeles, and has been partially disturbed by past development activities along with associated control/maintenance of existing buildings. The Proposed Project includes subgrade preparation that would involve the excavation and export of approximately 51,000 cubic yards of soil. Thus, the potential exists for the accidental discovery of archaeological materials. Because the presence or absence of such materials cannot be determined until the site is excavated, periodic monitoring during construction is required to identify any previously unidentified archaeological resources uncovered by Project construction activity. With compliance with Regulatory Compliance Measure RCM 5-1 above, impacts to archaeological resources would be reduced to a less than significant level.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with a project were to disturb paleontological resources or geologic features which presently exist within the project site. The Project Site is located in the Central City North Community Plan Area of the City of Los Angeles, and as described above, the Project Site has been previously graded and is currently improved with an industrial building, loading dock, and freight truck and trailer storage area. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources.[14] Although no paleontological resources are known to exist on site, there is a possibility that paleontological resources exist at sub-surface levels on the Project Site and may be uncovered during subgrade preparation. The

[13] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*

[14] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Vertebrate Paleontological Resources in the City of Los Angeles, September 1996.*

project would require the excavation and export of approximately 51,000 cubic yards of soil. Regulatory Compliance Measure RCM 5-2 above will ensure that if any such resources are found during construction of the Proposed Project, they would be handled according to the proper regulations, and impacts to paleontological resources would be less than significant.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if grading or excavation activities associated with the Proposed Project would disturb previously interred human remains. No known human burials have been identified on the Project Site or its vicinity. However, it is possible that unknown human remains could occur on the Project Site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. Regulatory Compliance Measure RCM 5-3 above will ensure that if any such remains are found during construction of the Proposed Project, they would be handled according to the proper regulations, and impacts to human remains would be less than significant.

CUMULATIVE IMPACTS

Less Than Significant Impact. Implementation of the Proposed Project in combination with the related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. Development of the related projects is expected to occur in accordance with adopted plans and regulations. Each of the related projects would be subject to discretionary City approval and project-specific CEQA review that would address cultural resources. Thus, cumulative impacts to cultural resources would be less than significant.

6. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to 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.	☐	☐	☒	☐
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 or soil that is unstable, or that would become unstable as a result of the project, and potential 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 risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒

This section summarizes and incorporates by reference information from the Updated Preliminary Geotechnical Subsurface Evaluation and Design Recommendations, Proposed Industrial Street Lofts Mixed-Use Development, 1525 Industrial Street, Los Angeles California, dated January 27, 2014 (Geotechnical Report), and the Draft Geotechnical Addendum Report for Proposed Industrial Street Lofts Mixed-Use Development, 1525 Industrial Street, Los Angeles, CA, dated September 2, 2014 (Addendum), prepared by LGC Geotechnical, Inc. The Industrial Street Lofts Geotechnical Report and the Addendum are collectively referred to as the Geotechnical Investigation. The design and construction recommendations contained in this report are herein incorporated by reference.

Regulatory Compliance Measures

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

RCM 6-1 Seismic

- The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

RCM 6-2 Geotechnical Investigation

- The Proposed Project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project, and as it may be subsequently amended or modified.

RCM 6-3 Erosion/Grading/Short-Term Construction Impacts

- The Applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. The Applicant shall implement Best Management Practices ("BMPs") during grading and excavation to reduce erosion, including, but not limited to the following:
    - Excavation and grading activities shall be scheduled during dry weather periods to the extent practical. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
    - Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

The Project would also implement Regulatory Compliance Measures RCM 9-1, located under Section 9, Hydrology and Water Quality, which would reduce the potential for soil erosion and loss of topsoil.

PROJECT-SPECIFIC IMPACTS

a) Would the project expose people or structures to 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.

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Industrial Street Lofts Project Site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. Based on criteria established by the California Division of Mines and Geology (CDMG), now called California Geologic Survey (CGS), faults may be categorized as active, potentially active, or inactive. Active faults are those which show evidence of surface displacement within the last 11,000 years (Holocene-age). Potentially active faults are those that show evidence of most recent surface displacement within the last 1.6 million years (Quaternary-age). Faults showing no evidence of surface displacement within the last 1.6 million years are considered inactive for most purposes, with the exception of design of some critical structures.

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 fault rupture potential of these buried thrust faults is inferred to be low. 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 at magnitudes higher than 6.0 cannot be precluded.

In 1972, the Alquist-Priolo Special Studies Zones Act (now known as the Alquist-Priolo Earthquake Fault Zoning Act) was passed into law. The Act defines "active" and "potentially active" faults utilizing the same aging criteria as that used by the CGS, described above. However, established State policy has been to zone only those faults which have direct evidence of movement within the last 11,000 years.

Surface rupture is defined as surface displacement which occurs along the surface trace of the causative fault during an earthquake. Based on the research of available literature described in the Geotechnical Investigation, no known active or potentially active faults underlie the Project Site. In addition, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone.

In addition, the 2011 City of Los Angeles Building Code, updated since the 1994 Northridge Earthquake and with which the Project would be required to comply, contains construction requirements to ensure habitable structures are built to a level such that they can withstand acceptable seismic risk.

Based on the information contained in the Geotechnical Investigation, the Project Site is not located within a seismic hazard zone for liquefaction, landsliding, or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act. The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known faults (active, potentially active, or inactive) on-site. The possibility of damage due to ground rupture is considered low since active faults are not known to cross the Project Site. Therefore, impacts related to ground rupture from known earthquake faults would be less than significant.

(ii) Strong seismic ground shaking?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. The Project Site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends primarily upon the earthquake magnitude, the distance from the source, and the site response characteristics. As discussed previously, the Project Site is not located within a seismic hazard zone for liquefaction, landsliding, or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act. The primary seismic hazard for this project is the potential for strong ground motion from future earthquakes within the Los Angeles Basin. Secondary effects of seismic shaking resulting from large earthquakes on the major faults in the Southern California region which may affect the site include ground lurching and shallow ground rupture, soil

liquefaction, dynamic settlement, seiches and tsunamis. These secondary effects of seismic shaking are a possibility throughout the Southern Californian region and are dependent on the distance between the site and causative fault and the on-site geology. The major active nearby (within about 15 km) faults that could produce these secondary effects include the Elysian Park, Puente Hills, Hollywood, Santa Monica, Newport-Inglewood, and Verdugo Faults (USGS, 2008). However, the potential for strong ground motion at this site is not unusual for Southern California. With regard to the potential occurrence of potentially catastrophic geotechnical hazards such as fault rupture, earthquake-induced landslides, liquefaction, etc. the following geotechnical recommendations should provide adequate protection for the proposed development to the extent required to reduce seismic risk to an "acceptable level." Site parameters for seismic design are presented in Section 2.4 of the Geotechnical Report.

Seismically induced settlement is often caused when loose to medium-dense granular soils are densified during ground shaking. Based on the Geotechnical Investigation's subsurface evaluation, site soils are generally loose to very dense sands with varying amounts of silts and gravels to the maximum explored depth of approximately 38 feet. Blow counts/density generally increased with depth. The geotechnical explorations indicated undocumented fill soils and loose to medium dense silty sands with occasional soft to medium stiff sandy silts in the upper approximate 8 feet. Significant zones of sands with very low fines content and low moisture content were encountered at depths greater than typically about 5 feet below existing grade. These soils are considered very susceptible to caving. Due to the loose/soft nature of near surface soils, earthwork removals will be required in order to support the planned improvements. It is anticipated that the proposed structures may be supported on a shallow foundation system provided adequate earthwork removals are performed. Deepened footings may be required where adequate lateral earthwork removals cannot be performed due to property line constraints. Additionally, due to presence of existing structures currently encompassing the majority of the site and the nature of the site being used as a cold storage facility, additional geotechnical explorations should be performed at the completion of demolition of existing structures to confirm, or modify if necessary, the Geotechnical Investigation's preliminary recommendations.

Therefore, potential for seismically induced settlement at the Project Site is considered small and the geotechnical conditions are favorable for foundations, as well as the permanent retaining structure, provided that the recommendations specified in the Geotechnical Report are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety. Additionally, the design and construction of the Project is required to comply with the most current codes regulating seismic risk, including the California Building Code and the LAMC, which incorporates the International Building Code (IBC). Compliance with current California Building Code and LAMC requirements would minimize the potential to expose people or structures to substantial risk, loss, or injury. Accordingly, Regulatory Compliance Measures RCM 6-1 and RCM 6-2 above would reduce impacts associated with seismic hazards to a less than significant level.

(iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

According to the CDMG Seismic Hazard Zones Map of the Los Angeles Quadrangle (1999), and the City of Los Angeles Seismic Safety Element (1990), the Proposed Project Site is not located within an area identified as having a potential for liquefaction. This classification is consistent with the Geotechnical Report's site-specific observations, which indicate that due to the general dense nature of site soils and lack of shallow groundwater the potential for liquefaction and seismically induced settlement is expected to be very low.

The Geotechnical Report finds that the subsurface profile at the site consists of loose to very dense sands with varying amounts of silts and gravels to the maximum explored depth of approximately 38 feet. Blow counts/density generally increased with depth. The geotechnical explorations indicated undocumented fill soils and loose to medium dense silty sands with occasional soft to medium stiff sandy silts in the upper approximate 8 feet. The lateral and vertical extents should be further refined based on additional geotechnical explorations. Soil moisture content generally ranged from slightly moist to very moist (well above optimum moisture content). Soil moisture content varied, but generally higher moisture contents were observed in the upper approximate 5 feet with lower moisture contents (well below optimum moisture content) at greater depths. Significant zones of sands with very low fines content and low moisture content were encountered at depths greater than typically about 5 feet below existing grade. These soils are considered very susceptible to caving. Groundwater was not encountered in borings to the maximum depth of about 38 feet below existing ground surface. The historic high groundwater table for the site is estimated at 100 feet or greater below the existing ground surface. Due to the loose/soft nature of near surface soils, earthwork removals will be required in order to support the planned improvements.

Therefore, the potential for liquefaction to result in significant structural damage at the Project Site is low and a less than significant impact would occur.

(iv) Landslides?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. According to the Geotechnical Report, the Proposed Project is not located within a seismic hazard zone for liquefaction, landsliding or faulting,

as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act. Additionally, due to the subsurface geotechnical characteristics, the relatively flat nature of the Project Site and very low potential for liquefaction, the potential for lateral spreading is expected to be very low. Therefore the probability of landslides, including seismically induced landslides, is considered to be very low, and no impact would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have significant sedimentation or erosion impacts if it would: (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site. Although development of the Proposed Project has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading.

The area surrounding the Project Site is paved and developed, and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the Project. During construction, the Project would be required to prevent the transport of sediments from the site by stormwater runoff and winds through the incorporation of appropriate Best Management Practices (BMPs). These BMPs would be detailed in a Low Impact Development Plan and, if applicable, a Stormwater Pollution Prevention Plan (SWPPP), which would be in compliance with the latest National Pollutant Discharge Elimination System (NPDES) Stormwater Regulations and would be approved by the City Engineer. With implementation of the required construction BMPs (as described in Regulatory Compliance Measure 6-3), the impacts of soil erosion during construction would be less than significant.

The potential for soil erosion during the ongoing operation of the Proposed Project is extremely low due to the generally level topography of the Project Site and the fact that the Project Site would be mostly paved-over or built upon, so little soil would be exposed. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC and the National Pollutant Discharge Elimination System General Permit, which addresses grading, excavations, and fills. With implementation of Regulatory Compliance Measures RCM 6-3 (above) and RCM 9-1 (located under Section 9, Hydrology and Water Quality), a less-than-significant impact would occur with respect to erosion or loss of topsoil. This regulatory compliance measure is in addition to any conditions that may be imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter.

Long-term operation of the Proposed Project would not result in substantial soil erosion or loss of topsoil. The majority of the Project Site would be covered by the proposed live/work structures. Thus, no exposed areas subject to erosion would be created or affected by the Project. Therefore, the impacts of soil erosion during Proposed Project operation would be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the Proposed Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. The Geotechnical Investigation concluded that the potential for seismically induced settlement at the Project Site is considered small and the geotechnical conditions are favorable for foundations, as well as the permanent retaining structure, provided that the recommendations specified in the Geotechnical Investigation are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety. Construction of the Proposed Project would comply with the City of Los Angeles Uniform Building Code (Building Code), which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of Building Code requirements and regulatory compliance measures RCM 6-1 and RCM 6-2, above, the potential for landslide, lateral spreading, subsidence, liquefaction, or collapse would be reduced to a less-than-significant level.

d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and which shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result.

The Geotechnical Report finds that the subsurface profile at the site consists of loose to very dense sands with varying amounts of silts and gravels to the maximum explored depth of approximately 38 feet, and no significant amounts of clay particles. Nonetheless, the Geotechnical Report includes recommendations to address and mitigate the potential effects of expansive soils. In addition, construction of the Proposed Project would be required to comply with the City of Los Angeles Uniform Building Code, which includes building foundation requirements appropriate to site-specific conditions, as recommended in the Geotechnical Report. Therefore, impacts related to expansive soil would be reduced to less than significant levels with adherence to the geotechnical recommendations in the Project Geotechnical Investigation (see RCM 6-2 above).

e) Would the project 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. This question would apply to the Proposed Project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems neither are necessary, nor are they proposed. Therefore, no impacts related to alternative wastewater disposal systems would occur.

CUMULATIVE IMPACTS

Less Than Significant Impact. Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Proposed Project and the related projects. Similar to the proposed developments and future development of the related projects with respect to geology and soils would be assessed on a case-by-case basis. Also similar to the Proposed Project, the related projects would be required to comply with the most current codes regulating seismic risk, including the California Building Code and the LAMC, which incorporates the International Building Code (IBC), as well as the recommendations of site-specific geotechnical reports. Furthermore, the analysis of the Project's geology and soils impacts concluded that, through the implementation of the mitigation measures above, potential impacts would be less than significant. Therefore, cumulative geology and soil impacts would be less than significant.

7. GREENHOUSE GAS EMISSIONS

Would the project:

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?

GHG and Global Climate Change Background

Gases that trap heat in the atmosphere are called greenhouse gases ("GHG"), since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

California has enacted several pieces of legislation that relate to GHG emissions and climate change, much of which sets aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigation measures are included or provided in these CEQA Guideline amendments.

Regulatory Environment

Assembly Bill 32 (Statewide GHG Reductions)

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed to set a statewide GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020. As previously determined by CARB, California had to reduce GHG emissions to a level approximately 28.4% below CARB's 2020 "business-as-usual" GHG emission projections (as set forth in the 2008 Scoping Plan) to achieve this goal.[15] The bill requires CARB to adopt rules and regulations in an open

[15] *CARB has not calculated the percent reduction required to achieve AB 32's mandate of returning to 1990 levels of GHG emissions by 2020. The value of 28.4% is the required reduction to achieve 1990 emissions in 2020 is an approximate value. Based on the Scoping Plan estimates and conservative rounding, the value could be 28.5%.*

public process to achieve the maximum technologically feasible and cost-effective GHG reductions. Key AB 32 milestones were as follows:

- June 30, 2007—Identification of discrete early action greenhouse gas emissions reduction measures. On June 21, 2007, CARB satisfied this requirement by approving three early action measures. These were later supplemented by adding six other discrete early action measures.
- January 1, 2008—Identification of the 1990 baseline GHG emissions level and approval of a statewide limit equivalent to that level. Adoption of reporting and verification requirements concerning GHG emissions. On December 6, 2007, CARB approved a statewide limit on GHG emissions levels for the year 2020 consistent with the determined 1990 baseline.
- January 1, 2009—Adoption of a scoping plan for achieving GHG emission reductions. On October 15, 2008, CARB issued a "discussion draft" Scoping Plan entitled "Climate Change Draft Scoping Plan: A Framework for Change" (Draft Scoping Plan). CARB adopted the Draft Scoping Plan at its December 11, 2008 meeting.
- January 1, 2010—Adoption and enforcement of regulations to implement the "discrete" actions.
- January 1, 2011—Adoption of GHG emissions limits and reduction measures by regulation.
- January 1, 2012—GHG emissions limits and reduction measures adopted in 2011 become enforceable.

Emission reduction measures that could not be initiated in the 2007-2012 timeframe were considered in the Scoping Plan, which was published by CARB in December 2008. The Scoping Plan is defined by AB 32 as "achieving the maximum technologically feasible and cost-effective reductions in GHG emissions from sources or categories of sources of GHGs by 2020." Scoping Plan measures include direct emission reductions, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and non-monetary incentives for sources for categories. By January 1, 2014 and every five years thereafter, CARB will update its Scoping Plan.

CARB developed a list of "discrete early actions" to reduce GHG emissions. Early action measures are those that were developed for implementation by January 2010. CARB approved the expanded list of early action measures on October 25, 2007. The nine discrete early action measures are:

- Increased Methane Capture from Landfills: On June 17, 2010, the regulation to reduce CH_4 emissions from municipal solid waste (MSW) landfills became effective. It requires owners and operators of certain uncontrolled MSW landfills to install gas collection and control systems, and requires existing and newly installed gas collection and control systems to operate in an optimal manner. The regulation is a discrete early action measure to reduce greenhouse gas emissions in California as described in the Global Warming Solutions Act. The Landfill Methane Control Measure incorporates the Intergovernmental Panel on Climate Change (IPCC's) calculation methods.
- Low-Carbon Fuel Standard (LCFS): Requires the implementation of a low carbon fuel standard that reduces the carbon content of fuels used for motor vehicles.

- Reduction of Motor Vehicle A/C Refrigerant Losses: This measure restricts the sale of "do-it-yourself" automotive refrigerants to the public. This will restrict the refrigerant changes to professionals and will, as a result, reduce losses of these high global warming potential (GWP) gases.
- Smartway Truck Efficiency: Requires existing trucks and trailers to be retrofitted with devices that reduce aerodynamic drag, thus resulting in a 1.3 million metric tonne (MMT) reduction of GHG equivalents as well as reducing fuel consumption.
- Port electrification: This measure will require docked ships to shut off their auxiliary engines by plugging into shoreside electrical outlets. This project will also reduce GHG emissions by 500,000 MT every year.
- Reduction of perfluorocarbons from the semiconductor industry: Alternative chemistry development, emissions abatement, and recovery and recycling will lessen GHG emissions by 500,000 MT annually.
- Reduction of propellants in consumer products: Aerosols, tire inflators, electronics cleaning, and dust removal products all contain propellants that contribute an estimated 300,000 MT of GHG emissions in California every year.
- Tire inflation: CARB will craft regulations requiring tune-up, smog check, and oil change mechanics to ensure proper tire inflation as part of overall service. California will see a 200,000 MT reduction in GHG emissions.
- SF_6 reductions from non-electricity sector: CARB proposes to ban the use of SF_6 from non-essential uses if viable alternatives are available.

As of April 22, 2010, 14 of 30 CARB regulations were approved, including all nine discrete early actions as required by AB 32. It is estimated that the nine proposed discrete early actions will provide approximately 16 MMTCO2e of GHG reductions while the other early actions will provide approximately 26 MMTCO2e of GHG reductions. It also is anticipated that an additional 30 MMTCO2e in reductions will be achieved from the passage of anti-idling measures and AB 1493.6. The remaining reductions necessary to achieve the goals of AB 32 (i.e., 1990 levels by 2020) are expected to be achieved through CARB's Scoping Plan and other emission reduction efforts by members of the Climate Action Team (CAT).

In May 2014, CARB published the First Update to the Climate Change Scoping Plan, where it revised the previously adopted 1990 GHG emissions level from 427 $MMTCO_2e$ to 431 $MMTCO_2e$ based on the scientifically updated global warming potential (GWP) values in the Intergovernmental Panel on Climate Change's (IPCC's) Fourth Assessment Report.[16] The total emissions expected in the 2020 BAU scenario were also updated from the previously adopted estimate of 596 $MMTCO_2e$ to 509 $MMTCO_2e$. The updated 2020 BAU scenario includes reductions anticipated from Pavley I and the Renewable Electricity

[16] *The IPCC is the leading international body for the scientific assessment of climate change established in 1988 under the auspices of the United Nations.*

Standard which are now adopted into law. As shown in Table III-6, below, the State anticipates it will meet its 2020 GHG emissions limit of 431 $MMTCO_2e$ through reductions in energy, transportation, waste and high-GWP sectors. The Cap-and-Trade Regulation provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. Thus, the estimated emission reductions attributed to the Cap-and-Trade Program depend on the emissions forecast. For example, if the emissions forecast increases, the reductions associated with the Cap-and- Trade Program will increase.

Table V-6
Climate Change Scoping Plan 2020 Emissions Target

Category	2020 CO_2e Emissions ($MMTOC_2e$) [a]
AB 32 Baseline 2020 Forecast Emissions (2020 BAU)	509
Expected Reductions from Sector-Based Measures	
Energy	-25
Transportation	-23
High-GWP	-5
Waste	-2
Cap and Trade Reductions	-23 [b]
2020 Limit	= 431

[a] Based on AR4 GWP values.
[b] Cap and Trade emissions reductions depend on the emission forecast.
Source: CARB, First Update to the Climate Change Scoping Plan, May 2014.

California Senate Bills 1078, 107, and 2; Renewables Portfolio Standard

Established in 2002 under California Senate Bill 1078 and accelerated in 2006 under California Senate Bill 107, California's RPS requires retail suppliers of electric services to increase procurement from eligible renewable energy resources by at least 1 percent of their retail sales annually, until they reach 20 percent by 2010.

On April 2, 2011, Governor Jerry Brown signed California Senate Bill 2 to increase California's RPS to 33 percent by 2020. This new standard also requires regulated sellers of electricity to procure 25 percent of their energy supply from certified renewable resources by 2016.

Low Carbon Fuel Standard

California Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April

23, 2009.

Sustainable Communities and Climate Protection Act (SB 375)

California's Sustainable Communities and Climate Protection Act, also referred to as Senate Bill (SB) 375, became effective January 1, 2009. The goal of SB 375 is to help achieve AB 32's GHG emissions reduction goals by aligning the planning processes for regional transportation, housing, and land use. SB 375 requires CARB to develop regional reduction targets for GHGs, and prompts the creation of regional plans to reduce emissions from vehicle use throughout the State. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating Sustainable Community Strategies (SCS) in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet AB 32 targets through integrated transportation, land use, housing and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the State's 18 MPOs. On September 23, 2010, CARB issued a regional eight (8) percent per capita reduction target for the planning year 2020, and a conditional target of 13 percent for 2035.

With respect to motor vehicles, page 48 of the 2008 Scoping Plan states that local governments will play a significant role in the regional planning process to reach passenger vehicle greenhouse gas emissions reduction targets. Local governments have the ability to directly influence both the siting and design of developments in a way that reduces greenhouse gases associated with vehicle travel, as well as energy, water, and waste. A partnership of local and regional agencies is needed to create a sustainable vision for the future that accommodates population growth in a carbon efficient way while meeting housing needs and other planning goals. Integration of the sustainable communities' strategies or alternative planning strategies with local general plans will be key to the achievement of these goals. State, regional, and local agencies must work together to prioritize and create the supporting policies, programs, incentives, guidance, and funding to assist local actions to help ensure regional targets are met. Enhanced public transit service combined with incentives for land use development that provides a better market for public transit will play an important role in helping to reach regional targets. Thus, based on the above targets noted in the Scoping Plan, a new development Project that can demonstrate it directly influences both the siting and design of new developments in a way that reduces greenhouse gases associated with vehicle travel would be considered consistent with statewide GHG-reduction goals and policies, including AB 32, and does not make a cumulatively considerable contribution to global warming.

2016-2040 RTP/SCS

On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life (2016-2040 RTP/SCS). Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB. The SCS sets forth a regional plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the

SCS maximizes current voluntary local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in High-Quality Transit Areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. By analyzing the performance of land use changes and transportation strategies related to GHG emissions reductions, the 2016-2040 RTP/SCS concluded that GHG emissions per capita relative to 2005 emissions would be reduced by 8% in 2020, 18% in 2035, and 21% in 2040 in the SCAG region, which would exceed CARB's required reduction targets. These future GHG goals and conditions would be met in 2040 if investments and strategies detailed in the 2016 RTP/SCS are fully realized.

SCAQMD

SCAQMD has released draft guidance regarding interim CEQA GHG significance thresholds. In October 2008, SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons of CO2e per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where SCAQMD is lead agency. However, SCAQMD has yet to formally adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.

Local Policies and Regulations

The City is addressing the issue of global climate change through implementation of the Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan), which outlines the goals and actions that the City has established to reduce the generation and emission of GHGs from public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels by the year 2030. To achieve this goal, the City is increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles.

LA Green Building Code

In 2010, the City adopted the 2010 California Green Building Standards Code, also known as CALGreen, with amendments, as Ordinance No. 181,480, thereby codifying provisions of CALGreen as the new Los Angeles Green Building Code ("LA Green Building Code"). As of January 2011, the LA Green Building Code is applicable to the construction of new buildings (residential and nonresidential), building alterations with a permit valuation of over $200,000, and residential and nonresidential building additions. The LA Green Building Code contains both mandatory and voluntary green building measures

for the reduction of GHG emissions through energy conservation. The L.A. Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission on December 17, 2008, and meet 50 percent construction waste recycling levels. In addition, the Proposed Project is required to implement applicable energy conservation measures to reduce GHG emissions such as those described in AB 32, described above.

GHG Significance Threshold

The *L.A. CEQA Thresholds Guide* does not provide any guidance as to how climate change issues are to be addressed in CEQA documents. Furthermore, neither the SCAQMD nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing a mixed-use project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a mixed-use project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines.

As required in Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the Proposed Project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the Projects increase greenhouse gas emissions as compared to the existing environmental setting; and (4) 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. Guidelines Section 15064.4 states a lead agency "should consider," among other factors, "[t]he extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting" (id., subd. (b)(1)) and "[w]hether the project emissions exceed a threshold of significance that the lead agency determines applies to the project" (id., subd. (b)(2). The Guidelines, however, do not mandate the use of absolute numerical thresholds to measure the significance of greenhouse gas emissions.

For purposes of this analysis, a significant impact would occur if the Proposed Project's design features are not substantially consistent with the applicable policies and/or regulations outlined in the Scoping Plan, SB 375, SCAG's 2016-2040 RTP/SCS, and the LA Green Building Code.

Project Design Features:

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

- The Proposed Project is located on an infill development site that is currently an active warehouse facility. The Project Site is occupied by an approximate 81,194 square foot industrial building which generates GHG emissions estimated at approximately 4,893 CO2e MTY associated with its energy

use and associated transportation emissions. The redevelopment of the site would eliminate these emissions resulting in a significant reduction to the GHG emissions which would otherwise continue if the Project was located on a vacant site.

- The Project must meet Title 24 2016 standards and include ENERGY STAR appliances. Energy Star-rated appliances would reduce the projects energy demand during the operational life of the 344 dwelling units. An approximate 16% reduction in energy demand and associated GHG emissions is attributable to compliance with Title 24 standards and the installation of Energy Star appliances.
- The Project is subject to construction waste reduction of at least 50 percent. In addition, Project Site operations are subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. Finally, the Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials.
- As mandated by the LA Green Building Code, the Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs. An approximate 16% reduction in water demand and associated GHG emissions is attributable to compliance with this measure.
- The Project would use energy from the Los Angeles Department of Water and Power (LADWP), which has goals to diversify its portfolio of energy sources to increase the use of renewable energy.
- The Project would use water-efficient landscaping including point-to-point irrigation and a smart controller drip system to reduce water use.
- The Project would include a minimum of ten percent of the total number of parking spaces to include Electric Vehicle (EV) Charging Stations.
- The Project will be consistent with the sustainability provisions of the Hybrid Industrial Ordinance, including the requirement for a green or high albedo roof.
- The Project would be consistent with the following key GHG reduction strategies in SCAG's 2016-2040 RTP/SCS which are based on changing the region's land use and travel patterns:
  - Compact growth in areas accessible to transit;
  - More multi-family housing;
  - Jobs and housing closer to transit;
  - New housing and job growth focused in High Quality Transit Areas (HQTA); and
  - Biking and walking infrastructure to improve active transportation options, transit access.

Regulatory Compliance Measure:

The following Regulatory Compliance Measure is required in conjunction with the Proposed Project.

- **Regulatory Compliance Measure RCM 7-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal

Code), the Project shall comply with all applicable mandatory provisions of the Los Angeles Green Code and as it may be subsequently amended or modified.

PROJECT-SPECIFIC IMPACTS

a) Would the project generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction Impacts

Less Than Significant Impact. Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the 28-month duration of construction activities. Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from onsite construction activities and off-site hauling and construction worker commuting are considered Project generated. As explained by California Air Pollution Controls Officers Association (CAPCOA) in its 2008 white paper, the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (*CEQA Guidelines §15145*). Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative onsite construction activities and off-site hauling and construction worker trips. All GHG emissions are reported on an annual basis.

Emissions of GHGs were calculated using CalEEMod for each year of construction of the Proposed Project and the results of this analysis are presented in Table V-7, Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table V-7, the total GHG emissions from construction activities related to the Proposed Project would be 2,008 metric tons. Pursuant to the guidance set forth in the draft SCAQMD GHG Threshold Guidance document released in October 2008, the Project's construction emissions are amortized for a project lifetime of 30 years to ensure that GHG reduction measures address construction GHG emissions as part of the operational reduction strategies.[17] Therefore, the project's total construction emissions were distributed over 30 years to yield an average of 67 MTCO2e per year.

[17] *South Coast Air Quality Management District (SCAQMD). 2008. Greenhouse Gases (GHG) CEQA Significance Thresholds. Website: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysishandbook/ghg-significance-thresholds. March 5, 2014.*

Table V-7
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year) [a]
2016	1,006
2017	1,002
Total Construction GHG Emissions	**2,008**

[a] *Construction CO_2 values were derived using CalEEMod Version 2013.2.2 Calculation data and results are provided in Greenhouse Gas Emissions Calculations Worksheets. (See Appendix C to this MND)*

Operation Impacts

Baseline GHG Emissions

The average daily GHG emissions generated by the existing Project Site have been estimated utilizing the CalEEMod computer model recommended by the SCAQMD. Table V-8, Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with existing operations at the Project Site. As shown in Table V-8, the existing operations on the Project Site generate approximately 4,893 CO_2e MTY.

Table V-8
Existing Project Site Greenhouse Gas Emissions

Emissions Source	CO_2e Emissions (Metric Tons per Year)
Natural Gas Consumption	5
Electricity Demand	790
Solid Waste Generation	399
Water Consumption	3,283
Motor Vehicles	416
Total	**4,893**

Calculation data and results provided in Greenhouse Gas Emissions Calculations Worksheets. (See Appendix C to this MND)

Proposed Project GHG Emissions

Less Than Significant Impact. The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, were calculated under two separate scenarios in order to illustrate the effectiveness of the Project's compliance with the LA Green Building Code and other applicable plans such as SB 375 and SCAG's 2016-2040 RTP/SCS that aim to reduce the regions GHG emissions by encouraging mixed-use developments on infill lots that are in close proximity to transit. Consistent with these plans and policies, the Proposed Project incorporates the project design features and

building code compliance actions outlined above, which would reduce the carbon footprint of the development.

The Proposed Project's operational GHG emissions are shown in Table V-9, Proposed Project Operational Greenhouse Gas Emissions. For comparative purposes, and to demonstrate the effect of the Project's consistency with regional and local plans aimed at reducing GHG emissions, Table V-9 shows GHG emissions for a comparable sized project without the GHG-reducing features described above. As shown, the net increase in GHG emissions generated by the Proposed Project under the Project Without GHG Reduction Measures would be 7,721 CO_2e MTY and the Proposed Project under the Project With GHG Reduction Measures scenario would result in a net increase of 1,475 CO_2e MTY compared to existing conditions.[18] The relatively low net increase in GHG emissions compared to existing conditions is due to the removal of an existing ice generation and food storage facility which has a high existing demand for water and electricity. As shown, an approximate 80% reduction in GHG emissions would occur as a result of the implementation of the LA Green Building Code, the Project's mixed-use design, in fill development characteristics, and proximity to transit.

Table V-9
Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)		
	Project Without GHG Reduction Measures	Project With GHG Reduction Measures	Percent Reduction
Area	6	6	0%
Energy	3,128	2,631	16%
Waste	106	53	50%
Water	340	287	16%
Mobile (Motor Vehicles)	4,074	3,324	18%
Construction Emissions [a]	67	67	--
Project Total	**7,721**	**6,368**	**18%**
Less Existing Project Site	--	*4,893*	--
Project Net Total	**7,721**	**1,475**	**80%**

[a] The total construction GHG emissions were amortized over 30 years and added to the operation of the Project. Calculation data and results provided in Greenhouse Gas Emissions Calculations Worksheets.

As noted in Section III, pursuant to Public Resources Code Section 21159.28, this SCEA does not need to reference, describe or discuss any project specific or cumulative impacts from cars and light-duty truck

[18] *As shown in Table IV-10, the Project's total combined annual GHG emissions would be below the SCAQMD's draft threshold of 3,000 metric tons per year for commercial/residential projects. While the SCAQMD has not formally adopted this threshold, it provides further substantial evidence that the Project would not make a considerable contribution to cumulative impacts with respect to GHG emissions.*

trips generated by the Proposed Project on global warming or the regional transportation network. Table V-9 includes the Proposed Project's mobile GHG emissions from cars and light trucks for informational purposes only. As shown in Table V-9, the Proposed Project's mobile represent the majority of the Proposed Project's total GHG emissions. When such emissions are excluded in accordance with Public Resources Code Section 21159.28, the Proposed Project would result in a net decrease of GHG emissions as compared to existing conditions.

In addition to the GHG emission reductions described above, it is important to note that the CO_2 estimates from mobile sources (particularly CO_2, CH_4, and N_2O emissions) are likely much greater than the emissions that would actually occur. The methodology used assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing conditions. This is a standard approach taken for air quality analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the air basin and are in effect new emissions sources, or whether they are sources that were already in the air basin and just shifted to a new location. Because the effects of GHGs are global, a project that shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

For example, if a substantial portion of California's population migrated from the South Coast Air Basin to the San Joaquin Valley Air Basin, this would likely decrease GHG emissions in the South Coast Air Basin and increase emissions in the San Joaquin Valley Air Basin, but little change in overall global GHG emissions. However, if a person moves from one location where the land use pattern requires auto use (commuting, shopping, etc.) to a new development that promotes shorter and fewer vehicle trips, more walking, and overall less energy usage, then the new development would result in a potential net reduction in global GHG emissions.

Consistency with AB 32 Scoping Plan

Table V-10
Consistency with Applicable AB 32 Scoping Plan Measures

Scoping Plan Measures	Consistency
Energy Efficiency. Maximize energy efficiency building and appliance standards and pursue additional efficiency efforts including new technologies, and new policy and mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	**Consistent**. The Project would be designed and constructed to meet LA Green Building Code standards by including several measures designed to reduce energy consumption.
Renewables Portfolio Standard. Achieve 33 percent renewable energy mix statewide.	**Consistent**. The Project would use energy from the Los Angeles Department of Water and Power (LADWP), which has goals to diversify its portfolio of energy sources to increase the use of renewable energy.
Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent**. The Project would be designed and constructed to meet Cal Green building standards and will include several measures designed to reduce energy consumption.
Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials and mandate commercial recycling. Move toward zero waste.	**Consistent**. The Project would result in a less than significant impact on landfill capacity. (see response to Checklist Question 18(f), below)
Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent**. The Project would use water-efficient landscaping including point-to-point irrigation and a smart controller drip system to reduce water use.
Measures not listed are not applicable to this Project. *Source: Parker Environmental Consultants*	

Consistency with SB 375

California SB 375 requires integration of planning processes for transportation, land-use and housing. Under the bill, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet the target provided in the Scoping Plan, created by CARB, for reducing GHG emissions. SB 375 requires SCAG to direct the development of the SCS for the region. A discussion of the Project's consistency with the SCS is provided further below.

Consistency with 2016-2040 RTP/SCS

The Project would be consistent with the following key GHG reduction strategies in SCAG's 2016-2040 RTP/SCS which are based on changing the region's land use and travel patterns:

- Compact growth in areas accessible to transit;
- More multi-family housing;

- Jobs and housing closer to transit;
- New housing and job growth focused in High Quality Transit Areas (HQTA); and
- Biking and walking infrastructure to improve active transportation options, transit access.

The Project represents an infill development within an existing urbanized area that would concentrate new residential and neighborhood serving commercial uses within a High Quality Transit Area (HQTA), the 2016-2040 RTP/SCS defines as generally walkable transit villages or corridors that are within 0.5-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. Based on a transit availability assessment of the Project area by WalkScore.com, the Project Site is rated with a score of 74 of 100 possible points and defined as "Transit is convenient for most trips." Based on a walkability assessment of the Project area by WalkScore.com, the Project Site is rated with a score of 81 of 100 possible points and defined as "Very Walkable so most errands can be accomplished on foot." In addition, the Project would also provide bicycle storage areas for Project residents and guests. The Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking, which would facilitate a reduction in vehicle miles traveled and related vehicular GHG emissions. These and other measures would further promote a reduction in vehicle miles traveled and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG's 2016-2040 RTP/SCS.

Consistency with L.A. Green Building Code

The Los Angeles Green Building Ordinance requires that all projects filed on or after January 1, 2014, must comply with the L.A. Green Building Code (refer to Regulatory Compliance Measure RCM 7-1 above). Mandatory measures under the L.A. Green Building Code that would help reduce GHG emissions include short and long term bicycle parking measures; designated parking measure; and electric vehicle supply wiring. The Project would comply with these mandatory measures as the Project would provide 49 short-term bicycle parking spaces and 351 long-term bicycle parking spaces; and would include a minimum number of equal to ten percent of the total number of parking spaces will include Electric Vehicle (EV) Charging Stations pursuant to the LA Green Building Code. Furthermore, the LA Green Building Code includes elective measures that would increase energy efficiency of the Project. The Project would include various elective measures including, but not limited to, installing Energy Star rated appliances, installation of a submeter, and installation of water-conserving fixtures. Therefore, the Project is consistent with the L.A. Green Building Code.

CUMULATIVE IMPACTS

An individual project's GHG emissions typically would be relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively

considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented in this Section analyzes whether the Proposed Project would be cumulatively considerable using a plan-based approach (supported by quantitative and qualitative analysis) to determine the projects' contributing effect on climate change.

Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is speculative to identify the specific impact, if any, to global climate change from one project's incremental increase in global greenhouse gas emissions. The project's greenhouse gas emissions and the resulting level of significance is appropriately assessed in terms of the cumulative impact on global GHG emission on climate change. Accordingly, a quantified analysis of the GHG emissions anticipated to result from construction and operational activities was calculated as part of the cumulative impact analysis. As part of that analysis, the Proposed Project's GHG emissions were analyzed on a project-specific basis with respect to its impacts on global climate change.

As shown in the tables above, the Proposed Project is consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32, SB 375, the 2016-2040 RTP/SCS, and the LA Green Building Code. Therefore, the contributions of the Proposed Projects and the related projects to cumulative GHG emissions would not be cumulatively considerable.

Conclusion

Through required implementation of the L.A. Green Building Code, the Project's mixed-use design, and the Project's proximity to transit, the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020, SB 375, the 2016-2040 RTP/SCS, and the LA Green Building Code. Therefore, the Proposed Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to GHG emissions, and impacts would be less than significant.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if the Proposed Project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Proposed Project will comply with the City of Los Angeles' Green Building Ordinance standards that are consistent with the AB 32 Scoping Plan's recommendation for communities to adopt building codes that go beyond the State's codes. As described above and in Question 7(a), the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan, SB 375, the RTP/SCS, and the LA Green Building Code. Therefore, the Proposed Project's generation of GHG emissions would not make a project-specific or cumulatively considerable

contribution to conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases and, the Proposed Project's individual and cumulative impact would be less than significant.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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 for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

This section is based on the following report:

- Phase I Environmental Site Assessment (Phase I ESA) by Tetra Tech BAS (BAS), January 2013.

Mitigation Measures Incorporated from, or Consistent with, Mitigation Measures in the RTP/SCS EIR:

8-1 **Hazardous Materials Site.** The Applicant shall comply with the following recommendations as specified in the Phase I Environmental Site Assessment (ESA) in the design and construction of the Industrial Street Lofts Project to the satisfaction of the Department of Building and Safety:

- Based on the results of the ESA no further inquiry and/or investigation of the subject property is considered practical at this time, and thus none are recommended. However, the Applicant should be aware that isolated pockets of impacted subsurface soil may be encountered during construction and, if encountered, are likely to affect the construction schedule for the planned development. In addition, the unknown underground feature, encountered by BAS, will require further assessment and removal. Should this feature be confirmed to be an underground storage tank, a specialized contractor shall be retained to handle the decommissioning and removal of the tank and associated impacted soil, if any, to the satisfaction of the Los Angeles Fire Department.
- In the event that the current owners leave the facility "as is" (i.e., all existing equipment, chemicals, debris, waste, etc., will remain at the site and thereby become the property of Camden upon taking possession of the property), the applicant shall retain the services of a qualified demolition contractor, experienced in handling items, which may contain regulated substances and thus require proper draining/ containerization and subsequent disposal/recycling.
- Should existing engineered fill under Freezer #5 be re-used at the site (based on geotechnical recommendations), the fill soil shall be tested in order to assess whether it meets the residential land use criteria.
- A construction contingency plan for dealing with both anticipated and potential occurrences of environmentally sensitive situations during site redevelopment shall be established and adhered to during construction.

PROJECT-SPECIFIC IMPACTS

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The Proposed Project includes the construction of a mixed-use project with up to 344 live/work units, 24,774 square feet of creative office uses and resident production space, and 4,042 square feet of restaurant uses. No hazardous materials other than

modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the site and use of these substances would comply with State Health Codes and Regulations. Therefore, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and a less than significant impact would occur.

Construction could involve the use of potential hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. There is nothing unique or specific about the Proposed Project or its location that would warrant any mitigation beyond general compliance.

Therefore, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project utilizes hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions.

The site is operated as Union Central Cold Storage has been used for cold storage and other commercial/industrial purposes since the early 1900s. The subject property is developed with twelve (12) adjacent structures, supported by loading docks and a surface parking lot. The northeastern portion of the site is undeveloped land.

BAS conducted the Phase I ESA Project Site in January 2013 The purpose of the Phase I ESA was to gather information about the subject site and surrounding areas to identify conditions indicative of releases or threatened releases of hazardous substances, pollutants and contaminants, petroleum or petroleum products, and controlled substances. As reported in the Phase I ESA, the Project Site is surrounded primarily by commercial and light industrial/manufacturing properties. The closest live/work properties include loft-style units located approximately one block east of the Project Site, on Mateo Street, and about one block north, on 6th Street.

As part of the Phase I ESA, BAS conducted an inspection of the site and noted the following environmental concerns:

- Strong ammonia odor was noted within certain portions of the site, mostly wherever refrigeration equipment is located.

- Improper waste storage and handling were noted throughout loading concourse, machine shop, garage and equipment room areas.

- Oil staining was noted in several areas throughout the site, mostly associated with equipment and waste oil storage.

- Evidence of unauthorized dumping was observed in the undeveloped northeastern portion of the site.

However, BAS concluded that these concerns/conditions can be reasonably addressed and managed as part of the property redevelopment, as long as proper planning is implemented.

Soil sampling performed as part of the ESA identified only minor heavy-end petroleum detections in two (out of eleven) samples, including one collected at the location of the encountered unknown underground feature. Therefore, impacts associated with the above-discussed poor waste management practices and oil staining are expected to be relatively minor and limited to shallow soil only. No SVOCs were detected in any of the analyzed soil samples, aside from traces of dimethyl phthalate, which is not a regulated substance. Metal concentrations generally appear to be representative of background conditions, and all were below applicable hazardous waste standards. Based on this data, it is unlikely that significant soil segregation and excavation will be required as part of site grading; however, removal of isolated impacted areas may be necessary. Similarly, further assessment and removal of the unknown underground feature will also be necessary, as part of site redevelopment.

Based on conducted soil sampling, localized impacts cannot be ruled out; however, any further testing for such potential impacts at this time is not practical, while the site is mostly built-up. Similarly, although an unknown underground feature, and associated petroleum-impacted soil and water were encountered, any further investigation of this finding is impractical at this time due to its location. The thick, reinforced concrete base and configuration of the loading dock, located immediately adjacent to the office building and Industrial Street, do not allow for development of a comprehensive assessment plan for the encountered feature. The proposed site redevelopment is anticipated to include significant site grading; the feature could be more effectively exposed, assessed and removed from the site as part of that process. Nonetheless, for the purposes of planning, the underground feature should be assumed to be an underground storage tank (UST), which would require involvement of LAFD for permitting and removal. Should it be discovered that the feature is not a tank, its removal would require less time and effort.

Potential impacts associated with various site and REC's identified above would be less than significant, provided that the recommendations specified in the Phase 1 ESA are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety, and with the incorporation of the Mitigation Measure 8-1 and RCM 6-2, above, which requires compliance with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project, and as it may be subsequently amended or modified.

The Project Site is located within the City of Los Angeles Methane Buffer Zone based on the City of Los Angeles Department of City Planning, Zone Information and Map Access System. Tetra Tech BAS (BAS) completed a subsurface methane gas investigation on the Project Site on December 18, 2012 (see report). As noted in their investigation, the Project Site is within the limits of a "Methane Buffer Zone" as designated by LADBS. Based upon the measured methane levels and the corresponding soil gas pressures, BAS concluded that no measurable methane concentrations were found during the soil gas survey, with exception of location P-5 (See Figure 2, Testing Locations Map, in Methane Site Test report), where petroleum-impacted soil and water was encountered and the initial methane concentration measurement was correspondingly elevated. The encountered petroleum impacts appear to be contained in old equipment or debris, which are going to be further investigated and removed during site redevelopment. Subsequent measurement revealed substantially decreased methane concentration. Based on the observation of localized petroleum impacts and rapid decrease in methane concentrations, the measured methane levels are not considered to be representative of site-wide subsurface conditions, and therefore, should not be included in consideration for any methane mitigation system for the site. Accordingly, potential impacts resulting in accidental risk of upset will be less than significant.

c) Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect may occur if the Project Site is located within 0.25-mile of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds. The closest school sites to the Project Site include the Para Los Ninos Eisner Foundation Early Education Center @ FLC located 250 feet to the east at 1617 7th Street and the Metropolitan High School located 850 feet to the southeast at 727 Wilson Street. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would be present at the Project Site, and use of these substances would comply with State Health Codes and Regulations. Furthermore, the proposed haul route would extend from the Project Site to the nearest freeway onramp to the 10 Freeway and would not pass by either of the schools identified above. Therefore, the Proposed Project would not create a significant hazard through hazardous emissions or the handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and a less than significant impact would occur.

d) Would the project 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?

Less than Significant Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection

on at least an annual basis. A significant impact may occur if the Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

The Project Site is not identified as being currently evaluated by the State of California, local, or federal government for remedial action under CERCLA or any other environmental regulations. Furthermore, review of available public information did not identify any potential concerns with regard to off-site properties.

On January 8, 2013, BAS requested a records search of multiple federal, state, and local environmental databases from GeoSearch. A total of 77 databases were searched using radii specified in ASTM E1527-05. Searched databases included federal, state and local (Los Angeles County) databases, prescribed by the ASTM Standard; as well as several supplemental federal and state databases. These searches identified 111 "locatable" (i.e., mappable or geo-coded) and five (5) "unlocatable" listings, i.e., those that cannot be shown on the map due to missing or incorrect address information. Review of unmappable listings did not reveal any that may be of potential concern for the Project Site. In addition, only four sites, located in close proximity and upgradient to the Project Site, with respect to groundwater direction, were identified by the search of governmental databases. After reviewing available public information, BAS did not identify any potential concerns with regard to off-site properties.

Overall, potential impacts associated the potential of the Industrial Street Project creating a significant hazard to the public would be less than significant, provided that the recommendations specified in the Phase 1 ESA are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety, and with the incorporation of the Mitigation Measure 8-1 and RCM 6-2, above, which requires compliance with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project, and as it may be subsequently amended or modified.

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 for people residing or working in the project area?

No Impact. A significant project-related impact may occur if a project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The nearest airport to the Project Site is the El Monte Airport, located approximately 14.1 miles east of the Site. The Santa Monica Municipal Airport is next closest at roughly 16.9 miles from the Project Site. Further, the Project Site is not located within a public airport land use plan. Furthermore, the Project Site is not in an airport hazard area. Therefore, the Proposed would not result in a safety hazard for people residing or working in the Project area, and impacts would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. This question would apply to the Proposed Project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. There are no private airstrips in the vicinity of the Project Site, and as such, no impacts would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if the project involved possible interference with an emergency response plan or emergency evacuation plan. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences.

The Proposed Project is not located on or near an adopted emergency response or evacuation plan.[19] Development of the Project Site may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns impede public access or travel upon public rights-of-way. As discussed below under Transportation and Traffic, the Project would not create significant impacts at any of the study intersections during the morning and afternoon peak hours. Therefore, the Proposed Project's impacts to area traffic would have no significant impacts on nearby roadways or intersections, and would not interfere with an emergency response or evacuation plan. Therefore, the Proposed Project's impacts related to interference with any adopted emergency response plan or emergency evacuation plan would be less than significant.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. A significant impact may occur if a project is located in proximity to wildlands areas and would pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project Site is located in a highly urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or significant vegetation. The Project Site is not located in a Very High Fire

[19] *City of Los Angeles Safety Element Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, April 1995.*

Hazard Severity Zone, Mountain Fire District, or Fire Buffer Zone.[20] Therefore, no impacts from wildland fires would occur.

CUMULATIVE IMPACTS

Less Than Significant Impact. Development of the Proposed in combination with the related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the City of Los Angeles. However, the potential impacts associated with the Project would be less than significant and, therefore, not cumulatively considerable. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. The closest related project is located approximately 0.5 miles from the nearest Project Site and is not sufficiently close enough to the Project Sites to generate cumulative impacts with respect to hazardous materials. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further reduce impacts associated with related projects. Therefore, with compliance with local, state and federal laws pertaining to hazardous materials, the Proposed Project in conjunction with related projects would be expected to result in less-than-significant cumulative impacts with respect to hazardous materials.

9. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of	☐	☐	☒	☐

[20] *City of Los Angeles Department of Planning, Zone Information and Map Access System, website: http://zimas.lacity.org/, accessed February 2017.*

the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?				
e. 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?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Regulatory Compliance Measures

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

- **RCM 9-1: National Pollutant Discharge Elimination System General Permit:** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Proposed Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RCM 9-2: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection

Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

- **Regulatory Compliance Measure RCM 9-3: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, which ever is greater, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

- **Regulatory Compliance Measure RCM 9-4: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

- **RCM 9-5 Stormwater Pollution (Demolition, Grading, and Construction Activities):** Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
  - Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
  - All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
  - Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
  - Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

- **RCM 9-6:** Prior to the issuance of a grading permit, the Project shall comply with the SUSMP and/or the Site Specific Mitigation Plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of BMP devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works.

PROJECT-SPECIFIC IMPACTS

a) Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving body of water. A significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB) through its nine Regional Boards. The Project Site lies within the Los Angeles Regional Water Quality Control Board (RWQCB). Applicable regulations include compliance with NPDES permitting system, LAMC Article 4.4, and the low impact development requirements, which reduces potential water quality impacts during the construction and operation of a project.

Construction Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. As required under the NPDES, the Project Applicant is responsible for preparing a SWPPP to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The primary objectives of the NPDES stormwater program requirements are to: 1) effectively prohibit non-stormwater discharges, and 2) reduce the discharge of pollutants from stormwater conveyance systems to the Maximum Extent Practicable ("MEP" statutory standard). The SWPPP would incorporate the required implementation of BMPs for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Implementation of the Regulatory Compliance Measure RCM 9-1, above, would ensure that the Proposed Project's construction-related water quality impacts would be less than significant.

Further, the Applicant would be required to obtain coverage under the General Construction Activity Storm Water Permit (GCASP), which requires development and implementation of a SWPPP.[21]

In addition, construction projects that include grading activities during the rainy season must also develop a Wet Weather Erosion Control Plan (WWECP). The Project will comply with LAMC Chapter IX, Division 70, which addresses grading, excavations, and fills. Compliance with the LAMC would ensure that construction would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Therefore, construction impacts related to water quality would be less than significant.

Operational Impacts

Stormwater runoff from the Project Site is currently collected by either roof drains and discharged to curb face, or sheet flows into the adjacent streets. Both Alameda Street and Mill Street flow southerly to catch basins located just north of the Industrial Street intersection. Industrial Street flows from west to east. Since the Project Site is currently comprised of nearly 100 percent impervious surfaces, no additional stormwater runoff is anticipated. Additionally, irrigation and other runoffs are anticipated to be minimal. Based on the availability of a nearby storm drain and no increase in runoff from the Project Site (beyond that produced by the previous development), Project impacts with respect to the volume of stormwater runoff would be less than significant.

In November 2012, the Los Angeles adopted Order No. R4-2012-0175 the NPDES Stormwater Permit for the County of Los Angeles and cities within (NPDES No. CASOO4001). The primary objectives of the stormwater program requirements are to: (1) effectively prohibit non-stormwater discharge and (2) reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent practicable statutory standard.

The Proposed Project would be required to comply with the City of Los Angeles Stormwater and Urban Runoff Pollution Control Ordinance (Ordinance No. 172,176, effectuated October 1998), which established LAMC Sections 64.70 through 64.70.13 and set the foundation for stormwater management in the City of Los Angeles. Since the adoption of the Stormwater and Urban Runoff Pollution Control Ordinance, many additional ordinances have passed to keep LAMC Article 4.4, Stormwater and Urban Runoff Pollution Control, up to date. Approved in October 2011, the Low Impact Development (LID) Ordinance (Ordinance No. 181,899) expanded LAMC Article 4.4 and expanded the applicability of the existing Standard Urban Stormwater Mitigation Plan (SUSMP) requirements by imposing rainwater low impact development strategies on projects that require building permits. LAMC Article 4.4, including LID requirements, was recently amended in August 2015 with the approval of Ordinance No. 183,833,

[21] *California Environmental Protection Agency, State Water Resources Control Board, Storm Water Program, Construction Storm Water Program, website: http://www.swrcb.ca.gov/water_issues/programs/stormwater/construction.shtml, accessed February 2017.*

which incorporates the requirements of the Municipal Separate Storm Sewer (MS4) Permit. The Proposed Project would be required to prepare a LID Plan and demonstrate compliance with the LID requirements and standards and retain or treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater.[22]

The Proposed Project falls within the second tier of the LID Ordinance requirements, which state that development projects that involve nonresidential use and result in an alteration of at least 50 percent or more of the impervious surfaces on an existing developed site, the entire site must comply with the standards and requirements of Article 4.4 of Chapter VI of the LAMC and with the Development Best Management Practices Handbook. The Project Site shall be designed to manage and capture stormwater runoff to the maximum extent practicable utilizing various LID techniques, including but not limited to infiltration, evapotranspiration, capture for use, and treated through high removal efficiency bio-filtration / bio-treatment systems of all runoff on-site (listed in priority order). On-site stormwater management techniques must be designed so that no stormwater runoff leaving the Project Site for at least the volume of water produced by the Stormwater Quality Design Volume (SWQDv). Development and redevelopment projects are required to prepare a LID Plan, which comply with the provisions of the Development Best Management Practices Handbook. If partial or complete on-site compliance of any type is technically infeasible, the Project Site and LID Plan shall be required to manage the flow from the SWQDv on-site in order to maximize on-site compliance. For the remaining runoff that cannot feasibly be managed on-site, the Proposed Project would be required to implement off-site mitigation on public and/or private land within the same sub-watershed as defined by the MS4 Permit.[23] Compliance with the LID requirements would reduce the amount of surface water runoff leaving the Project Site as compared to existing conditions.[24]

In compliance with the LID Plan, prior to issuance of grading permits, the Applicant shall submit a LID Plan and design plans to the City of Los Angeles Department of Building and Safety and the Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. The BMPs shall be designed to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event (whichever is greater), in accordance with the Planning and Land Development Handbook for Low Impact Development, Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed BMPs meet the numerical threshold standard shall be provided. Refer to regulatory compliance measures RCM 9-2 and RCM 9-3 above.

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22 *City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition, May 9, 2016.*

23 *City of Los Angeles Ordinance No. 183,833, 2015.*

24 *Ibid.*

To ensure that all stormwater related BMPs are constructed and / or installed in accordance with the approved LID Plan, the City of Los Angeles requires a Stormwater Observation Report to be submitted to the City prior to the issuance of the Certificate of Occupancy. All projects reviewed and approved would require a Stormwater Observation Report and would be prepared, signed, and stamped by the engineer of record responsible for the approved LID Plan. With approval and issuance of a Certificate of Occupancy from LADBS, the Proposed Project would be determined to be in compliance with all applicable codes, ordinances, and other laws.[25]

Full compliance with the LID requirements and implementation of design-related BMPs would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, as the Proposed Project would be subject to the LID requirements and compliance procedures, operational water quality impacts would be less than significant with compliance with Regulatory Compliance Measures 9-2 and 9-3.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity. As discussed in Section 8(a) the Project Site is 100 percent impervious. As such, 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site.

According to the Geotechnical Report, groundwater was not encountered to a depth of 70 feet bgs. Review of the Seismic Hazard Zone Report for the Los Angeles Quadrangle (CDMG, 2006) indicates that the historical high groundwater level is greater than 100 feet bgs at the Project Site. The Proposed Project would excavate soils beneath the Project Site for subgrade preparation to a depth of only 8 feet, and would not impact the groundwater table. In the unlikely event that dewatering activities are required during construction, the Proposed Project would be required to comply with Regulatory Compliance Measure RCM 9-4 (above). Thus, construction of the Proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge and no impact would occur.

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[25] *City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition, May 9, 2016.*

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow that would result in a substantial increase in erosion or siltation during construction or operation of the project. The Project Site is located in a highly urbanized area of Los Angeles, and no streams or river courses are located on or within the Project vicinity.

Implementation of the Proposed Project would not increase site runoff or result in any changes in the local drainage patterns. Further, the Proposed Project would comply with LAMC Section 64.70, Stormwater Runoff and Urban Pollution Control. Impacts associated with localized drainage and surface water runoff would therefore be considered less than significant.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Therefore, the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. In addition, the Proposed Project would comply with LAMC Section 64.70, Stormwater Runoff and Urban Pollution Control, and as such, impacts would be less than significant.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the CWC or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of stormwater runoff from the Project Site were to increase to a level which exceeds the capacity of the storm drain system serving the Project Site. A Project-related significant adverse effect would also occur if the Proposed Project would substantially increase the

probability that polluted runoff would reach the storm drain system.

There are 16-inch storm drains within Alameda Street and Mill Street, along the property frontage. There is a catch basin adjacent the Project Site on the northeast corner of Alameda Street at Industrial Street. This catch basin connects to the storm drain in Alameda via a 12-inch pipe. Potential widening of Alameda Street may result in the removal and reconstruction of the catch basin and extension of the associated 12-inch outlet pipe.

Urban runoff discharged from municipal storm drains is one of the principal causes of water quality problems in most urban areas. Oil and grease from parking lots, pesticides, cleaning solvents, and other toxic chemicals can contaminate stormwater, which can then contaminate receiving waters downstream and, eventually, the Pacific Ocean. As discussed in the response to Question 9(a), the Project is required to comply with the NPDES program as well as the requirements set forth in the LAMC. These regulations control water pollution by regulating point sources that discharge pollutants, and are further described under *Construction* and *Operation*, below.

Construction Impacts

Three general sources of potential short-term construction-related stormwater pollution associated with the Project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion and the transportation of pollutants via storm runoff or mechanical equipment.

Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. The same types of common sense, "good housekeeping" procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, or other fluids onto the construction site are also common sources of stormwater pollution and soil contamination. Earth-moving activities that can greatly increase erosion processes are another source of stormwater pollution contamination. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control off-site migration of pollutants.

These BMPs are formally described as Regulatory Compliance Measures RCM 9-5 and RCM 9-6, above. When properly designed and implemented, these "good-housekeeping" practices would further reduce the already less than significant short-term construction-related impacts by controlling dust and erosion that may occur on-site and leaks from any construction equipment. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits.

Operational Impacts

Runoff from the Project Site currently is and would continue to be collected on the Project Site and directed towards existing storm drains in the Project vicinity that have adequate capacity. Activities associated with operation of the Project would generate substances that could degrade the quality of water runoff. The deposit of certain chemicals by cars parked in driveways or on the streets within the Project Site could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system.

Any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance standards and retain or treat the first ¾ –inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event (whichever is greater), which would reduce the Proposed Project's impact to the stormwater infrastructure. Additionally, any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. The Proposed Project would comply with Regulatory Compliance Measure RCM 9-2 and 9-3 above, LAMC Chapter VI, Article 4.4, and all other applicable laws and regulations pertaining to stormwater runoff and water quality would ensure impacts are less than significant. Therefore, the Proposed Project would not create or contribute to runoff water, which would exceed capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Potential impacts to surface water quality would be less than significant.

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The Proposed Project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, impacts to water quality would be less than significant.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. A significant impact may occur if the Proposed Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood which results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the Federal Emergency Management Agency (FEMA) flood insurance rate map for the Project Area, the Project Site is not located within a designated flood zone. Therefore, the Proposed Project would not place housing within a 100-year flood hazard area and no impact would occur.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. A significant impact may occur if the Project was located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area. The Project Site is located in a highly urbanized area and, as no changes to the local drainage pattern would occur with implementation of the Proposed Project, the Proposed Project would not have the potential to impede or redirect floodwater flows and no impact would occur.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. A significant impact may occur if the Proposed Project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam. Based on a review of the County of Los Angeles Flood and Inundation Hazards Map, it is concluded that the Project Site does not lie within a mapped inundation area.[26] Moreover, the area surrounding the Project Site is highly urbanized and there are no levees or dams within the immediate vicinity of the Project Site. Thus, the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam and no impact would occur.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

No Impact. A significant impact would occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if a project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. Seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. Based on the lack of such large enclosed water bodies nearby, the Proposed Project Site is not located in a potential seiche or tsunami zone and no impacts would occur. With respect to the potential impact from a mudflow, the Project Site and surrounding area are relatively flat and the Project Site is surrounded by urban development; therefore, it does not contain any sources of mudflow. Additionally, there are no major hills or steep slopes in the Project vicinity. Therefore, the Proposed Project would not expose people or structures to significant risk involving seiche, tsunami, or mudflow, and no impact would occur.

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[26] *Los Angeles County Department of Public Works, FEMA Flood Zone Determination Website www.dwp.lacounty.gov.wmd.floodzone/index.cfm, accessed May, 2014.*

CUMULATIVE IMPACTS

Less Than Significant Impact. Development of the Proposed Project in combination with the related projects would result in the further infilling of uses in an already dense urbanized area. As discussed above, the Project Site and the surrounding area is served by the existing City storm drain system. Runoff from the development sites and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Project Site or the related project sites, since this part of the City is already fully developed with impervious surfaces.

The Proposed Project and each related project would be required to implement a SWPPP and/or SUSMP. Under the requirements of the LID Ordinance, each related project will be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period. Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, the Project would not make a cumulative contribution to impacting the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. Therefore, cumulative water quality impacts would be less than significant.

10. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☒	☐
b. Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Project Design Features:

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

- The Proposed Project includes a mix of uses, including live-work units, arts/production space, and restaurants, that is consistent with the existing pattern of development in the vicinity.

- The Proposed Project is designed to comply with the provisions of the newly adopted Hybrid Industrial (HI) Zone Ordinance, with respect to the uses, urban design, and development requirements of the zone, which were established to ensure compatibility between existing and proposed development and which continue to promote the area as a jobs-producing area by accommodating the workplace and space needs of contemporary workers engaged in creative and technology industries, among others.

Mitigation Measures Incorporated from, or Consistent with, Mitigation Measures in the RTP/SCS EIR:

3-2 Air Pollution (Stationary)

- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.

In addition, the Proposed Project would comply with Mitigation Measure MM 16-1 in Section 16, Transportation and Traffic, to avoid or reduce the significant effects related to the physical division of an established community during construction.

PROJECT-SPECIFIC IMPACTS

a) Would the project physically divide an established community?

Less Than Significant Impact. A significant impact may occur if a project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of a project.

The Project Site is located within an urbanized area within the Central City North Community Plan Area (CCNCPA). The Project Site is located within a predominately industrially zoned area. It is currently zoned M3-1 and has a General Plan Land Use Designation of Heavy Manufacturing per the Community Plan. Per the City's Zoning Code, residential uses are not permitted in industrial zones; however the Central City North Community Plan designates an area—generally bound by First Street to Violet and Alameda Street to the Los Angeles River as the Artists-in-Residence (AIR) District and the Los Angeles Municipal Code allows for adaptive reuse of obsolete industrial buildings to live/work units for artists and artisans. Conversion of such buildings to live/work units is discretionary and requires a determination of the Zoning Administrator (known as a ZAD), per L.A.M.C. Section 12.24 X.13. As a result of policy

changes in the 2000 Central City North Community Plan that encouraged adaptive reuse live/work units in the area, a thriving community of artist, entrepreneurs, and people working in creative industries has developed. Given the changing nature of the area and changes in workplace trends, the City has recently adopted an ordinance creating a new HI (Hybrid Industrial) zone that allows new construction of live/work units when such projects also provide a minimum amount of affordable housing and comply with a number of other public benefit requirements found in the adopted HI Zone Ordinance. This indicates a new policy direction to allow compatible new live/work construction in areas that are currently industrially zoned.

The Project vicinity is primarily developed with old warehouses, some of which have been converted to artist's lofts and studios. As a result, there are several live/work developments within a few blocks of the Project Site to the east. Although the Proposed Project is not consistent with the existing M3 zoning designation, the Project is seeking a zone change to C2-2D-RIO, which supports the growing and maturing live/work community in the Project vicinity. As proposed, the Proposed Project would not divide an established community as the existing pattern of development in the Project area includes a mix of industrial, manufacturing, and live/work land uses.

The applicant is seeking a General Plan Amendment to the Regional Center Commercial General Plan Land Use Designation and zone change to the C2-2D-RIO Zone. Although the Proposed Project is seeking a zone change to the C2-2D-RIO Zone, it should be noted that the Proposed Project was designed to comply with the provisions of the newly adopted HI Zone Ordinance, with respect to the uses, urban design, and development requirements of the zone, which are being established to ensure compatibility between existing and proposed development and which continue to promote the area as a jobs-producing area by accommodating the workplace and space needs of contemporary workers engaged in creative and technology industries, among others. Accordingly, the Proposed Project would not disrupt or divide the physical arrangement of the established community, and land use impacts would be less than significant.

Furthermore, Mitigation Measure 16-1, which is a requirement under Section 16, Transportation and Traffic, would further reduce temporary construction impacts associated with physically dividing an established community during the construction period.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate.

The Project Site is located within the jurisdiction of the City of Los Angeles, and is therefore subject to the designations and regulations of several local and regional land use and zoning plans. At the regional

level, the Project Site is located within the planning area of the SCAG, the Southern California region's federally-designated metropolitan planning organization. The Proposed Project is also located within the South Coast Air Basin and, therefore, is within the jurisdiction of the SCAQMD. At the local level, development of the Project Site is guided by the General Plan of the City of Los Angeles, the Central City North Community Plan, and the LAMC, which are intended to guide local land use decisions and development patterns.

Regional Plans

SCAQMD Air Quality Management Plan

In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's AQMP was updated in 2012 to establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the Basin, which is a non-attainment area. As discussed above in Section 3, Air Quality, above, the Proposed Project would not exceed the daily emission thresholds during the construction or operational phases of the Project. Therefore, the Project would be consistent with the AQMP.

SCAG Regional Comprehensive Plan

The Project Site is located within the six-county region that comprises the SCAG planning area. The SCAG Regional Comprehensive Plan (RCP) includes growth management policies that strive to improve the standard of living, maintain the regional quality of life, and provide social, political, and cultural equity. The Proposed Project would be consistent with policies set forth in the RCP, as the Proposed Project would redevelop a site that is currently occupied by an industrial building, loading dock, and freight truck and trailer storage area, with a live/work development with project-serving retail uses, thereby maximizing its location within the City's urban core, supported by infrastructure, and that is least likely to cause an adverse environmental impact. Furthermore, as the Proposed Project would add approximately 344 live/work units in the Downtown area, generating as many as 606 new residents, the Proposed Project would be consistent with SCAG growth projections.

Local Plans

City of Los Angeles General Plan

The General Plan is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City. The General Plan is a dynamic document consisting of 11 elements, 10 Citywide elements (Air Quality Element, Conservation Element, Historic Preservation and Cultural Resources Element, Housing Element, Infrastructure Systems Element, Noise Element, Open Space Element, Public Facilities and Services Element, Safety Element, and Transportation Element) and the Land Use Element, which is comprised of individual plans for each of the City's 35 Community Planning Areas.

Those elements that would be most applicable to the Proposed Project are the Housing Element, the Land Use Element, and the Transportation Element. Housing Element objectives with which the Proposed Project would conform to include: encouraging production and preservation of an adequate supply of rental and ownership housing to meet the identified needs of persons of all income levels and special needs; encouraging the location of housing, jobs, and services in mutual proximity; and accommodation of a diversity of uses that support the needs of the City's existing and future residents. Land Use and Transportation Element objectives with which the Proposed Project conforms include: focus of future growth of the City near transit-served areas; increase land use intensity in transit station areas; reduced reliance on the automobile; and creation of a pedestrian-oriented environment.

The Project is not currently consistent with the land use designation of Heavy Manufacturing as identified in the Central City North Community Plan, a portion of the Land Use element of the General Plan. The Proposed Project discretionary requests include a General Plan amendment to Regional Center Commercial and a zone change to the C2-2D-RIO Zone. With approval of the requested General Plan Amendment and zone change for the Project Site, the Proposed Project would conform to the zoning and Central City North Community Plan. Moreover, as discussed below, the Proposed Project is consistent with applicable objectives outlined in the City of Los Angeles General Plan (General Plan).

Central City North Community Plan

The Project Site is located within the Central City North Community Plan (Community Plan) and, therefore, all development activity on-site is subject to the policies of Plan and the land use regulations of the zone and relevant provisions of the Zoning Code. The Community Plan goals and objectives include: retaining sufficient land for a variety of industrial uses with maximum employment opportunities, preserving industrial plan designations to maintain the industrial employment base of community residents and to increase it whenever possible, enhancing the positive characteristics of existing neighborhoods while providing a variety of housing opportunities with compatible new housing (including live/work); improving the function, design, and economic vitality of the commercial corridors, preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance; maximizing the development opportunities of future transit systems while minimizing any adverse impacts; and planning the remaining commercial and industrial development opportunity sites for needed job producing uses that will improve the economic and physical condition of the Central City North area.

As described in the Community Plan, the existing AIR District includes a number of former warehouses that have been converted to artists' live/work lofts and studios. The Community Plan encourages the continued and expanded development of a thriving artists-in-residence community in the plan.[27] The Proposed Project, which would provide a mixed-use live/work and commercial development, would

[27] *City of Los Angeles Department of City Planning, Central City North Community Plan, website: http://cityplanning.lacity.org/complan/pdf/ccncptxt.pdf, accessed February 2017.*

conform to the goals, objectives, and land uses identified in the Community Plan and would essentially extend the current land use pattern of live/work uses to 7th Street to the south.

Additionally, the Proposed Project is located within an area identified on the Central City North Community Plan map as the Alameda East Redevelopment Study Area. A redevelopment plan was never adopted for the area and therefore offers no relevant planning policies.

River Improvement Overlay (RIO) District

The RIO is designed to provide for preservation of tributaries and rivers in the City of Los Angeles by promoting river identity, supporting local species, and convenient access, among many other things.[28] Specifically, the RIO was established under the Los Angeles River Revitalization Master Plan that was adopted in May of 2007, which establishes a vision for the 32 miles of the Los Angeles River that are within the City boundaries. The standards of the RIO impact projects if, and when, a development elects to redevelop the property or undergo a major remodel of more than 50% of the buildings value. As such, the Proposed Project will need to obtain administrative clearance from the Department of City Planning illustrating compliance with the landscaping and design standards of the RIO. As currently proposed, the proposed landscaping along the exterior facades of the development would strictly comply with the design standards identified in the RIO.

LAMC and Community Plan Land Use Designation

The Community Plan General Plan Land Use Designation for the Project Site is Heavy Manufacturing and the zone is M3-1, which in general does not currently allow for residential land uses. The Proposed Project would be comprised of live/work units, restaurant uses, and creative office uses. As such, the Proposed Project would not be consistent with the current land use designation and zoning of the Project Site. Accordingly, as discussed in further detail above, the discretionary actions required for the Project include a General Plan Amendment to the "Regional Center Commercial" land use designation and a zone change to the C2-2D-RIO Zone. Upon approval of the General Plan amendment and zone change for the Project Site, the Project would be consistent with the zoning and Community Plan's land use designation and the zoning.

Density

As noted above, the Project Site is zoned M3-1, which does not generally allow residential uses. The Project is seeking a zone change to the C2-2D Zone. The proposed D limitation would limit the FAR to 3:1. The Project would include up to 344 live/work units. The Project's density is approximately 132.8 dwelling units per acre. Residential uses within the C2 Zone are permitted to be developed under the R4 development standards, which has a minimum lot area requirement of 400 square feet per unit. However,

[28] *Zoning Information No. 2358 and City of Los Angeles Ordinance Nos. 183144 and 183145.*

LAMC Section 12.22 A.18 provides for an R5 density for mixed-use projects on sites designated as Regional Center. The Project Site has a net lot area of 112,843 square feet[29] which yields an allowable density of 564 units, which is greater than the 344 units proposed. Thus, upon approval of the requested General Plan amendment and zone change, the Proposed Project will be consistent with the density under the applicable zoning of the Project Site.

Floor Area

The Project Site's current M3-1 designation indicates that the Project Site is located in Height District 1, which does not specify a building height limit, and limits the FAR on the Project Site to 1.5:1. The Applicant is seeking a Zone/Height District Change to C2-2D with the D limitation limiting the FAR to 3:1. The Proposed Project proposes 336,304 square feet of development, resulting in a FAR of 2.98:1.

Open Space

The Industrial Street Lofts Project would provide common open space and landscaping amenities in accordance with the LAMC. As summarized in Table II-3, Summary of Required and Proposed Open Space Areas, below, 35,725 square feet of common open space is required by Code. The Proposed Project would include 34,400 square feet of open space with approximately 26,041 square feet of open space on Lot 1 including 17,069 square feet of open space in three separate courtyards on the ground floor, 6,183 square feet of open space in the upper level terraces, 1,742 square feet of open space in a community fitness gym/yoga studio, and 1,020 square feet of common space in a community clubhouse. In addition, 8,359 square feet of open space is proposed to be publically accessible during daylight hours on the partial flag lot park area on a portion of the flag lot. Recreational amenities would include a swimming pool and barbeque area, a fitness gym/yoga studio, a dog run, and a community clubhouse.

The Proposed Project is seeking an On Menu Density Bonus Incentive for a 7% reduction in common open space pursuant to LAMC Section 12.22 A.25. With approval of this entitlement request, the Proposed Project's common open space would be consistent with the LAMC.

Parking

The Proposed Project would provide live/work and retail parking partially screened at-grade and in two levels above grade and one level below grade. As shown in Table II-4, in Section II, Project Description, the Proposed Project would exceed the parking requirements under Option 1 of the LAMC Section 12.22 A25(d), which requires a minimum of 1 parking space for each dwelling unit with 0 to 1 bedrooms, 2 spaces for each dwelling unit with 2 to 3 bedrooms, and 2.5 spaces for each dwelling unit with 4 or more bedrooms. As the Proposed Project is located in an enterprise zone, the commercial parking requirement is two spaces per 1,000 square feet. The development proposed would require 59 commercial parking spaces and 344 live/work parking spaces, for a total of 403 parking spaces. The Proposed Project includes

[29] *As the Project is seeking approval of a tract map, lot area is measured net of dedications.*

536 parking spaces, including 477 live/work spaces and 59 commercial spaces. Thus, the Proposed Project would exceed the minimum applicable commercial and live/work parking requirements.

The Project would include 394 on-site bicycle parking pursuant to the standards and requirements of the City's Bicycle Ordinance (182,386, *effective March 13, 2013*). The 344 proposed live/work dwelling units would require 379 bicycle parking spaces, including 35 short-term and 344 long-term spaces. The commercial/restaurant spaces would require 14 bicycle parking spaces, including 6 short-term and 8-long term spaces. With approval of the discretionary actions identified in Section II, Project Description, the Project's impacts with respect to consistency with the LAMC and the Community Plan land use designation would be less than significant.

Exposure to Poor Ambient Air Quality

The future occupants of the Proposed Project may be exposed to poor air quality emissions from nearby industrial facilities, roadway emissions, and emissions from nearby rail road operations. Although a recent court ruling, *California Building Industry Association v. Bay Area Air Quality Management District* (S213478, December 17, 2015), found that CEQA requires an analysis of a project's effect on the environment and does not require an analysis of the impacts of the environment on a project, existing adopted goals, objectives, policies, and programs in the General Plan address land use compatibility with respect to the siting of new residential development and other sensitive land uses near freeways or other sources of airborne pollutants. Further, the California EPA and the California Air Resources Board recommendations regarding the siting of new sensitive land uses near freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities. Based on CARB's Air Quality and Land Use Handbook, CARB recommends avoiding siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard; within one mile of a rail yard, CARB's recommendation is to consider possible siting limitations and mitigation approaches. With respect to a project's proximity to freeways both CARB and the City of Los Angeles Planning Commission (ZI 2427) recommend avoiding siting sensitive land uses within 1,000 feet of a freeway. The Proposed Project is located approximately 1,700 feet away from the nearest railroad right-of-way corridor and approximately 3,200 feet away from the nearest freeway. Thus, the Project Site is consistent with the land use siting requirements of CARB and the City of Los Angeles relative to freeways and rail yard facilities. CARB also recommends avoiding siting new sensitive land uses 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 (TRUs) per day, or where TRU unit operations exceed 300 hours per week). The Project site is located within 1,000 feet of distribution facilities and several other SCAQMD permitted facilities that contribute to poor ambient air quality. With respect to characterizing the ambient air conditions relative to point sources throughout the Basin, the SCAQMD released the draft final report of the fourth round of its Basin-wide Multiple Air Toxics Exposure Study (MATES IV) in April 2015. MATES IV estimated the cancer risk from TAC emissions throughout the Basin by conducting a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize health risks in the Basin. MATES IV focused on carcinogenic risk from TACs, and did not estimate other

health effects from particulate exposures.[30] Based on average measurements at ten fixed monitoring sites, the study estimated 70-year lifetime carcinogenic risk from TACs in the Basin to be approximately 320 to 480 per million at individual monitoring sites. Mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.) represented approximately 90 percent of the cancer risk with the remaining 10 percent attributing to toxics emitted from stationary sources, including industrial operations such as refineries and metal processing facilities. Approximately 68 percent of the overall cancer risk in the Basin was attributed to diesel particulate emissions. The population-weighted risk in MATES IV shows a 57 percent reduction in modeled air toxics risk compared to the risks in MATES III period (2005).

As part of MATES IV, the SCAQMD prepared an interactive map that shows estimates of cancer risks in the Basin from ambient levels of TACs based on the modeling effort to provide insight into relative risks. The map reports estimated cancer risks for discrete two-kilometer-by-two-kilometer grid cells. The cancer risk estimates reported there should not be interpreted as actual rates of disease in the exposed population, but rather as estimates of potential risk, based on a number of conservative assumptions. In general, MATES IV indicates that the highest cancer risks from TACs are found near shipping ports, goods movement sources, and near freeways and other transportation corridors.[31] According to the interactive map, the Project Site displays an estimated risk of approximately 1,854 risks per one million persons. The Central portion of Los Angeles falls in an estimated range of 500-800 risks per one million. Compared to previous studies of air toxics in the Basin, the MATES IV study found decreasing air toxics exposure from the analysis done in the MATES III time period.

Chapter 3 of MATES IV discusses the development of the Toxics Emissions Inventory. An emissions inventory of air pollutants and their sources is essential to identify the major contributors of air contaminants and to develop strategies to improve air quality. The toxic emissions inventory for MATES IV consists of four components: (1) point sources; (2) area sources; (3) on-road mobile sources; and (4) off-road (or other) mobile sources. Point source emissions are from facilities having one or more pieces of equipment registered and permitted with the SCAQMD with emissions above certain threshold levels. Chapter 4 of the MATES IV Study, Regional Modeling and Evaluation, discusses the use of regional air quality modeling to estimate community exposure to air toxics as a function of both time and geography due to known toxic emissions sources. This chapter provides figures of ambient concentrations of diesel $PM_{2.5}$, formaldehyde, benzenes, and other TACs illustrating the locations of these concentrations in the South Coast District. This MATES IV Study discloses the potential health risks to current and future residents. Because this Study provides ambient concentrations of TAC's and an inventory of toxics emissions, a Project Health Risk Assessment is not necessary since the MATES IV Study evaluates in depth the sources of toxic emissions in the Project area for the SCAQMD.

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[30] *Mortality and other health effects form particulate exposure were conducted as part of the 2012 Air Quality Management Plan.*

[31] *MATES IV focuses on the carcinogenic risk from exposure to air toxics, and does not estimate mortality or other health effects from particulate exposures. Source: http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies/mates-iv, accessed July 2016.*

The AQMD and the City Planning Commission continue to recommend that, prior to the approval of a project, the impacts of air pollutants on people who would live in a new project are addressed and appropriately mitigated to the extent feasible. Implementation of Mitigation Measure 3-2 above would further ensure that impacts would be less than significant.

Land use compatibility impacts would be reduced to less than significant levels.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. A project-related significant adverse effect could occur if the Project Site was located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Section 4(f) above, no such plans presently exist which govern any portion of the Project Site. Further, the Project Site is located in an area which is already fully developed with commercial and industrial uses and is also within a heavily urbanized area of the City of Los Angeles. Therefore, the Proposed Project would not have the potential to cause such effects.

CUMULATIVE IMPACTS

No Impact. Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. With regard to land use plans, regional and citywide projects under consideration would implement and support important local and regional planning goals and policies. Like the Proposed Project, each related project would be subject to a discretionary land use approval process, including CEQA review, and would incorporate any mitigation measures necessary to reduce potential land use impacts such that no significant impacts with regard to adopted land use plans would occur. Also, upon approval of the requested actions, development of the Proposed Project together with future forecasted growth would not be anticipated to conflict with the intent of the City General Plan, with other applicable land use plans, or with the LAMC regarding the future development of the Central City North community. Therefore, development of the Proposed Project together with the related projects would not be expected to result in cumulatively considerable impacts with respect to applicable land use plans and regulations.

With regard to physical land use, it should be noted that all of the related projects are subject to local zoning and land use designations for each of the related project sites. These requirements would regulate future land uses and provide development standards for such land uses that would further preclude potential land use compatibility impacts.

As the Proposed Project would not combine with the related projects to substantially or adversely change the existing relationship with offsite communities and would not disrupt, divide, or isolate existing communities, the Project, combined with the related projects, would not result in cumulatively considerable physical land use impacts.

11. MINERAL RESOURCES

Would the project:

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

PROJECT-SPECIFIC IMPACTS

a) Would the project 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 may occur if a project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

The Project Site is not located within the Los Angeles Downtown Oil Field, a Mineral Resource Zone 2 (MRZ-2) Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.[32] Furthermore, no oil wells exist or are known to have previously existed on or adjacent to the Project Site.[33] Should any future mineral resource be discovered on or near the Project Site, development of the Project would not preclude the mineral's extraction. Therefore, no impact associated with the loss of availability of a known mineral resource would occur.

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[32] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, September 1996.*

[33] *State of California Department of Conservation, Division of Oil, Gas & Geothermal Resources, Online Mapping System, District 1, website: http://maps.conservation.ca.gov/, accessed February 2017.*

b) Would the project 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 may occur if a project is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The Project Site is not located within a Mineral Resource Zone 2 (MRZ-2) Area.[34] Furthermore, the Project Site is not designated as a locally-important mineral resource recovery site delineated on the Los Angeles General Plan, a specific plan, or other land use plan. Therefore, no impact associated with the loss of availability of a known mineral resource would occur.

CUMULATIVE IMPACTS

No Impact. As discussed above, the Proposed would have no impact on mineral resources. It is not known if any of the related projects would result in the loss of availability of known mineral resources. Each related project would be required to comply with the Los Angeles CEQA guidelines and execute required project site studies. Nevertheless, the Proposed Project would have no incremental contribution to the potential cumulative impact on mineral resources and would have no cumulative impact on mineral resources.

12. NOISE

Would the project result in:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within	☐	☐	☐	☒

[34] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Areas Containing Significant Mineral Deposits in the City of Los Angeles, September 1996.*

	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?				
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	❑	❑	❑	☒

Fundamentals of Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

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.

CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting on barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.[35]

Regulatory Compliance Measures:

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

RCM 12-1 The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

[35] *National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.*

RCM 12-2 The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

Mitigation Measures Incorporated from, or Consistent with, Mitigation Measures in the RTP/SCS EIR:

- **MM 12-1 Increased Noise Levels (Demolition, Grading, and Construction Activities)**
  - Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday and national holidays.
  - Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
  - All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices.
  - Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-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 to the maximum extent possible.
  - Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of the construction site to minimize the amount of noise during construction on the nearby noise-sensitive uses.

- **MM 12-2 Increased Noise Levels (Mixed-Use Development)**
  - Wall and floor-ceiling assemblies separating commercial tenant spaces, live/work units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

- **MM 12-3 Increased Noise Levels (Parking Structure Ramps)**
  - Concrete, not metal, shall be used for construction of parking ramps.
  - The interior ramps shall be textured to prevent tire squeal at turning areas.

- **MM 12-4 On-Site Posting**
  - The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the on-site complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem.

PROJECT-SPECIFIC IMPACTS

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

Construction Impacts

Construction-related noise impacts would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment.

Construction of the Proposed Project would require the use of heavy equipment for demolition/site clearing, grading/excavation/site preparation, installation of utilities, paving, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table V-11, Noise Range of Typical Construction Equipment, and Table V-11, Typical Outdoor Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

Table V-11
Noise Range of Typical Construction Equipment

Construction Equipment	Noise Level in dBA L_{eq} at 50 Feet [a]
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

[a] *Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.*

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Construction activities associated with the Proposed Project would generate noise. These activities include demolition, site preparation/grading, and the physical construction and finishing of the proposed structures. The noise levels shown in Table V-12 represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. As shown in Table V-12, construction noise during the heavier initial periods of construction is presented as 86 dBA L_{eq} when measured at a reference distance of 50 feet from the center of construction activity.[36] These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor.

[36] *Although the peak noise levels generated by certain construction equipment may be greater than 86 dBA at a distance of 50 feet, the equivalent noise level would be approximately 86 dBA L_{eq} (i.e., the equipment does not operate at the peak noise level over the entire duration).*

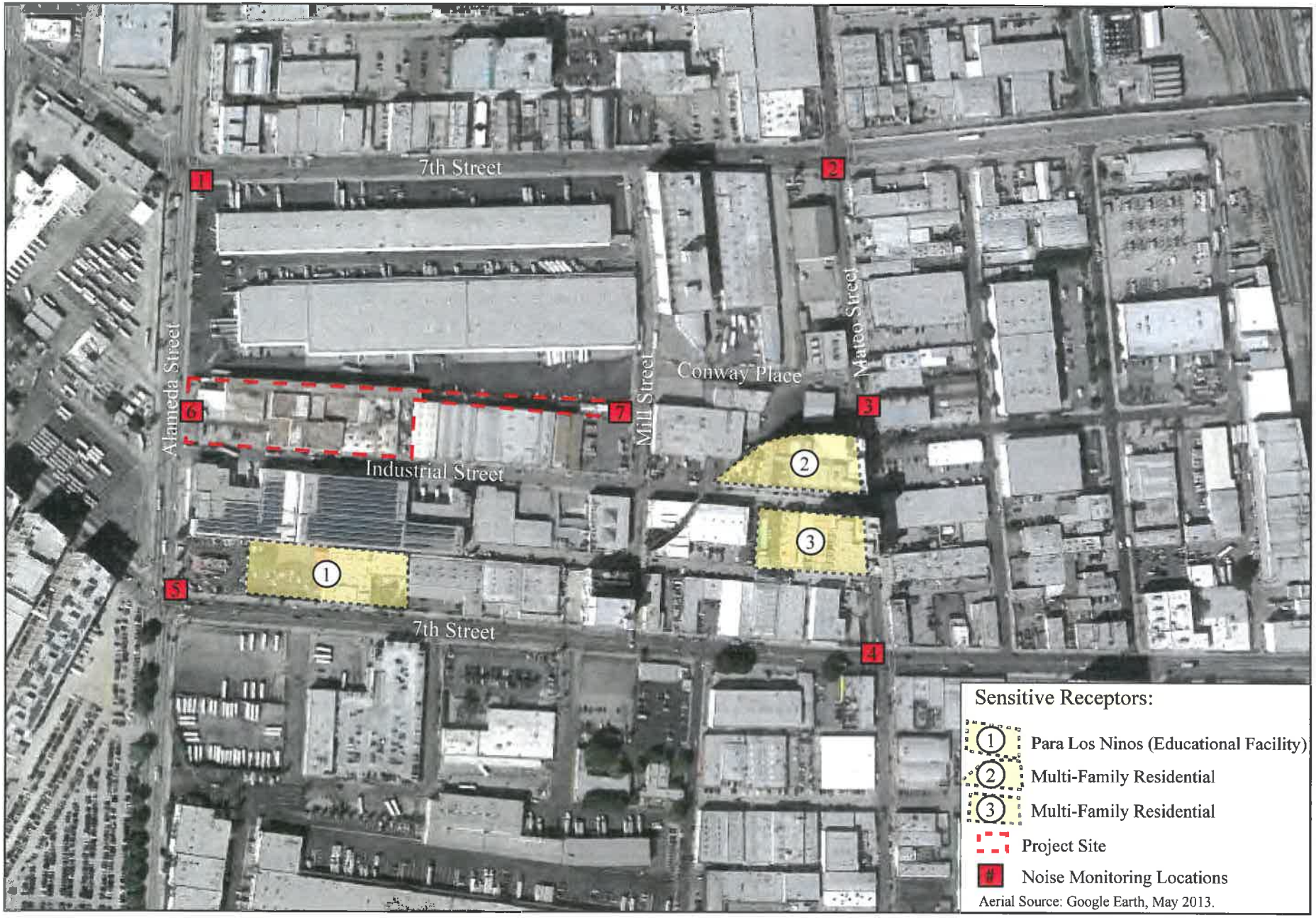
Table V-12
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Land uses on the properties surrounding the Project Site primarily include industrial/warehouse facilities, commercial/retail uses, an educational facility, and live/work uses. Among these land uses, the educational facility (Para Los Ninos) and the live/work residences to the east have been identified and depicted in Figure V-1, Noise Monitoring and Sensitive Receptor Location Map. To identify the existing ambient noise levels at these nearby off-site sensitive receptors as well as the general vicinity of the Project Site and adjacent area, noise measurements were taken with a Larson Davis 824 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. Additionally, this noise meter meets the requirement specified in LAMC Section 111.01(l) that the instruments be "Type S2A" standard instruments or better. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade. The measured noise levels are shown in Table V-13, Existing Ambient Daytime Noise Levels in Project Site Vicinity. The noise measurement locations and the noise sensitive receptors are illustrated on Figure V-1, Noise Monitoring and Sensitive Receptor Location Map.

During construction, ground clearing, grading, structural, and other noise-generating activities would occur at the Project Site between the hours of 7:00 a.m. and 9:00 p.m. in accordance with the City of Los Angeles Municipal Code (LAMC). Due to the use of construction equipment during the construction phase, the Proposed Project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to those listed above in Table V-12 above. Table V-14, Estimated Exterior Construction Noise at Nearest Sensitive Receptors, above, shows the estimated construction noise levels that would occur at the nearest sensitive uses during construction of the Proposed Project.



PARKER ENVIRONMENTAL CONSULTANTS

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Scale (Feet)

Figure V-1
Noise Monitoring and
Sensitive Receptor Location Map

Table V-13
Existing Ambient Daytime Noise Levels in Project Site Vicinity

No.	Location	Primary Noise Sources	Noise Level Statistics [a]		
			L_{eq}	L_{min}	L_{max}
1	Southeast corner of Alameda Street and 6th Street.	Traffic noise along Alameda Street and 6th Street; trucks parked and idling along 6th Street and loading areas.	73.1	56.7	85.2
2	Southwest corner of Mateo Street and 6th Street.	Traffic noise along 6th Street and Mateo Street and pedestrian activity.	71.1	58.4	83.2
3	Near the intersection of Conway Place and Mateo Street.	Traffic noise along Mateo Street, trucks parked and idling along Mateo Street.	72.0	56.0	87.7
4	Northwest corner of Mateo Street and 7th Street.	Traffic noise along Mateo Street and 7th Street and pedestrian activity.	75.0	59.9	87.4
5	Northeast corner of Alameda Street and 7th Street.	Traffic noise along Alameda Street and 7th Street and pedestrian activity.	73.8	64.9	82.7
6	East side of Alameda Street at the Project Site's western boundary, mid-block between 6th and 7th Streets.	Traffic noise along Alameda Street and trucks parked and idling along Industrial Street.	72.8	63.6	88.5
7	West side of Mill Street at the Project Site's eastern boundary.	Traffic noise along Mill Street, truck and parking lot activity on the lot immediately north of the Project Site.	65.2	58.0	77.1

[a] Noise measurements were taken on May 17, 2013 at each location for a duration of 15 minutes.
See Noise Monitoring Data Report for noise monitoring data sheets.

As shown in Table V-14, the construction noise levels forecasted for the proposed construction work during each phase of development associated with the Proposed Project would not result in perceptible noise increases at the nearest sensitive receptors. Nevertheless, it should be noted that if any increase in noise levels does occur at off-site receptors during construction of the Proposed Project, it would be temporary in nature and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., grading work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed buildings) as the physical structure of the proposed buildings would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors.

Table V-14
Estimated Exterior Construction Noise at Nearest Sensitive Receptors

Sensitive Land Uses[a]	Distance to Project Site (feet)	Existing Monitored Daytime Ambient Noise Levels (dBA L_{eq})	Estimated Peak Construction Noise Levels (dBA L_{eq})	Noise Level Increase	Significant Impact
1. Educational Facility (Para Los Ninos)	250	73.8	72.0	None	No
2. Live/Work Units	280	72.0	71.0	None	No
3. Live/Work Units	430	75.0	67.3	None	No

[a] *See Figure V-1, Noise Monitoring and Sensitive Receptor Location Map.*
Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006. It should be noted that the peak noise level increase at the nearby sensitive receptors during Project construction represents the highest composite noise level that would be generated periodically during a worst-case construction activity and does not represent continuous noise levels occurring throughout the construction day or period.

LAMC Section 41.40 regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday and national holidays. Demolition and construction are prohibited on Sundays. The construction activities associated with the Proposed Project would comply with these LAMC requirements, including regulatory compliance measures RCM 12-1 and RCM 12-2. In addition, pursuant to the City Noise Ordinance (LAMC Section 112.05), construction noise levels are exempt from the 75 dBA noise thresholds if all technically feasible noise attenuation measures are implemented. As discussed previously, typical construction noise levels associated with the Proposed Project could temporarily and periodically exceed 75 dBA at 50 feet from the Project Site. However, pursuant the City Noise Ordinance (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 this case, the Applicant would implement all technically feasible noise attenuation measures, as set forth in the mitigation measures above. Therefore, temporary construction-related noise impacts are less than significant; however implementation of Mitigation Measure 12-1 and Mitigation Measure 12-4 (above) would be implemented to ensure that impacts are less than significant.

Operational Noise Impacts

Upon completion and operation of the Proposed Project, onsite operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structures. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing buildings on the Project Site and in the Project vicinity. As such, the HVAC equipment associated with the Proposed Project would not represent a new source of noise in the Project Site vicinity. In addition, the operation of this and any other

onsite stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Large ground-level HVAC systems typically generate noise levels between 50 and 65 dBA at 50 feet. Roof-top mounted equipment typically produces noise levels of up to approximately 56 dBA at 50 feet. The nearest sensitive land use would be the educational facility located approximately 250 feet away from the Project Site. This educational use would not experience an increase in ambient noise due to rooftop mounted HVAC systems. Therefore, stationary noise would result in a less than significant impact.

Mitigation Measure 12-2 (above) would ensure that dwelling units associated with the Project would be constructed in accordance with Title 24 insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. Furthermore, Mitigation Measure 12-2 would require that the Applicant submit evidence to the City's Department of Building and Safety of a means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 50 dBA in any habitable room of the Proposed Project. As such, impacts associated with interior noise levels at the proposed residences would be less than significant.

Operational noise from mobile sources (e.g., project-related traffic) is addressed in the response to Question 12.c below.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level. The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction Impacts

Construction activities for the Proposed Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the Proposed Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings which are used to evaluate potential impacts related to construction. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:[37]

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.20 inches per second at any historical building or building that is extremely susceptible to vibration damage.

Table IV-15, Vibration Source Levels for Construction Equipment, identifies various PPV velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in Table V-15, vibration velocities could range from 0.003 to 0.21 inch/sec PPV at 25 feet from the source activity, depending on the type of construction equipment in use.

[37] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006; and California Department of Transportation, Transportation- and Construction –Induced Vibration Guidance Manual, June 2004.*

Table V-15
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Vibrator Roller	0.210	0.074	0.056	0.040	0.026
Sonic Pile Driver	0.170	0.060	0.045	0.032	0.021
Large Bulldozer	0.089	0.031	0.024	0.017	0.011
Caisson Drilling	0.089	0.031	0.024	0.017	0.011
Loaded Trucks	0.076	0.027	0.020	0.015	0.010
Jackhammer	0.035	0.012	0.009	0.007	0.004
Small Bulldozer	0.003	0.001	0.000	0.000	0.000

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

There are no known vibration-sensitive structures within 25 feet of the Project Site. The two closest structures are existing warehouse buildings located to the north and east of the Lot 1 Site, respectively. The footprint of the warehouse building located directly north of the site is set back approximately 75 feet to the north of the Proposed Project's northern property line. The warehouse building located directly east of Lot 1 is set back approximately 35 feet from the boundary of Lot 1 and has a zero lot setback from Lot 2. As shown in Table V-15 above, at distances greater than 25 feet from the Project Site boundary, construction related vibration levels would not exceed 0.089 PPV. The grading and building foundations associated with a 1,500 square foot restaurant structure on Lot 2 would not involve heavy equipment or activities involving vibrator rollers, pile drivers, large bulldozers, or caisson drilling. As discussed above, the most restrictive threshold for building damage from vibration is 0.20 PPV. There are no historic buildings near the Project Site or any other buildings that are extremely susceptible to vibration damage. As maximum off-site vibration levels would not exceed 0.089 PPV, there is no potential for construction to result in vibration levels exceeding the most restrictive threshold of significance. As such, impacts with respect to building damage resulting from Project-generated vibration would be less than significant.

Operational Impacts

The Proposed Project is a mixed-use development and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land uses at the Project Site would not result in the increased use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring in the vicinity of the Project Site. According to the FTA technical study "Federal Transit Administration: Transit Noise and Vibration Impacts Assessments," typical road traffic-induced vibration levels are unlikely to be perceptible by people. Specifically, the FTA study reports that "[i]t is

unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Therefore, Project-related traffic vibration levels would not be perceptible by sensitive receptors. Thus, operational vibration impacts would be considered less than significant.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. A significant impact may occur if the Proposed Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for operational noise impacts, a project would normally have a significant impact on noise levels from operations if the project causes the ambient noise level measured at the property line of affected uses that are shown in Table V-16, Community Noise Exposure (CNEL), to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the Proposed Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. According to the *L.A. CEQA Thresholds Guide,* in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on site noise sources per the provisions of the LAMC, which establishes an L_{eq} standard of 5 dBA over ambient conditions as constituting a LAMC violation.

Operational Noise Impacts

Traffic Noise

During long-term operation of the Project, noise generated by the 2,282 new daily vehicle trips was modeled under the existing (2013) "No Project" scenario and "2017 With Project" scenario utilizing the FHWA TNM 2.5 model. As shown in Tables V-17 and V-18, the greatest Project-related noise increases would be along Alameda Street from 4th Street to 6th Street with a 1.1 dBA L_{eq} increase in ambient noise levels during the AM peak hour and 1.3 dBA L_{eq} during the PM peak hour. Mobile noise generated by the Proposed Project would not cause the ambient noise level measured at the property line of the affected uses to rise to the "normally unacceptable" or "clearly unacceptable" category or result in any 5-dBA or more increase in noise level. Vehicular noise would result in a less than significant impact.

Table V-16
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[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.*

[b] *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 systems or air conditioning will normally suffice.*

[c] *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.*

[d] *Clearly Unacceptable: New construction or development should generally not be undertaken.*

Source: Office of Planning and Research, State of California Genera Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

Table V-17
2017 Estimated AM Peak Hour Mobile Source Noise Levels

Roadway Segment	Estimated dBA, Leq		
	Existing (2013)	Existing Plus Project (2017)	Project Impact
Alameda Street			
Between 4th Street and 6th Street	69.3	70.4	1.1
Between 6th Street and 7th Street	69.7	70.5	0.9
Between 7th Street and 8th Street	69.7	70.4	0.8
7th Street			
Between Central Ave. and Alameda Street	68.1	68.6	0.5
Between Alameda Street and Mateo Street	67.7	68.5	0.8
6th Street			
Between Central Ave. and Alameda Street	68.3	69.2	0.9
Between Alameda Street and Mateo Street	68.4	69.3	0.9
Source: Parker Environmental Consultants, 2015.			

Table V-18
2017 Estimated PM Peak Hour Mobile Source Noise Levels

Roadway Segment	Estimated dBA, Leq		
	Existing (2013)	Existing Plus Project (2017)	Project Impact
Alameda Street			
Between 4th Street and 6th Street	69.9	71.2	1.3
Between 6th Street and 7th Street	69.8	71.0	1.1
Between 7th Street and 8th Street	69.9	70.9	1.0
7th Street			
Between Central Ave. and Alameda Street	68.7	69.2	0.5
Between Alameda Street and Mateo Street	68.0	69.2	1.1
6th Street			
Between Central Ave. and Alameda Street	68.9	69.9	1.0
Between Alameda Street and Mateo Street	68.5	69.6	1.1
Source: Parker Environmental Consultants, 2015.			

Parking Noise

Noise would be generated by activities within the proposed subterranean parking garage associated with the Proposed Project. Sources of noise within the parking structure would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. Noise levels would be highest in the early morning and evening when the largest number of people would enter and exit the Project Site. As is typical for mixed-use buildings, cars entering and exiting the structure at all hours of the day and night can become a nuisance to occupants of the building and adjacent buildings. As such, the Department of City Planning recommends the driveway ramps be constructed of noise-attenuating materials such as concrete surfaces. As the subterranean parking serving the mixed-use component of the Proposed Project would be almost entirely underground and enclosed, noise generated at these levels would likely be imperceptible at

ground level locations on and adjacent to the Project Site. In addition, any parking noise that may be audible would be similar to the existing noise generated at the Project Site due to trucks idling, loading, and unloading. In addition, operational-related noise generated by motor driven vehicles within the Project Site is regulated under the LAMC. Specifically, with regard to motor driven vehicles, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. As shown above, the Proposed Project would implement Mitigation Measure 12-3, which would ensure that noise impacts associated with the Proposed Project's subterranean parking garage would be less than significant.

Stationary Noise Sources

Operational noise impacts from stationary sources are discussed in the response to question 12.a above.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. A significant impact may occur if the Proposed Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As discussed above, impacts are expected to be less than significant for construction noise and vibration, and operational noise and vibration. The Proposed Project would comply with Mitigation Measures 12-1, which would ensure that the Proposed Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity, and these impacts would be less than significant.

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 expose people residing or working in the project area to excessive noise levels?

No Impact. A significant impact may occur if the Proposed Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site. There are no airports within a two-mile radius of the Project Site, and the Project Site is not within any airport land use plan or airport hazard zone. The Proposed Project would not expose people to excessive noise levels associated with airport uses. No impact would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located in the vicinity

of a private airstrip. As no such facilities are located in the vicinity of the Project Site, no impact would occur.

CUMULATIVE IMPACTS

Less Than Significant Impact. Construction and operation activities for the Proposed Project would not result in cumulative noise impacts, as the nearest related projects are located over a quarter mile away on 7th Street. Due to the distance between the Project Site and the nearest related projects, and the intervening structures that block the line of site between construction sites, the noise sources from each construction site would not be cumulatively considerable. With respect to operational noise impacts, the 2017 Future Year noise impacts for the AM and PM peak hours (as shown in Tables V-17 and V-18, above) address cumulative impacts as the traffic volumes for the future year include the project traffic volumes plus the traffic volumes of the related projects. Thus, as shown in the tables above, the Industrial Street Loft Project's cumulative contribution to ambient noise levels is considered less than significant.

13. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial 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 housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

PROJECT-SPECIFIC IMPACTS

a) Would the project induce substantial 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 may occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the project area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on population and housing growth shall be made considering: (a) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in

an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the project.

In October 2008, SCAG approved and adopted the "2008 Regional Comprehensive Plan for the SCAG Region – Helping Communities Achieve A Sustainable Future" (2008 RCP). The 2008 RCP is a long-term comprehensive plan that provides a strategic vision for handling the region's land use, housing, economic, transportation, environmental, and overall quality-of-life needs. The 2008 RCP is intended to serve as an advisory document for local agencies in the SCAG region. The following vision statement and guiding principles are based on the region's adopted Compass Growth Vision Principles for Sustaining a Livable Region. These statements further articulate how the RCP can promote and sustain the region's mobility, livability, and prosperity for future generations.

RCP Vision

To foster a Southern California region that addresses future needs while recognizing the interrelationship between economic prosperity, natural resource sustainability, and quality of life. Through measured performance and tangible outcomes, the RCP serves as both a voluntary action plan with short-term guidance and strategic, long-term initiatives that are guided by the following Guiding Principles for sustaining a livable region.

RCP Guiding Principles

- *Improve mobility for all residents.* Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.

- *Foster livability in all communities.* Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing and equal distribution of environmental benefits.

- *Enable prosperity for all people.* Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.

- *Promote sustainability for future generations.* Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

SCAG's Compass Growth Vision Strategy

SCAG's Compass Growth Vision, adopted in 2004, and incorporated into the 2008 RCP, encourages better relationships between housing, transportation, and employment. The Growth Vision is driven by

four key principles: (1) Mobility – Getting where we want to go, (2) Livability – Creating positive communities, (3) Prosperity – Long-term health for the region, and (4) Sustainability – Preserving natural surroundings. Additionally, the Compass Growth Vision incorporates a 2% Growth Strategy that will increase the region's mobility by:

- Putting new employment centers and new neighborhoods near major transit systems so that people can have transportation choices other than their cars.
- Designing safe, attractive transit centers and plazas that people enjoy using.
- Creating mini-communities around transit stations, with small businesses, urban housing and restaurants all within an easy walk.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. The 2016-2040 RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region. The 2016-2040 RTP/SCS balances the Southern California region's future mobility and housing needs with economic, environmental, and public health goals.

Based on the regional growth projections in the 2016-2040 RTP/SCS, the City of Los Angeles had an estimated permanent population of approximately 3,845,500 persons and approximately 1,325,500 residences in 2012. By the year 2040, SCAG forecasts that the City of Los Angeles will increase to 4,609,400 persons (or a 20% increase since the year 2012) and approximately 1,690,300 residences (or a 28% increase since the year 2012). SCAG's population and housing projections for the City of Los Angeles, Los Angeles County, and the SCAG region as a whole for 2012 and 2040 are further summarized in Table V-19, below.

On a policy level, the Proposed Project is consistent with the goals and strategies of the RCP and the Compass Growth Vision Strategy discussed above, as the Proposed Project would revitalize an underutilized, developed property in an existing commercial area. The Proposed Project is an infill development project within the Central City Community Plan Area within the City of Los Angeles. With respect to regional growth forecasts, SCAG forecasts the City of Los Angeles Subregion will experience a population increase to 4.6 million persons by 2040. As shown in Table V-19, SCAG population and housing projections from 2012 through 2040 envisions a population growth of 763,900 additional persons (an approximate 20% growth rate) in the City of Los Angeles and 3,816,000 additional persons (an approximate 21% growth rate) in the entire SCAG Region. The number of households within the City is Los Angeles is anticipated to increase by 364,800 households, or approximately 28% between 2012 and 2040. The number of households within the SCAG Region is anticipated to increase by 1,527,000 households, or approximately 26% between 2012 and 2040. The number of employment opportunities is

anticipated to increase by 472,700 jobs (approximately 28%) in the City of Los Angeles between 2012 and 2040, and the SCAG Region is anticipated to increase by 2,432,000 jobs (approximately 33%) between 2012 and 2040.

Table V-19
SCAG Population and Housing Projections for the City of Los Angeles, Los Angeles County, and the SCAG Region

Population			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	3,845,500	4,609,400	20%
Los Angeles County [b]	9,923,000	11,514,000	16%
SCAG Region [b]	18,322,000	22,138,000	21%
Households			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	1,325,500	1,690,300	28%
Los Angeles County [b]	3,257,000	3,946,000	21%
SCAG Region [b]	5,885,000	7,412,000	26%
Employment			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	1,696,400	2,169,100	28%
Los Angeles County [b]	4,246,000	5,226,000	23%
SCAG Region [b]	7,440,000	9,872,000	33%

Source: SCAG, adopted 2016-2040 RTP/SCS Growth Forecast, Demographics and Growth Forecast Appendix, adopted April 2016.

Construction Impacts

Construction job opportunities created as a result of the Proposed Project are not expected to result in any substantial population growth in the Project area. The work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the timeframe in which their specific skills are needed to complete a particular phase of the construction process.

Additionally, the construction workers would likely be supplied from the region's labor pool. The unemployment rate for construction jobs was 11.3% as of March 2014.[38] Construction workers would not be likely to relocate their household as a consequence of working on the Project, and as such, significant housing or population impacts would not result from construction of the Project. Therefore, construction-related population growth impacts would be less than significant.

[38] *Bureau of Labor Statistics: http://www.bls.gov/iag/tgs/iag23.htm, accessed August, 2013.*

Operational Impacts

The Proposed Project would remove an industrial building and accessory uses and would replace them with a new live/work, creative office and commercial development. The Proposed Project would include 344 live/work units, 24,774 square feet of creative office space and resident production space, and 4,042 square feet of restaurant space.

Population generation is shown in Table V-20 and employee generation is shown in Table V-21. It is estimated that the Project would generate an increase of approximately 606 residents and roughly 20 employees.

Based on the community's current household demographics (e.g., an average of 1.76 persons per household for the Study Area), the construction of up to 344 additional live/work dwelling units would result in an increase in up to approximately 606 net permanent residents in the City of Los Angeles.[39] The proposed increase in housing units and population would be consistent with the SCAG forecast of 192,192 additional households and approximately 290,797 persons in the City of Los Angeles between 2010 and 2030.

Localized Growth Forecasts

Table V-19 shows the Southern California Association of Government's (SCAG) population and housing growth for the City of Los Angeles to the year 2040.

The Proposed Project's 344 new live/work units and estimated 606 future residents would be well within SCAG estimates of growth for the City between 2012 and 2040. Therefore, the Proposed Project would result in a less than significant impact with respect to population, housing, and employment growth.

Additionally, the Proposed Project would not cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Proposed Project occupancy/buildout, and that would result in an adverse physical change in the environment; or introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. Therefore, impacts related to infrastructure would be less than significant.

[39] *U.S Census Bureau. 2010 Census. Summary File 1. Tables P17, P18, P28, P29, P37, P38, and P39. Table QT-P11. Geography: Block Groups 1 & 2, Census Tract 2060.31, Los Angeles County, California.*

Table V-20
Project Estimated Population Generation

Land Use	Quantity	Population Generation Rates	Total Population
Project			
Live/Work	344 live/work units	1.76 person / DU	606
		Total Increase in Population	**606**

Note: DU = dwelling unit
Source: U.S Census Bureau. 2010 Census.
Table: Parker Environmental Consultants, 2016.

Table V-21
Project Estimated Employment Generation

Land Use	Size	Employee Generation Rates	Total Employees[1]
Existing Land Uses			
Industrial [a]	81,194 sf	781 sf / employee	104
Proposed Land Uses			
Creative Office [b]	24,774 sf	295 sf / employee	84
Restaurant [c]	4,042 sf	100 sf / employee	40
		Total Project Employees	**124**
		Less Existing Employees	**-104**
		Total Increase in Employees	**20**

Note: sf = square feet
[1] Conservatively assumes that the project's live/work component will not generate any new employment.
[a] Existing industrial employee generation rate of 781 sf per employee is per the employee rates provided in ITE Trip Generation Manual.
[b] The number of creative office employees was based on approximately 1 employee per every 295 square feet of office area per the ITE Trip Generation Manual for general office uses.
[c] Number of employees was projected based on approximately 1 employee per every 100 square feet of restaurant area per the ITE Trip Generation Manual.
Source: Parker Environmental Consultants, 2016.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Proposed Project would consist of the development of new housing and commercial land uses on a site that is currently

occupied by an industrial building, loading dock, and freight truck and trailer storage area. No displacement of existing housing would occur with the development of the Proposed Project, and therefore, no impact would occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing occupied housing units, necessitating the construction of replacement housing elsewhere. The Proposed Project would consist of the development of new housing and commercial land uses on a site that is currently occupied by an industrial building, loading dock, and freight truck and trailer storage area. No displacement of existing occupied housing would occur with development of the Proposed Project, and therefore, no impact would occur.

CUMULATIVE IMPACTS

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would introduce additional live/work, hotel, commercial/retail/restaurant, office, school, parking, and entertainment industry related uses to an already highly urbanized area of the City of Los Angeles. Any related projects that include residential live/work units could result in direct population growth in the City of Los Angeles, while other types of related projects could result in indirect population growth. None of the related projects would displace existing housing or residents. Development of related projects is expected to occur in accordance with adopted plans and regulations which aim to direct growth and development to urban centers that are close to existing employment centers and mass transit. The Proposed Project would not induce substantial population growth and would not displace housing or residents, and so its contribution to cumulative impacts to population and housing would be less than significant.

14. PUBLIC SERVICES

a. 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	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☒	☐

Project Design Feature:

- The Proposed Project would include 34,400 square feet of open space, including 17,069 square feet of open space in three separate courtyards on the ground floor, 6,183 square feet of open space in the upper level terraces, 1,742 square feet of open space in a community fitness gym/yoga studio, and 1,020 square feet of common space in a community clubhouse. In addition, 8,359 square feet of open space is proposed to be publically accessible during daylight hours on the partial flag lot park area on a portion of the flag lot. Recreational amenities would include a swimming pool and barbeque area, a fitness gym/yoga studio, a dog run, and a community clubhouse.

Regulatory Compliance Measure:

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

RCM 14-1 Public Services (Schools)

- The Applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

RCM 14-2 Recreation (Increased Demand For Parks Or Recreational Facilities)

- Pursuant to Sections 12.33 and/or 17.12 of the Los Angeles Municipal Code, the Project Applicant shall pay the applicable Quimby fees for construction of dwelling units.

Mitigation Measures Incorporated from, or Consistent with, Mitigation Measures in the RTP/SCS EIR:

Mitigation Measures

MM 14-1 The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features:

- Fire lanes, where required, shall be a minimum of 20 feet in width;
- All structures must be within 300 feet of an approved fire hydrant; and
- Entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

MM 14-2 Prior to plan check review, the Project Applicant shall consult with the Los Angeles Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department.

MM 14-3 **Public Services (Police – Demolition/Construction Sites)**

- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

MM 14-4 **Public Services (Police)**

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

PROJECT-SPECIFIC IMPACTS

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 objective for any of the following public services:

(i) Fire protection

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.09.07A, the maximum response distance between residential and commercial land uses and a LAFD fire station that houses an engine or Truck Company is 1.5 miles. If this distance is exceeded, all structures would be required to install automatic fire sprinkler systems.[40]

The Proposed Project would include up to 344 live/work units, 24,744 square feet of creative office space and resident production space, and 4,042 square feet of restaurant uses. The Proposed Project would generate up to approximately 606 permanent residents to the Arts District. Therefore, the Proposed Project could potentially increase the demand for LAFD services. The Project Site is served by LAFD Station No. 9 located at 430 East 7th Street, approximately 0.7 miles northwest of the Project Site. Station No. 9 is equipped with an Engine Company, Task Force, and Rescue Ambulance. Since the response distance does not exceed the 1.5-mile distance, fire protection response would be considered adequate, and impacts related to response distances would be less than significant.

Emergency vehicle access to the Project Site would continue to be provided from local and major roadways (i.e., Industrial Street, Alameda Street, and Mill Street). All circulation improvements proposed would be in compliance with the Fire Code, including any additional access requirements of the LAFD. Additionally, emergency access to the Project Site would be maintained at all times during both Project construction and operation. Therefore, impacts related to emergency access would be less than significant.

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.09.06, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial

[40] *LAFD website: http://lafd.org/prevention/hydrants/division_9_fc.html, accessed September, 2014.*

areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing. The overall fire flow requirement for the Proposed Project's mixed-use commercial/residential development is 4,000 gpm from four fire hydrants flowing simultaneously with a residual water pressure of 20 PSI. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process. As part of the normal building permit process, the Proposed Project will be required to upgrade water service laterals, meters, and related devices as may be required to provide require fire flow; however, no new water facilities are anticipated. Additional fire hydrants may be required, depending on the building design and Fire Department requirements. Such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way under the City's B-Permit process. Construction activities to install any new pipes or pumping infrastructure would be temporary and in short duration and would not result in any significant environmental impacts.

The Proposed Project would result in a less than significant impact to fire protection services. Compliance with Mitigation Measure 14-1 and 14-2 provided above would further ensure that that fire protection services are adequate within the proposed buildings and around the Project Site.

(ii) Police Protection

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

The Project Site is currently served by the City of Los Angeles Police Department's (LAPD) Central Bureau, which oversees LAPD operations in the Central, Hollenbeck, Newton, and Rampart areas. The Central Community Police Station, located at 251 East 6th Street, approximately 0.9 mile driving distance from the Project Site. The Central Community Police Station area is approximately 4.5 square miles and includes the communities of Chinatown, Little Tokyo, South Park, Central City East, Historic Core, Financial District, Artist Lofts, Olvera Street, Jewelry District, the Convention Center, and the Fashion District. The boundaries of Central Area are as follows: 110 Freeway to the north, Washington Boulevard and 7th Street to the south, Metrolink Railroad Tracks to the east, and 110 Freeway to the west. Table V-22, Central City Police Station Crime Statistics, provides crime statistics for Central City area in the City of Los Angeles.

Construction Impacts

Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. However, the Proposed Project would employ construction safety features including erecting temporary fencing around the construction site to discourage trespassers and deter any potential criminal activity (see Mitigation Measure 14-3, above). This mitigation measure would further reduce the already less than significant impacts to police protection services as a result of Project construction.

Table V-22
Central City Police Station Crime Statistics

Crimes	2013 (Year to Date)[a]	2012	2011
Violent Crimes			
Homicide	3	1	6
Rape	9	13	16
Robbery	166	20	167
Aggravated Assault	137	186	162
Total Violent Crimes	**315**	**408**	**351**
Property Crimes			
Burglary	84	96	91
Motor Vehicle Theft	93	146	131
BTFV	310	397	408
Personal / Other Theft	646	744	601
Total Property Crimes	**1,133**	**1,383**	**1,231**
Total Part 1 Crimes	**1,448**	**1,791**	**1,582**
Child / Spousal Abuse (Part I & II)[b]	133	152	131
Shots Fired	10	11	9
Shooting Victims	4	2	5

Notes:
[a] *Crime Statistics for week ending June 1, 2013.*
[b] *Part II Child/Spousal Abuse Simple Assaults not included in Part 1 Aggravated Assaults above to comply with the FBI's Uniform Crime Reporting guidelines.*
Source: LAPD, COMPSTAT Unit, June 6, 2013.

Operational Impacts

Operation of the Proposed Project would result in an increase of site visitors, residents, and employees within the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased on-site activity and increased traffic on adjacent

streets and arterials. The Proposed Project would implement principles of the City of Los Angeles Crime Prevention through Environmental Design (CPTED) Guidelines. Specifically, the Proposed Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited and, where possible, security controlled to limit public access. The building and layout design of the Proposed Project would also include nighttime security lighting and secure parking facilities. In addition, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Proposed Project residents would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of service calls the LAPD would receive. In light of these features, it is anticipated that any increase in demands upon police services would be relatively low, and not necessitate the construction of a new police station, the construction of which may cause significant environmental impacts. The Project would not require the construction of a new or expanded police station, and Project impacts would be less than significant. Further, the Proposed Project would be required to implement Mitigation Measures 14-3 and 14-4, which would ensure that impacts to police protection services remain less than significant during Project operation. (iii) Schools

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for school services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand; (c) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Project area is currently served by the following LAUSD public schools: 9th Street Elementary School, located at 835 Stanford Avenue, which serves kindergarten through fifth-grade students; Hollenbeck Middle School, located at 2510 E. Sixth Street, which serves sixth- through eighth-grade students; Felicitas and Gonzalo Mendez Senior High, located at 1200 Plaza Del Sol, which serves ninth-

through twelfth-grade students, and School of Engineering and Technology at Mendez Learning Center, located at 1200 Plaza Del Sol, which serves ninth- through twelfth-grade students.[41]

As shown in Table V-23, Proposed Project Estimated Student Generation, the Proposed Project would generate approximately 57 elementary students, 15 middle school students, and 32 high school students for a total of approximately 105 students. It is likely that some of the students generated by the Proposed Project already reside in areas served by the LAUSD and would already be enrolled in LAUSD schools. However, for a conservative analysis, it is assumed that all students generated by the Proposed Project would be new to the LAUSD.

Table V-23
Proposed Project Estimated Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Industrial Street Lofts Project					
Live/Work Units [a]	344 du	57	15	32	105

Notes:
sf = square feet; du = dwelling units
[a] *Student generation rates are as follows for residential uses: .1649 elementary, .0450 middle and .0943 high school students per unit.*
Source: Los Angeles Unified School District, School Fee Needs Analysis, September 2012.

California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirements against any construction within the boundaries of the district, for the purposes of funding the construction or reconstruction of school facilities. The LAUSD School Facilities Fee Plan has been prepared to support the school district's levy of the fees authorized by California Education Code Section 17620.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA, or other state or local law.

The Project Applicant will be required to pay mandatory developer fees to offset the Proposed Project's demands upon local schools. Thus, the Proposed Project's potential impact upon public school services will be reduced to a less than significant level with compliance with RCM 14-1 above. **(iv) Parks**

[41] *Los Angeles Unified School District, Resident School Identifier, website: http://rsi.lausd.net/ResidentSchool Identifier/, accessed February 2017.*

Less Than Significant Impact. A significant impact would occur if the Proposed Project resulted in the construction of new recreation and park facilities that creates significant direct or indirect impacts to the environment.

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. A half-mile radius is the standard service radius for neighborhood parks, and a two-mile radius is the standard service radius for community parks. Table V-24 shows the parks and recreation centers that are located within an approximate two-mile radius of the Project Site, according to LADRP's facility locator.

The Public Recreation Plan (PRP), a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards. The desired long-range standard for local parks is based on two acres per 1,000 persons for neighborhood parks and two acres per 1,000 persons for community parks or four acres per 1,000 persons of combined neighborhood and community parks. However, the PRP also notes that these long-range standards may not be reached during the life of the plan, and, therefore, includes more attainable short- and intermediate-range standards of one acre per 1,000 persons for neighborhood parks and one acre per 1,000 persons for community parks, or two acres per 1,000 people of combined neighborhood and community parks. It is important to note that these standards are City-wide goals and are not intended to be requirements for individual development projects.

The Project Site is located within a highly urbanized area of the Central City North community and, as shown in Table V-24, Recreation and Park Facilities within the Project Area, has access to approximately 58.33 acres of parkland and public recreation facilities within a 2-mile radius. As summarized in Table V-24 below, these facilities range in size from a 0.09-acre pocket park to the 18-acre Hollenbeck Park and Recreation Center. It is estimated that the development of the Proposed Project would result in an increase of approximately 606 new residents to the Central City North Community Plan area. Based on the long-term parkland ratio goal of 4 acres per 1,000 residents, the Proposed Project would generate a need for approximately 2.42 acres of public parkland. Based on the short and intermediate term goal, the Proposed Project would generate a need for approximately 1.21 acres of public parkland. Since the Project involves a zone change, this demand would be met through a combination of on-site open space proposed within the Project, payment of applicable taxes in accordance with LAMC Section 21.10.3(a)(1), payment of Quimby Fees pursuant to LAMC Section 12.33, and/or the availability of existing park and recreation facilities within the area. The Proposed Project would provide a minimum of 34,400 square feet of open space on-site. The Project would also be subject to the applicable provisions of LAMC Sections 12.33 and/or 17.12, requiring the payment of Quimby fees to the City of Los Angeles, or LAMC Section 21.10.3(a)(1) requiring payment of a Dwelling Unit Construction Tax. Therefore, with the implementation of RCM 14-2 above, impacts to parks and recreation centers would be less than significant. Thus, the Proposed Project's impact upon parks and recreational facilities would less than significant.

Table V-24
Recreation and Park Facilities within the Project Area

Park Name	Park Size	Park Amenities	Distance to Project Site
1. 6th and Gladys Street Park	0.33 acres	Basketball courts and children's play area.	0.5 miles
2. Aliso Pico Recreation Ctr.	4.41 acres	Auditorium, baseball diamond, basketball courts, children's play area, community room, indoor gym, tennis courts and volleyball courts.	1.3 miles
3. Spring Street Park	0.70 acres	Walking paths, landscaping, lawn, seating, water feature and art work	1.4 miles
4. Pershing Square	5.02 acres	Civic events, ice skating (seasonal), outdoor stage, open space and park benches.	1.4 miles
5. City Hall Park Center	1.71 acres	Open Space	1.4 miles
6. Boyle Heights Sports Ctr.	7.18 acres	Barbecue pits, baseball diamond, basketball courts, children's play area, community room and picnic tables.	1.5 miles
7. Los Angeles Plaza Park	1.81 acres	Open space	1.6 miles
8. Pecan Park	4.28 acres	Basketball courts, children's play area, community room, handball courts, indoor gym, picnic tables, restroom, seasonal pool and volleyball courts.	1.6 miles
9. Hollenbeck Park	18.30 acres	Auditorium, barbecue pits, basketball courts, children's play area, community room, indoor gym and picnic tables.	1.7 miles
10. Grand Park (Civic Center)	12 acres	Open space, benches, landscaping, coffee shop, performance lawn, event lawn, fountain, and community terrace.	1.7 miles
11. Grand Hope Park (FIDM)	2.50 acres	Children's play area, open space, garden pergolas and fountains	1.8 miles
12. Lani Vest Pocket Park	0.09 acres	Open Space	2 miles
Total Parkland	58.33 acres		

Source: City of Los Angeles Department of Recreation and Parks, Location Map, website: http://www.laparks.org/, accessed February 2017. Parcel sizes were measured using City of Los Angeles Department of Planning, Zone Information and Map Access System, *website: http://zimas.lacity.org/, accessed February 2017. Distances to facilities were measured within a two-mile walking distance from the Project Site using Google Maps, accessed February 2017.*

(v) Other Public Facilities

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to existing library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., onsite library facilities or direct financial support to the Los Angeles Public Library).

Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services at the Central Library, seven regional branch libraries, 56 community branches and two bookmobile units, consisting of a total of five individual bookmobiles. Approximately 6.5 million books and other materials comprise the LAPL collection. The LAPL branches currently serving the Project Site include the Central Library, located at 630 W. 5th Street, approximately 1.6 miles northwest of the Project Site and the newly constructed Little Tokyo Branch Library located at 203 S. Los Angeles Street, approximately 1.2 miles northwest of the Project Site. Table V-25 below lists these libraries and their corresponding volumes and circulation.

Table V-25
Los Angeles Public Libraries

Name	Address	Size (sf)	Volumes / Circulation	Current / Future Service	Staff
Los Angeles Central Library	630 W. 5th St.	538,000	2.7 million / 942,297	3,792,621 / 4,298,891	174
Little Tokyo Branch	203 S. Los Angeles St.	12,500	67,107 / 172,580	43,912 / No Forecast	8.25
Current – 2010 Census; Future – 2020 SCAG projections *Staffing is full-time equivalent.*					

The City of Los Angeles Public Library ("LAPL") Criteria for New Libraries (formerly Site Selection Guidelines) recommended sizes for libraries are 12,500 sf facilities for communities with less than a population of 45,000 and 14,500 sf facilities for communities with a population of more than 45,000.[42] At 500,000 sf the Central Library far exceeds these criteria and currently meets the library demands of the surrounding community. Therefore, it would be able to meet the Proposed Project's demand for library services, and the Proposed Project's impacts upon library services would be less than significant.

The Project would generate approximately 606 residents and an increase of roughly 33 employees. Employees of commercial development do not typically frequent libraries during work hours, but are more likely to use libraries near their homes during non-work hours. The additional 606 residents represent a negligible (2.66%) amount of the current service population of the Little Tokyo Branch and would be accommodated in the future service population of the Central Library, which serves the entire City. Therefore, potential impacts to library service and facilities will be less than significant.

[42] *LAPL Strategic Plan (2007-2010)*

CUMULATIVE IMPACTS

(i) Fire protection

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing land uses in an already highly urbanized area of Los Angeles and could increase the demand for fire protection services in the vicinity of the projects. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and the related projects would contribute. Each project would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development on any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project area. Therefore, no impacts from new fire station construction are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable contribution to fire protection services, and cumulative impacts on fire protection would be less than significant.

(ii) Police protection

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing land uses in an already heavily urbanized area of Los Angeles and could increase the demand for police protection services in the vicinity of the projects. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and the related projects would contribute. In addition, each project would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each related project would likely be required install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services.

To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development on any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for the development of new police stations in the vicinity of the Project Site, no impacts with respect to construction of new stations

are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable contribution to demand for police protection services, and cumulative impacts on police protection would be less than significant.

(iii) Schools

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. The Project in conjunction with the related projects is expected to result in a cumulative increase in the demand for school services.

As shown in Table V-26, Projected Cumulative Student Population, the Proposed Project and the related projects would cumulatively contribute approximately 4,317 elementary school students, 2,071 middle school students, and 2,096 high school students. This would create an increased cumulative demand on the local school districts. However, like the Proposed Project, each related project would be required to pay school developer fees, pursuant to California Education Code Section 17620(a)(1), which would mitigate any cumulative impacts. As such, cumulative impacts on schools would be less than significant.

Table V-26
Projected Cumulative Student Population

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Hotel [a b]	1,365,050 sf	11	5	5	21
Industrial [c d]	661,869 sf	12	6	6	24
Multi-Family Residences [e]	19,207 du	3,922	1,898	1,911	7,731
Office [f g]	11,760,603 sf	274	127	123	524
Retail [h i]	2,702,003 sf	41	19	18	78
Related Projects Student Total: [i]		**4,260**	**2,055**	**2,063**	**8,378**
Project Net Student Total:		**57**	**15**	**32**	**105**
Cumulative Student Total:		**4,317**	**2,070**	**2,095**	**8,483**
Proposed Project's % of Cumulative:		**1.32%**	**0.72%**	**1.57%**	**1.23%**

Notes:
sf = square feet; du = dwelling units

[a] *Student generation rates are as follows for hotel uses: .0076 elementary, .0035 middle and .0034 high school students per 1,000 sf.*

[b] *Hotel rooms assumed to be 575 sf.*

[c] *Student generation rates are as follows for industrial uses: .0180 elementary, .0083 middle and .0080 high school students per 1,000 sf.*

[d] *Includes warehouse, manufacturing and bus maintenance uses.*

[e] *Student generation rates are as follows for residential uses: .2042 elementary, .0988 middle and .0995 high school students per unit.*

[f] *Student generation rates are as follows for office uses: .0233 elementary, .0108 middle and .0104 high school students per 1,000 sf.*

[g] *Includes office building, child care facility, courthouse, county office building, government building, jail, and medical offices uses.*

[h] *Student generation rates are as follows for retail uses: .0149 elementary, .0069 middle and .0067 high school students per 1,000 sf.*

[i] *Includes restaurant (fast-food and quality), retail, cinema, event facility, health club, market, museum, bar, shopping center, and supermarket uses.*

Source: Los Angeles Unified School District, School Fee Justification Study, September 2002.

(iv) Parks

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects that include residential uses could result in an increase in permanent residents residing in the vicinity of the projects. In the absence of mitigation, additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the long-term goal standards. However, like the Proposed Project, the each related project with residential uses would comply with payment of Quimby or other fees, such as the Dwelling Unit Construction Tax (for apartment units). Each related project with residential uses would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, cumulative impacts would be less-than-significant.

(v) Other Public Facilities

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects that have residential components could generate additional residents who could increase the demand upon library services. This increase in resident population would increase demand upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for $178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. As noted, the Central Library far exceeds the LAPL criteria for its service area. Therefore, the Proposed Project would not make a considerable contribution to impacts upon the City's library system. Therefore, the cumulative impacts related to library facilities would be less than significant.

15. RECREATION

	Potentially Significant Impact	Potentially Significant Unless 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?	☐	☐	☒	☐

PROJECT-SPECIFIC IMPACTS

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which would 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. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Proposed Project will generate 606 residents and will provide a minimum of 34,400 square feet of open space areas, including private open space on balconies and common open space areas within a rooftop pool deck, partial flag lot park area, and courtyards. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for off-site park services. Notwithstanding the availability of on-site recreational amenities and open space areas, it is reasonable to assume that the future occupants of the Proposed Project would utilize recreation and park facilities in the surrounding area. As noted in Table V-24, above, there are 12 existing, new, and recently improved parks within the Project Area totaling more than 58 acres that are available to serve the future residents and retail visitors to the Project Site. Notable new additions to the downtown area are Grand Park, at the LA Civic Center, and Spring Street Park, a pocket park recently developed at 426 S. Spring Street. The Proposed Project would provide a minimum of 34,400 square feet of open space on site. The Project would also be subject to the applicable provisions of LAMC Sections 12.33 and/or 17.12, requiring the payment of Quimby fees to the City of Los Angeles, or LAMC Section 21.10.3(a)(1) requiring payment of a Dwelling Unit Construction Tax (see RCM 14-2 above). Therefore, the Proposed Project would not substantially 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?

Less Than Significant Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The Proposed Project will provide a minimum of 34,400 square feet of open space areas on

site. As previously discussed in Section 15(a), the Proposed Project would not require the construction or expansion of recreational facilities beyond the limits of the Project Site. As noted above, there are 12 existing, new, and recently improved parks within the Project Area totalizing more than 58 acres that are available to serve the future residents and retail visitors to the Project Site. Recently constructed parks within the downtown area include Grand Park at the LA Civic Center and Spring Street Park, a pocket park recently developed at 426 S. Spring Street. Although the Proposed Project would place some additional demands on park facilities, the increase in demand would be met through a combination of on-site amenities and existing parks in the Project area. The Proposed Project's increased demands upon recreational facilities would not in and of itself require or result in the construction of a new park, which might have an adverse physical effect on the environment. Thus, impacts to park and recreational facilities would be less than significant.

CUMULATIVE IMPACTS

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects that have residential components would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. A number of new parks and recently renovated park improvements have been made in the downtown area to accommodate cumulative demands created by increased residential development. Each related project that includes residential uses would be required to pay the Dwelling Unit Construction Tax and/or Quimby fees to mitigate impacts upon park and recreational facilities. Additionally, each such related project would be subject to the provisions of the LAMC for providing on site open space, which is proportionately based on the amount of new development. Therefore, the Proposed Project would have a less than considerable significant contribution to the potential cumulative impact on recreational resources, and cumulative impacts on park and recreation facilities would be less than significant.

16. TRANSPORTATION AND TRAFFIC

Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐

b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e. Result in inadequate emergency access?	☐	☐	☐	☒
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

The following section summarizes and incorporates by reference the information provided in the Traffic Study for the Camden Arts Mixed-Use Project (Industrial Street Lofts Traffic Study) prepared by The Mobility Group dated August 29, 2014 and the Traffic Review – Revised Camden Arts Mixed-Use Project prepared by the Mobility Group dated August 4, 2015. The Traffic Study and related approval letter from the Los Angeles Department of Transportation (DOT) dated October 8, 2014 and supplemental approval letter dated August 26, 2015 are attached to this IS/MND.

Project Design Features:

- As an infill mixed-use development in an urban area, the Proposed Project is expected to have a higher percentage of internal and pass-by trips. Furthermore, because of its proximity to public transit, employment and entertainment destinations, a number of Project trips would be expected to be walk or transit trips rather than auto vehicle trips. Similarly, because the commercial components of the Proposed Project will be primarily locally serving to the Project and the surrounding area, some of the trips might be expected to be walk-ins either from the Project or the surrounding area. Furthermore, the provision of live/work units will allow residents to work and run a business out of their home.

- The Proposed Project would include 394 on-site bicycle parking spaces, which is pursuant to the standards and requirements of the City's Bicycle Ordinance (182386, effective March 13, 2013). The proposed 344 live/work units would require 379 bicycle parking spaces, including 35 short-term and 344 long-term spaces. The commercial component would require 14 bicycle parking spaces, including 6 short-term and 8-long term spaces. A bicycle maintenance area is provided.

Mitigation Measures Incorporated from, or Consistent with, Mitigation Measures in the RTP/SCS EIR:

- **16-1 Transportation/Traffic**

  - A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours.
  - All delivery truck loading and unloading shall take place on site.
  - The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
  - Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
  - Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
  - The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

- **16-2 Unbundle Parking**

  - The Project shall unbundle the cost of parking from the cost of living and employment areas, either by charging a rent or lease fee, or selling the parking space separately.

- **16-3 Emergency Evacuation Plan:**

  - Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

PROJECT SPECIFIC-IMPACTS

a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account

all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than Significant Impact. A significant impact could occur if a project were to result in substantial increases in traffic volumes in the vicinity of the project such that the existing street capacity experiences a decrease in the existing volume to capacity ratios, or experiences increased traffic congestion exceeding LADOT's recommended level of service. As discussed in Section II, Project Description, vehicular access to the Project Site will be provided via a driveway entry/exit on Industrial Street for Lot 1 One and a driveway on Mill Street for Lot Two. An additional right-in, right-out driveway on Alameda Street is proposed on Lot 1 (See Figure II-7, Ground Floor Plan). The Alameda Street driveway would be gated and restricted to use by residents only and would operate with right-turn in and right-turn out restrictions.

Introduction

Area Transportation Facilities

The Project Site is located just east of downtown Los Angeles which is served by an extensive freeway network. Primary regional access to the site is provided by the Santa Monica Freeway (I-10) and the Santa Ana/Golden State Freeway (I-5/US-101). The Santa Monica Freeway runs in an east-west direction south of the Project Site, while the Santa Ana/Golden State Freeway runs north-south east of the site. These two facilities also provide access to the Hollywood (US-101) freeway to the north, and to the San Bernardino (I-10) and Pomona (SR-60) freeways to the east.

The following North-South Streets serve the Project study area:

Alameda Street: Alameda Street is a two-way street providing four travel lanes in the vicinity of the Project Site. It is classified as an Avenue I. No on-street parking is allowed.

Central Avenue: Central Avenue is a two-way street providing four travel lanes in the vicinity of the Project Site. It is classified as an Avenue I. On-street metered parking is provided with some restrictions.

Mateo Street: Mateo Street is a two-way street providing one travel lane in each direction in the vicinity of the Project Site. It is classified as an Avenue II. On-street parking is provided with some restrictions.

Mill Street: Mill Street is a two-way street providing one travel lane in each direction in the vicinity of the Project Site. It is classified as a Collector Street. On-street parking is provided with some restrictions.

The following East-West Streets serve the Project study area:

6th Street: 6th Street is a two-way street providing two travel lanes in each direction in the vicinity of the Project Site. It is classified as an Avenue II. On-street parking is generally not allowed.

7th Street: 7th Street is a two-way street providing two travel lanes in the vicinity of the Project Site. It is classified as an Avenue II. On-street parking is provided with some restrictions.

Industrial Street: Industrial Street is a two-way street providing one travel lane in each direction in the vicinity of the Project Site, west of Mill Street. East of Mill Street, it is a one way westbound street providing one travel lane. It is classified as a Collector Street. On street parking is provided with some restrictions.

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F, with each level defined by a range of volume/capacity (V/C) ratios. Table V-27 below defines the ranges of V/C ratios and their corresponding levels of service for signalized intersections. LOS D is typically recognized as the satisfactory service level in urban areas, and LOS E is often recognized as the standard in downtown areas. Intersection analysis was conducted using the "Critical Movement Analysis (Planning Method)" as described in "Transportation Research Circular 212, Transportation Research Board, Washington D.C. 1980," to obtain volume/capacity (V/C) ratios for each intersection.

Table V-27
Level of Service as a Function of CMA Value or Average Vehicle Delay

CMA Value	Level of Service	Intersection Operation/Traffic Flow Characteristics
≤ 0.600	A	Excellent Operation
$> 0.600 \leq 0.700$	B	Very Good Operation
$> 0.700 \leq 0.800$	C	Good Operation
$> 0.800 \leq 0.900$	D	Fair Operation
$> 0.900 \leq 1.000$	E	Poor Operation
> 1.000	F	Forced Flow

Source: The Mobility Group, 2013.

Thresholds of Significance

Intersection Capacity

LADOT defines a significant traffic impact attributable to a project based on a "stepped scale", with intersections at high volume-to-capacity (V/C) ratios being more sensitive to additional traffic than those operating with available surplus capacity. A significant impact is identified as an increase in the V/C value, due to project-related traffic, of 0.010 or more when the final ("with project") Level of Service is E or F, a V/C increase of 0.020 or more when the final Level of Service is LOS D, or an increase of 0.040 or more at LOS C, as summarized in Table V-28, below. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate traffic increases with little effect on traffic delays.

Study Intersections

The scope of the Traffic Study was reviewed and approved by the City of Los Angeles Department of Transportation (LADOT) to ensure that appropriate analysis methodologies and assumptions were utilized. Based on LADOT's recommendations, the traffic study evaluates the existing (year 2013) and forecast future (year 2017) conditions at six study intersections. The analyzed locations correspond to

Table V-28
City of Los Angeles Significant Traffic Impact Criteria

With Project Traffic		Project-Related Increase in V/C Ratio
LOS	V/C Ratio	
C	0.701 - 0.800	Equal to or greater than 0.040
D	0.801 - 0.900	Equal to or greater than 0.020
E or F	> 0.900	Equal to or greater than 0.010

Source: The Mobility Group, 2014.

locations where potential traffic impacts from the Proposed Project are most likely to occur. The intersections identified for analysis are as follows:

- 6th Street & Central Avenue
- 6th Street & Alameda Street
- 6th Street & Mateo Street
- 7th Street & Central Avenue
- 7th Street & Alameda Street
- 7th Street & Mateo Street

All of these intersections are signalized and currently operate under the City's ATSAC system (Automated Traffic Surveillance and Control) which is a centralized control system that provides for the coordination of traffic signal timing to maximize the street capacities and to minimize traffic delays on City streets. The existing lane configurations for these six analyzed intersections are shown in 1525 Industrial Traffic Impact Study.

Existing Intersection Conditions

Existing Traffic Volumes

New traffic counts were conducted at all of the analyzed intersections to obtain existing turning movement counts. The traffic counts were conducted in April of 2013, for both the AM and the PM peak periods (between 7:00 and 10:00 am and between 3:00 and 6:00 pm). These counts were then factored by 1% to reflect 2014 conditions.

Existing Peak Hour Levels of Service

Table IV-29, below summarizes the existing AM and PM peak hour V/C ratios and corresponding levels of service at the analyzed intersections. As shown in Table V-29, all of the studied intersections currently operate at LOS A during the AM peak hour. During the PM peak hour all of the studied intersections currently operate at LOS B or better.

Table V-29
Existing Conditions – Intersection Level of Service

Intersection	Existing Conditions			
	AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS
1. 6th Street and Central Avenue	0.409	A	0.616	B
2. 6th Street and Alameda Street	0.517	A	0.563	A
3. 6th Street and Mateo Street	0.360	A	0.358	A
4. 7th Street and Central Avenue	0.530	A	0.587	A
5. 7th Street and Alameda Street	0.565	A	0.607	B
6. 7th Street and Mateo Street	0.379	A	0.386	A
Source: Camden Arts Mixed-Use Project Traffic Study, The Mobility Group, August, 2014.				

Existing Transit Service

The Project Site is located near significant levels of transit and inter-city bus service. The Project Area is currently served by one local transit operator.

Summary of Transit Service on Major Streets in the Project Vicinity

7th Street

Located one block south of the Project Site, 7th Street carries one Metro Rapid line (760) and two Metro Bus lines (60, 62) in an east-west direction. The Greyhound Bus Terminal is also located one block south of the Project Site on 7th Street, with inter-city bus service to various locations outside of the Los Angeles area.

6th Street

Located one block north of the Project Site, 6th Street carries one Metro Rapid Line (720), and one Metro Local line (18) in an east-west direction.

Central Avenue

Located one block west of the Project Site, Central Avenue carries one Metro Local Bus line (53) in a north-south direction.

Traffic Forecasts

In order to evaluate the potential traffic impacts of the Proposed Project, it was necessary to first estimate and then analyzes future traffic conditions without the Proposed Project. The year selected for this analysis was 2017 which is the expected year of completion of the Proposed Project.

Future traffic forecasts were estimated by forecasting two separate components of traffic growth in the study area.

The first component represents the ambient growth that is a general growth in traffic volumes due to minor new developments in the Proposed Project area, and regional growth and development outside the study area. A growth rate of 1% per year was assumed for this ambient traffic growth in conjunction with LADOT. The existing traffic counts were therefore adjusted upward by a total of 4% to represent the ambient growth to the Proposed Project completion year.

The second component of future growth relates to specific development projects located in the study area that are either under construction, approved, or under formal planning consideration and potentially could be in place by the year 2017 when the Proposed Project will be completed. The following section of this chapter describes the process of estimating traffic from these cumulative projects.

This approach is conservative in that not all of the related projects may be ultimately built, and not all may be built by 2017 (the buildout year of the Proposed Project). Along with the fact that the analysis includes a list of specific related projects and a general background growth factor, the analysis likely overstates the future growth in traffic without the Proposed Project.

Cumulative Projects

Project List

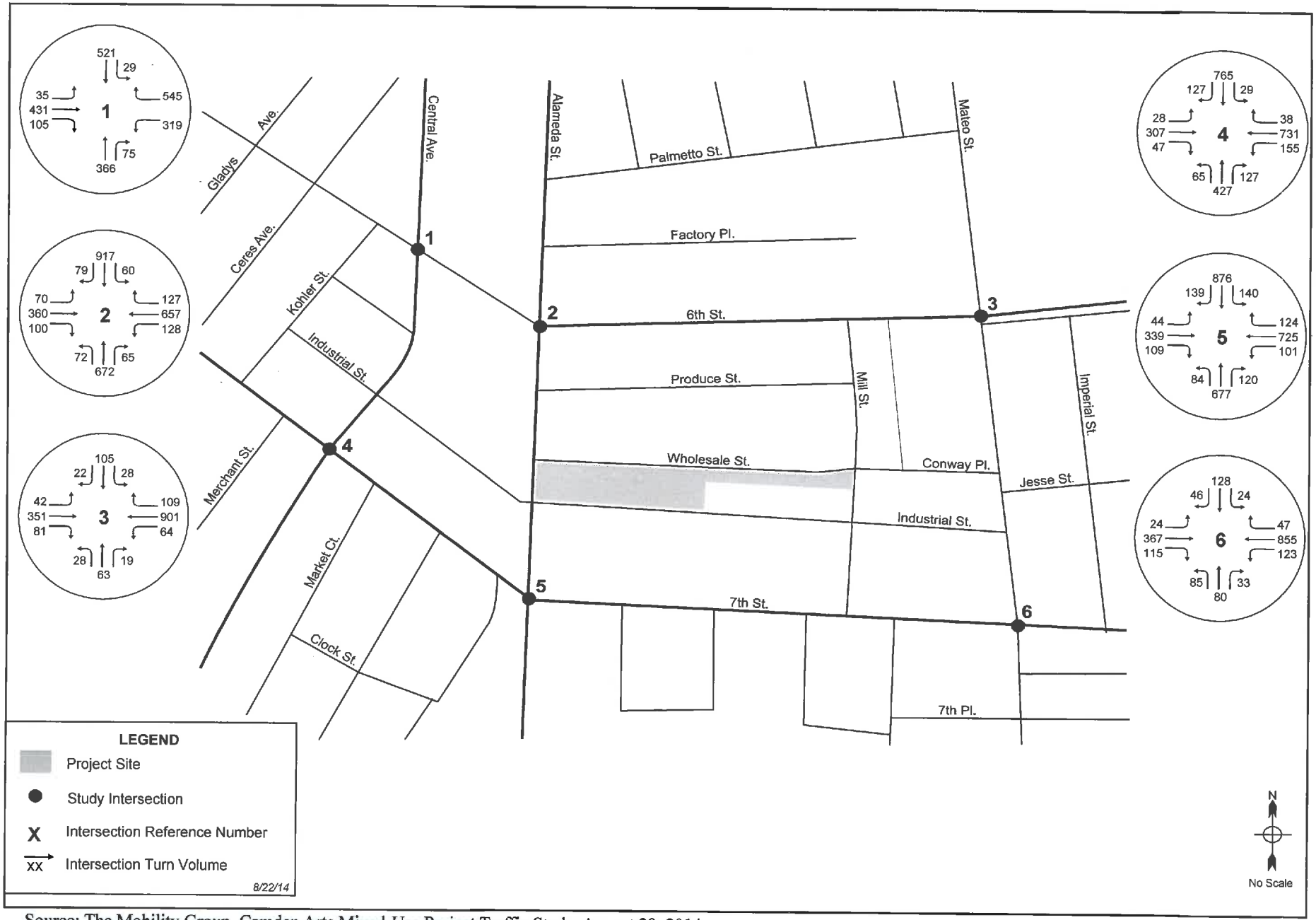
A list of proposed development projects that could affect traffic conditions in the Project area was prepared based on information obtained from a variety of sources including the City of Los Angeles, other studies and reports, and field verification and observations. A total of 73 potential development projects were identified, in conjunction with LADOT.

It should also be noted again that, for purposes of preparing a conservative worst-case analysis, no potential street improvements or transportation mitigation measures that might be associated with any of the cumulative projects were included in the future conditions traffic analysis.

Future Traffic Forecasts for 2017 Without Project Condition

Future Traffic Forecasts for 2017 Without Project Condition trip estimates, were then added to the roadway network and combined with existing volumes and ambient traffic growth (described earlier) to provide forecasts of future traffic conditions in the study area in 2017, for both the AM and PM peak

periods, representing the future without Proposed Project conditions. The future without Project peak hour traffic volumes are illustrated in Figures V-2 and V-3 for the AM and PM peak hours respectively.



Source: The Mobility Group, Camden Arts Mixed-Use Project Traffic Study, August 29, 2014

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Figure V-2
Future Without Project Traffic Volumes - AM Peak Hour

Source: The Mobility Group, Camden Arts Mixed-Use Project Traffic Study, August 29, 2014

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Figure V-3
Future Without Project Traffic Volumes - PM Peak Hour

Transportation System Improvement Projects

The following roadway infrastructure projects will be implemented prior to 2017.

Adaptive Traffic Control System – ATCS (LADOT)

ATCS is a second generation computer-based traffic signal control system to enhance ATSAC, that utilizes enhanced surveillance and control technologies to adapt traffic signal timing to respond to actual traffic conditions, and to further enhance the effectiveness of the ATSAC system by minimizing the number of stops and the amount of delay throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional 3 percent over those operating under the ATSAC system alone. The City of Los Angeles has state funding to implement ATCS at all signalized intersections in the city. Per LADOT procedures, all study intersections were assumed to operate with ATCS in the future.

Future Intersection Conditions

Future Without Project Intersection Level of Service

The future without Project traffic forecasts were evaluated to determine the V/C ratio and LOS for the analyzed intersections for both the AM peak hour and the PM peak hour. The results are shown in Table V-30, which summarizes the intersection levels of service calculated for the future without project conditions, and compares them to existing conditions levels of service. As shown in Table V-30, below, all studied intersections would operate at LOS B during the AM peak hour in the future. During the PM Peak Hour, all studied intersections would operate at LOS C or better.

Table V-30
Future Without Project Conditions - Intersection Level of Service

Intersection	Future Without Project Conditions			
	AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS
1. 6th Street and Central Ave.	0.459	A	0.715	C
2. 6th Street and Alameda Street	0.588	A	0.702	C
3. 6th Street and Mateo Street	0.387	A	0.454	A
4. 7th Street and Central Avenue	0.535	A	0.611	B
5. 7th Street and Alameda Street	0.607	B	0.773	C
6. 7th Street and Mateo Street	0.405	A	0.597	A
Source: Camden Arts Mixed-Use Project Traffic Study, The Mobility Group, August, 2014.				

Project Trip Generation

The Project Site is currently developed with an approximate 81,194 square foot ice production and cold storage facility, which is proposed to be demolished as part of the Project. The land uses to be located on Lot 1 will consist of up to 344 live/work units, 21,170 square feet of creative office space, and 2,568 square feet of restaurant space fronting on Industrial Street.

The flag lot (Lot 2) will consist of a recreational area that extends from the northeastern corner of Lot 1 east to Mill Street. This area will consist of a dog park for project residents, an open area consisting of concrete pavers, and a structure containing approximately 3,604 square feet of creative office space and 1,474 square feet of restaurant space accessible from Mill Street.

Vehicular access to Lot 1 is to be provided from driveways located on Alameda Street and Industrial Street. Access to Lot 2 is to be provided from Mill Street.

Trip generation from the Proposed Project was estimated using trip rates from Trip Generation Manual – 9th Edition (Institute of Transportation Engineers, 2012).[43] Tables V-31 through V-33 summarize the trip generation estimates for the daily, AM peak, and PM peak hour periods, respectively. As noted in Section III, Transit Priority Projects and the Sustainable Communities Environmental Assessment, pursuant to Public Resources Code Section 21159.28, this SCEA does not need to reference, describe or discuss any project specific or cumulative impacts from cars and light-duty truck trips generated by the Proposed Project on global warming or the regional transportation network. However, these trips were included below to provide a more conservative analysis.

Because of its downtown location near transit, employment and entertainment destinations, a number of Project trips would be expected to be walk or transit trips rather than auto vehicle trips. Similarly, because the commercial components of the Project will be primarily locally serving to the Project and the surrounding area, some of the trips might be expected to be walk-ins either from the Project or the surrounding area. Certain adjustments to the trip generation were therefore made, with LADOT approval, to reflect these conditions. The trips generated by all land use components of the Project (live/work, creative office, retail, and restaurant) were reduced by 15% to allow for use of transit to and from the Project Site. For the retail and restaurant uses, a reduction of 10% for internal trips from the Project and the surrounding area was also applied. For retail uses, a pass-by rate of 50% was applied and for the restaurant component of the Project, a pass-by rate of 20% was applied. As shown in Tables V-31 through V-32, the analysis estimates that the Proposed Project would generate a total of 2,277 daily vehicle trips,

[43] *Note the trip generation contained in the August 4, 2015 Traffic Impact Study Memorandum was based on ten additional dwelling units than are currently proposed (i.e., 354 du vs. 344 du) as well as slightly more creative office (24,044 sf vs. 23,764 sf) and restaurant (5,500 sf vs. 4,042 sf). As such, the traffic impacts are slightly overstated and conservative. Additionally, although the program mix changed since the revised traffic study was prepared (August 2015), the updated proposed trip generation tables (February 2016) indicate the am and pm peak hour trips are nearly identical. Thus, the impact conclusions of the 2015 Traffic Study remain applicable.*

Table V-31
Trip Generation Estimates – Daily Trips

Land Use Assumptions	Source & Code [1]	Quantity	Units	Daily Trips	
				Trip Rate	Total Trips
Existing Uses					
Ice Generation and Food Storage [2]	ITE 150	81,194	SF	3.56	-289
Net Ice Generation and Food Storage					-289
Proposed Uses					
Mid-Rise Apartments [3] [4]	ITE 223	346	DU	6.65	2,301
Reduction for transit/walk trips - 15%					-345
Net Apartments					1,956
General Office [5] [6] [7]	ITE 710	24,045	SF	11.03	265
Reduction for transit/walk trips - 15%					-40
Net General Office					225
Restaurant [8] [9] [10]	ITE 932	5,500	SF	127.15	699
Reduction for internal trips - 10%					-70
Reduction for transit trips - 15%					-94
Reduction for pass-by trips - 20%					-107
Net Restaurant					428
Total Proposed Daily Trips					2,320

[1] ITE trip rates from Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC, 2012 except otherwise noted.
[2] Trip rates for Ice Generation and Food Storage not available. Trip rate from ITE 150 - Warehousing was used.
[3] Daily trip rate for ITE 223 - Mid-Rise Apartment are not available. Daily trip rate from ITE 220 - Apartment was used.
[4] Residential land use was adjusted to account for transit/walk trips (15%) per LADOT Traffic Study Policies and Procedures, Transit Credit, June 2013.
[5] A total of 24 residential live/work units (approximately 18,500 sq. ft.) could potentially be utilized as General office space once the Project is constructed. To ensure the most conservative analysis was conducted, this space was analyzed as General Office space.
[6] Source: Average trip rates for ITE 710 - General Office.
[7] Office land use was adjusted to account for transit/walk trips (15%) per LADOT Traffic Study Policies and Procedures, Transit Credit, June 2013.
[8] Source: Average trip rates for ITE 932 - High Turnover Restaurant.
[9] High Turnover Restaurant land use was adjusted to account for transit/walk trips (15%) per LADOT Traffic Study Policies and Procedures, Transit Credit, June 2013.
[10] High Turnover Restaurant land use was adjusted to account for pass-by trips (20%) per LADOT Traffic Study Policies and Procedures,
Attachment I - LADOT Policy on Pass-By Trips, June 2013.

Note: The trip generation estimates provided above are based on the current project description. Although the program mix has changed slightly since the update to the traffic study (August 4, 2015), the AM and PM peak hours trips are nearly identical. Therefore, the conclusions of the traffic study remain applicable.
Source: Traffic Review – Revised Camden Arts Mixed-Use Project prepared by the Mobility Group dated February 19, 2016.

Table V-32
Trip Generation Estimates – AM Peak Hour

Land Use Assumptions	Source & Code[1]	Quantity	Units	AM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Ice Generation and Food Storage [2]	ITE 150	81,194	SF	0.24	0.06	0.30	-19	-5	-24
Net Ice Generation and Food Storage							-19	-5	-24
Proposed Uses									
Mid-rise apartments [4]	ITE 223	346	DU	0.09	0.21	0.30	31	73	104
Reduction for transit/walk trips – 15%							-5	-11	-16
Net Apartments							26	62	88
General Office [5] [6] [7]	ITE 710	24,045	SF	1.37	0.19	1.56	33	5	38
Reduction for transit/walk trips – 15%							-5	-1	-6
Net General Office							28	4	32
Restaurant [8] [9] [10]	ITE 932	5,500	SF	5.95	4.86	10.81	33	26	59
Reduction for internal trips - 10%							-3	-3	-6
Reduction for transit trips - 15%							-5	-3	-8
Reduction for pass-by trips - 20%							-5	-5	-10
Net Restaurant							20	15	35
Total Proposed AM Peak Hour Trips							55	76	131

Notes:
See Table V-31, above for footnotes.
Note: The trip generation estimates provided above are based on the current project description. Although the program mix has changed slightly since the update to the traffic study (August 4, 2015), the AM and PM peak hours trips are nearly identical. Therefore, the conclusions of the traffic study remain applicable.
Source: Traffic Review – Revised Camden Arts Mixed-Use Project prepared by the Mobility Group dated February 19, 2016.

128 AM peak hour vehicle trips, and 147 PM peak hour vehicle trips. The traffic volumes and impacts presented below are based on the Traffic Study analysis.

The likely distribution of Proposed Project trips was identified based on the type of land uses in the Project, the likely origins and destinations of Project residents and visitors, and the characteristics of the street system in the area of the Proposed Project. The following distribution was assumed:

- 25% of the trips towards the north
- 20% of the trips towards the south
- 20% of the trips towards the east
- 35% of the trips towards the west

Table V-33
Trip Generation Estimates – PM Peak Hour

Land Use Assumptions	Source & Code[1]	Quantity	Units	PM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Ice Generation and Food Storage [2]	ITE	81,194	SF	0.08	0.24	0.32	-6	-20	-26
Net Ice Generation and Food							-6	-20	-26
Proposed Uses									
Mid-rise apartments [3] [4]	ITE	346	DU	0.23	0.16	0.39	80	55	135
Reduction for transit trips – 15%							-12	-8	-20
Net Apartments							68	47	115
General Office [5] [6] [7]	ITE	24,045	SF	0.25	1.24	1.49	6	30	36
Reduction for transit trips – 15%							-1	-4	-5
Net General Office							5	26	31
Restaurant [8] [9] [10]	ITE	5,500	SF	5.91	3.94	9.85	33	21	54
Reduction for internal trips - 10%							-3	-2	-5
Reduction for transit trips - 15%							-4	-3	-7
Reduction for pass-by trips - 20%							-6	-2	-8
Net Restaurant							20	14	34
Total Proposed AM Peak Hour Trips							87	67	154

Notes:
See Table V-30, above for footnotes.
Note: The trip generation estimates provided above are based on the current project description. Although the program mix has changed slightly since the update to the traffic study (August 4, 2015), the AM and PM peak hours trips are nearly identical. Therefore, the conclusions of the traffic study remain applicable.
Source: Traffic Review – Revised Camden Arts Mixed-Use Project prepared by the Mobility Group dated February 19, 2016.

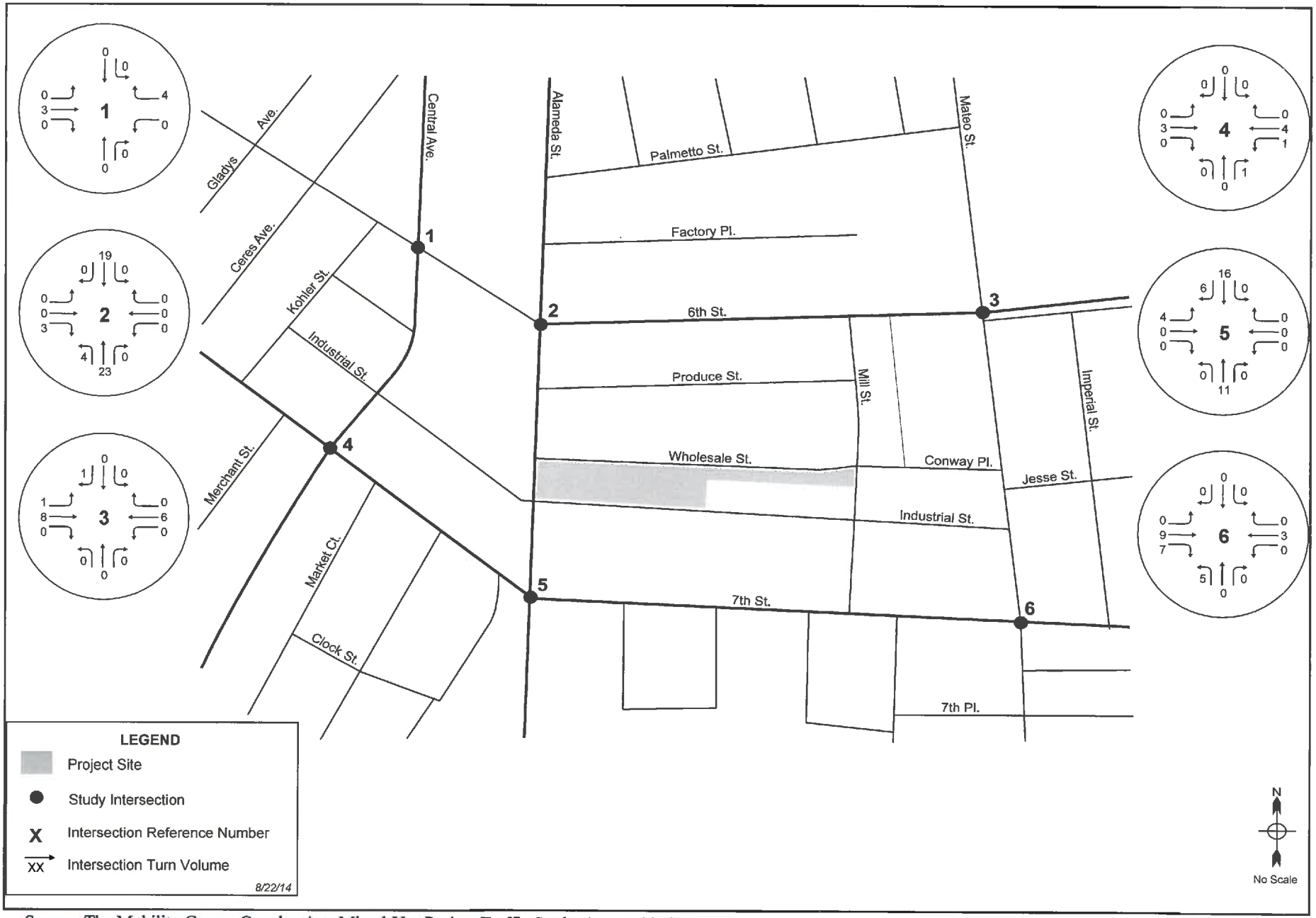
Traffic generated by the Project was added to the Future Without Project traffic volumes to obtain future traffic volumes with the Project for both peak periods at each of the study intersections.

The Project Only peak hour traffic volumes are illustrated in Figures V-4 and V-5 for the AM and PM peak hours, respectively, and the total Future With Project conditions peak hour traffic volumes are illustrated in Figures V-6 and V-7 for the AM and PM peak hours, respectively.

Project Impacts

Existing With Project Impacts

Tables V-34 and V-35 summarize the level of service for the existing with Project conditions at the analyzed intersections for the AM and PM peak hours respectively. The analysis summarized in TableV-34 indicates that for the AM peak hour, the addition of Proposed Project traffic would not cause the level



Source: The Mobility Group, Camden Arts Mixed-Use Project Traffic Study, August 29, 2014

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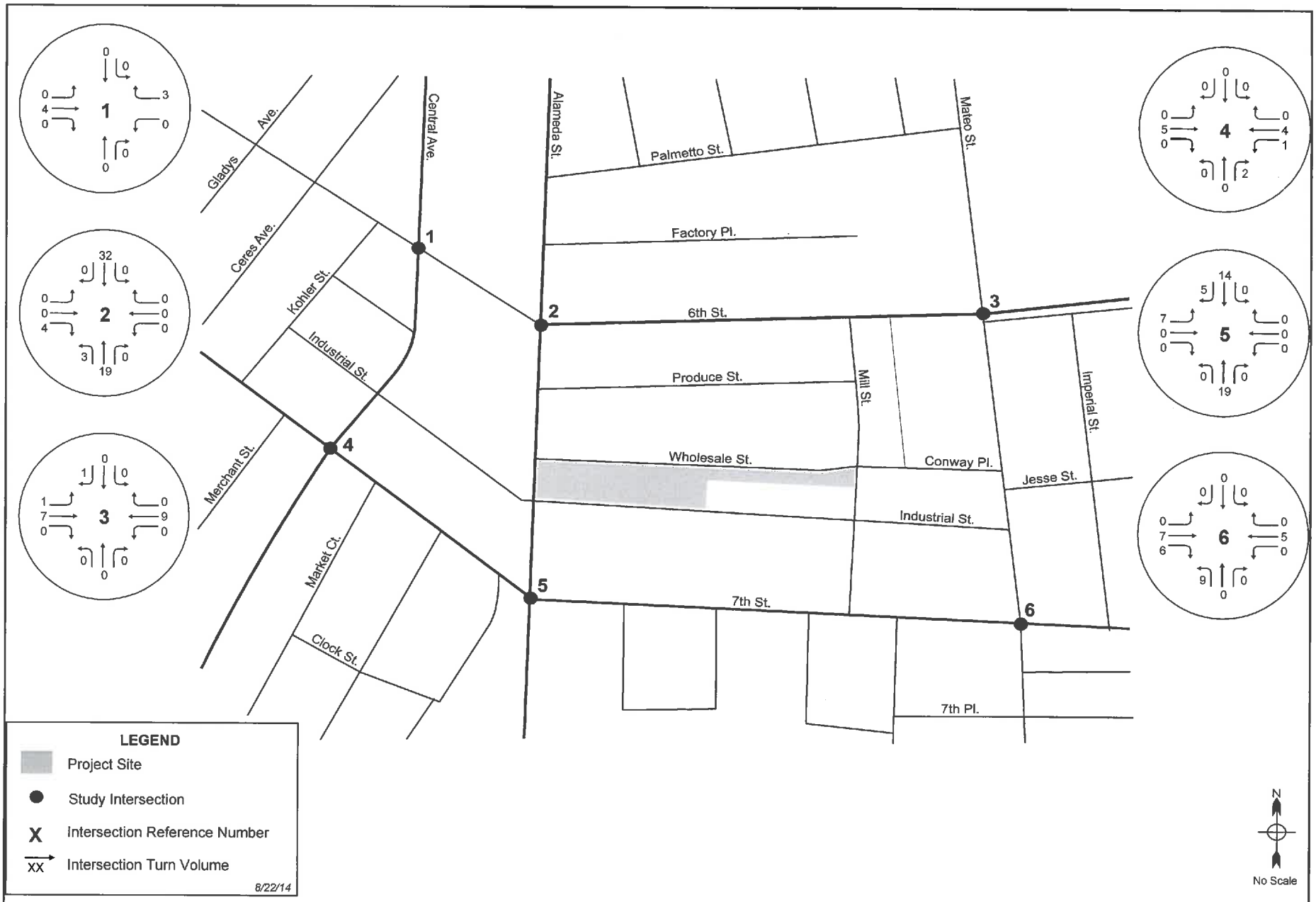
Figure V-4
Project Only Traffic Volumes - AM Peak Hour



Source: The Mobility Group, Camden Arts Mixed-Use Project Traffic Study, August 29, 2014

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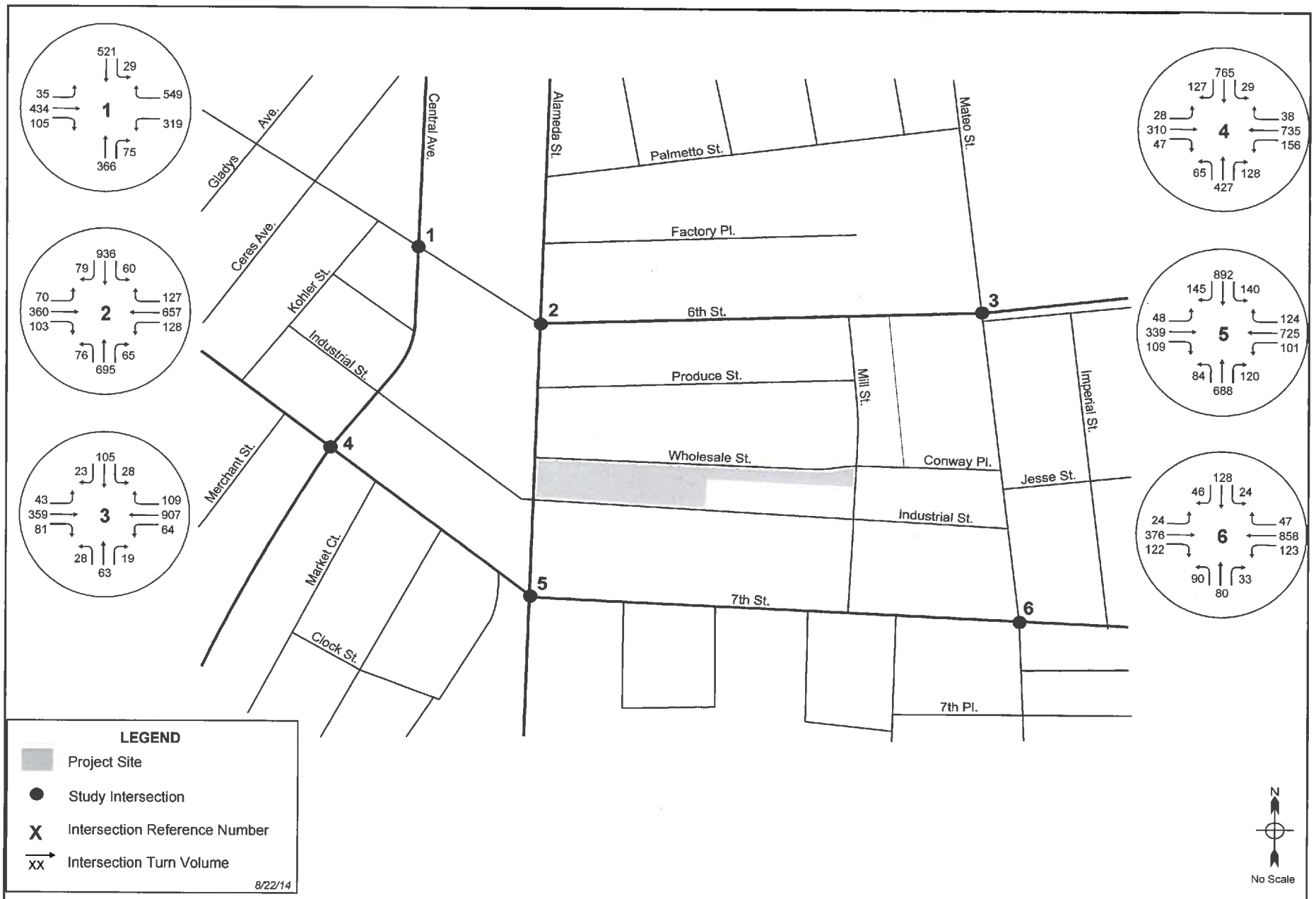
Figure V-5
Project Only Traffic Volumes - PM Peak Hour



Source: The Mobility Group, Camden Arts Mixed-Use Project Traffic Study, August 29, 2014

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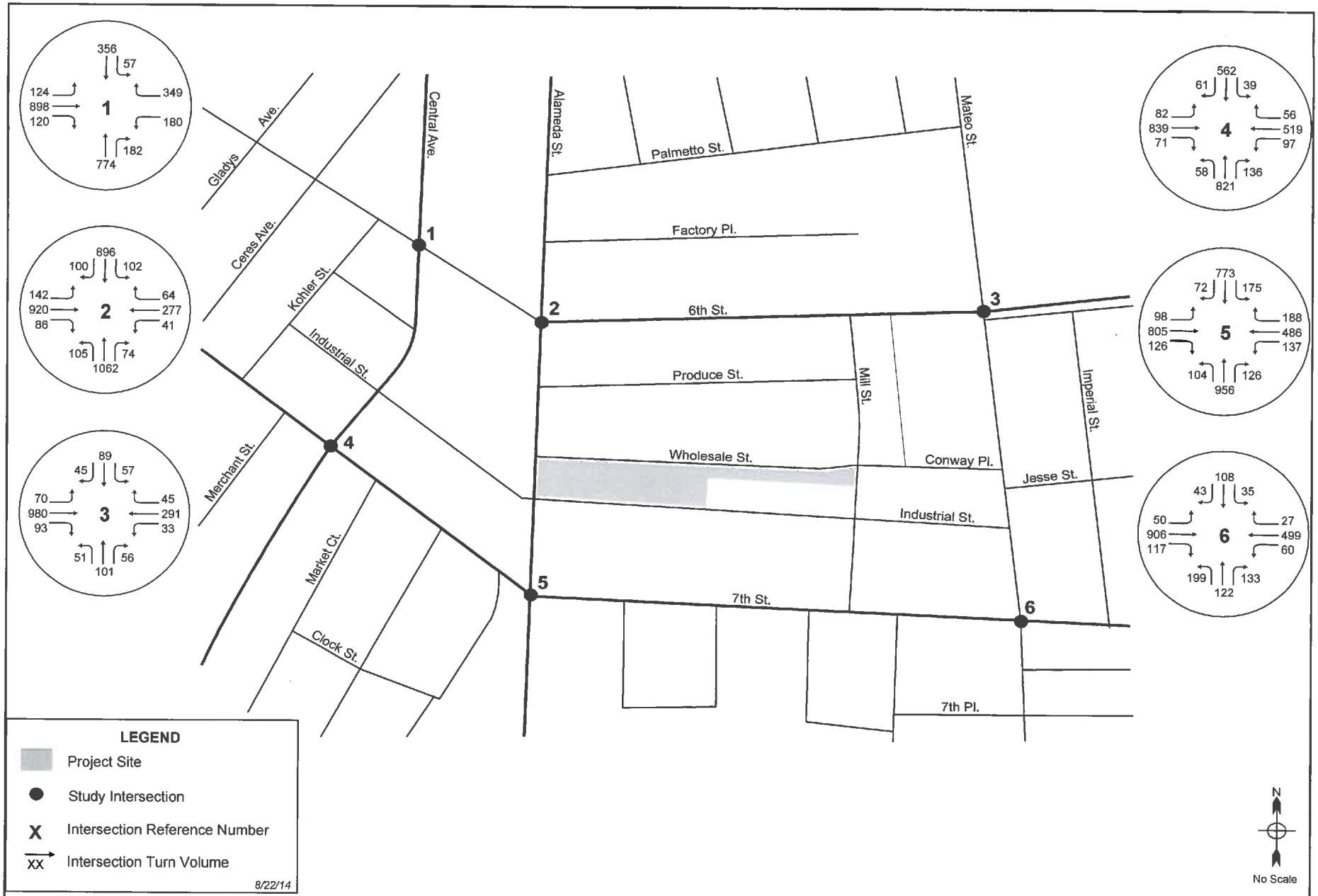
Figure V-6
Future with Project Traffic Volumes - AM Peak Hour



Source: The Mobility Group, Camden Arts Mixed-Use Project Traffic Study, August 29, 2014

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Figure V-7
Future with Project Traffic Volumes - PM Peak Hour

Table V-34
Existing With Project Conditions – Intersection Level of Service AM Peak Hour

Intersection	AM Peak Hour				Change in V/C	Significant Impact?
	Existing		Existing With Project			
	V / C	LOS	V / C	LOS		
1. Central Avenue and 6th Street	0.409	A	0.411	A	0.002	No
2. Central Avenue and 7th Street	0.517	A	0.526	A	0.009	No
3. Alameda Street and 6th Street	0.360	A	0.363	A	0.003	No
4. Alameda Street and 7th Street	0.530	A	0.531	A	0.001	No
5. Mateo Street and 6th Street	0.565	A	0.575	A	0.010	No
6. Mateo Street and 7th Street	0.379	A	0.384	A	0.005	No
Source: Camden Arts Mixed-Use Project Traffic Study, The Mobility Group, August, 2014.						

Table V-35
Existing With Project Conditions – Intersection Level of Service PM Peak Hour

Intersection	PM Peak Hour				Change in V/C	Significant Impact?
	Existing		Existing With Project			
	V / C	LOS	V / C	LOS		
1. Central Avenue and 6th Street	0.616	B	0.617	B	0.001	No
2. Central Avenue and 7th Street	0.563	A	0.570	A	0.007	No
3. Alameda Street and 6th Street	0.358	A	0.360	A	0.002	No
4. Alameda Street and 7th Street	0.587	A	0.591	A	0.004	No
5. Mateo Street and 6th Street	0.607	B	0.613	B	0.006	No
6. Mateo Street and 7th Street	0.386	A	0.397	A	0.011	No
Source: Camden Arts Mixed-Use Project Traffic Study, The Mobility Group, August, 2014.						

of service to change at any of the study intersections, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. The analysis summarized in Table V-35 indicates that for the PM peak hour, the addition of Proposed Project traffic would not cause the level of service to change at any of the study intersections, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Proposed Project would not cause any significant traffic impacts in either the AM or PM peak hour.

Project Driveways – Existing With Project Impacts

The LOS for all driveway access intersections for the Existing With Project conditions are shown in Table V-36. The LOS for these driveway access intersections were estimated to be LOS D or better in both the AM and PM peak hours. These driveway access intersections would therefore operate satisfactorily with

the Project. The Existing With Project driveway access volumes are shown in the 1525 Industrial Traffic Study.

Table V-36
Existing With Project Conditions – Unsignalized (Access) Intersection Analysis

Unsignalized Intersections [a]	Future With Project AM Peak		Future With Project PM Peak	
	Delay	LOS	Delay	LOS
Alameda Street & Industrial Street				
Southbound Inbound Left Turn	9.3	A	10.0	A
Westbound Outbound Left/Right Turn	27.5	D	29.9	D
Alameda Street Residential Only				
Westbound Outbound Right Turn	10.6	B	11.5	B
6th Street & Mill Street				
Westbound Inbound Left Turn	8.3	A	9.7	A
Northbound Outbound Left/Right Turn	11.3	B	14.3	B
7th Street & Mill Street				
Eastbound Inbound Left Turn	9.4	A	8.5	A
Southbound Outbound Left/Right Turn	19.4	C	18.7	C

[a] Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.
Source: Camden Arts Mixed-Use Project Traffic Study, The Mobility Group, March 20, 2014.

Future With Project Intersection Level of Service

Tables V-37 and V-38 summarize the level of service for the future with Project conditions at the analyzed intersections for the AM and PM peak hours, respectively. These tables also compare the level of service for Without Project and With Project conditions, show the increase in V/C ratios at each intersection due to the Project, and identify if the increase constitutes a significant impact The analysis summarized in Table V-37 indicates that for the AM peak hour, the addition of Project traffic would not cause the level of service to change at any of the study intersections, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. In addition, the analysis summarized in Table V-38 indicates that for the PM peak hour, the addition of Project traffic would cause the level of service to change at one of the study intersections (7th Street & Mateo Street) from LOS A to LOS B, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. Therefore, the Proposed Project would not cause any significant traffic impacts in either the AM or PM peak hour.

Table V-37
Future With Project Conditions – Intersection Level of Service AM Peak Hour

Intersection	AM Peak Hour				Change in V/C	Significant Impact?
	Future Without Project		Future With Project			
	V / C	LOS	V / C	LOS		
1. 6th Street and Central Avenue	0.459	A	0.459	A	0.000	No
2. 6th Street and Alameda Street	0.588	A	0.597	A	0.009	No
3. 6th Street and Mateo Street	0.387	A	0.390	A	0.003	No
4. 7th Street and Central Avenue	0.535	A	0.537	A	0.002	No
5. 7th Street and Alameda Street	0.607	B	0.617	B	0.010	No
6. 7th Street and Mateo Street	0.405	A	0.410	A	0.005	No

Source: Camden Arts Mixed-Use Project Traffic Study, The Mobility Group, August, 2014.

Table V-38
Future With Project Conditions – Intersection Level of Service PM Peak Hour

Intersection	PM Peak Hour				Change in V/C	Significant Impact?
	Future Without Project		Future With Project			
	V / C	LOS	V / C	LOS		
1. 6th Street and Central Avenue	0.715	C	0.717	C	0.002	No
2. 6th Street and Alameda Street	0.702	C	0.709	C	0.007	No
3. 6th Street and Mateo Street	0.454	A	0.456	A	0.002	No
4. 7th Street and Central Avenue	0.611	B	0.613	B	0.002	No
5. 7th Street and Alameda Street	0.773	C	0.779	C	0.006	No
6. 7th Street and Mateo Street	0.597	A	0.607	B	0.010	No

Source: Camden Arts Mixed-Use Project Traffic Study, The Mobility Group, August, 2014.

Project Driveways – Future With Project Conditions

As previously discussed, and shown in Figures II-7 in Section II, Project Description, access to the Project Site will be provided via the driveway on Industrial Street and a resident-only driveway on Alameda Street. Traffic can access the driveway on Industrial Street from Alameda Street & Industrial Street, 6th Street & Mill Street, and 7th Street & Mill Street, which are all unsignalized intersections. LADOT Traffic Study guidelines indicate that unsignalized intersections adjacent to the Project or integral to the Project's site access and circulation should be evaluated solely to determine the need for installation of a traffic signal or other traffic control device. Additionally, only those intersections where the estimated intersection delay is expected to result in LOS E or F under Future With Project conditions should be evaluated for the potential installation of a new traffic signal.

The Future With Project driveway access volumes are shown in 1525 Industrial Traffic Study. A Level of Service (LOS) analysis for these unsignalized intersections was conducted using the Highway Capacity Manual (HCM) method. Based on this analysis, the intersection of Alameda Street and Industrial Street would meet the criteria for traffic signal warrant analysis.

The LOS for all driveway access intersections for the Existing With Project conditions are shown in Table V-39. The warrant analysis was based on the peak hour traffic volumes. The results of the traffic signal warrant analysis is shown in the Traffic Study. Based on this analysis, the peak hour traffic volumes would not warrant the installation of a traffic signal at the Alameda Street and Industrial Street intersection, and impacts would be less than significant. Incorporation of Mitigation Measure 16-2 above, would further ensure that impacts would be less than significant.

The LOS for all driveway access intersections for the Existing With Project conditions are shown in Table V-39.

Table V-39
Future With Project Conditions – Unsignalized (Access) Intersection Analysis

Unsignalized Intersections [a]	Future With Project AM Peak		Future With Project PM Peak	
	Delay	LOS	Delay	LOS
Alameda Street & Industrial Street				
Southbound Inbound Left Turn	10.1	B	11.2	B
Westbound Outbound Left/Right Turn	42.6	E	62.8	F
Alameda Street Residential Only				
Westbound Outbound Right Turn	11.5	B	12.7	B
6th Street & Mill Street				
Westbound Inbound Left Turn	8.9	A	10.9	B
Northbound Outbound Left/Right Turn	12.9	B	18.3	C
7th Street & Mill Street				
Eastbound Inbound Left Turn	9.9	A	9.4	A
Southbound Outbound Left/Right Turn	25.9	D	30.8	D

[a] Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.
Source: Camden Arts Mixed-Use Project Traffic Study, The Mobility Group, August, 2014.

CMP and Freeway Analysis

The Los Angeles County Congestion Management Plan (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations, if an EIR is prepared for the project. As an EIR is not being prepared for the Proposed Project, no CMP analysis is required. Nevertheless, for purposes of preparing a comprehensive study, a check was conducted against CMP criteria.

When a CMP analysis is required, the CMP methodology requires that the Traffic Study analyze traffic conditions at all CMP arterial monitoring intersections where the Proposed Project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic. The CMP also requires

that traffic studies analyze mainline freeway monitoring locations where the Proposed Project will add 150 or more trips in either direction during either AM or PM weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study then no further traffic analysis is required.

CMP Arterial Monitoring Locations

As shown previously, the Proposed Project would generate 131 AM peak hour trips and 155 PM peak hour trips. A review of the 2010 CMP indicated the following arterial monitoring stations that are closest to the Project Site:

- Washington Boulevard & Alameda Street
- Wilshire Boulevard & Alvarado Street
- Sunset Boulevard & Alvarado Street

As these are some distance from the Project Site, and as the Proposed Project's trips will disperse onto numerous roadways, it is therefore clear that the Proposed Project traffic volumes would not exceed the thresholds for analysis. Further, it is estimated that the maximum number of trips that the Proposed Project would add to any single CMP monitoring station would be nine trips in all directions at the Washington Boulevard & Alameda Street station.

CMP Freeway Monitoring Locations

A review of the 2010 CMP also indicated the following freeway segments that are closest to the Project Site:

- I-10 at Budlong Avenue;
- I-10 east of LA city limit;
- SR-60 east of Indiana Street;
- US-101 North of Vignes Street;
- SR-110 South of US-101;
- SR-110 North of Alpine Street

These segments are located some considerable distance from the Project Site. Nevertheless, the number of Project vehicle trips expected to pass through these segments was estimated based on the Project trip distribution and the Project trip generation. The maximum number of one-way Project trips that would be added to any single freeway segment at these monitoring locations would be six eastbound trips at the I-10 at Budlong Avenue station. Besides these CMP monitoring locations, the maximum number of one-way Project trips that would be added to any single freeway segment would be nine eastbound trips along the I-10 East of LA City Limit segment and 9 southbound trips along the I-5 North of 4th Street segment. With these low incremental volumes, which are below the CMP threshold of 150 trips, it is concluded that the Project would not cause any significant impacts to freeway operation.

CMP Transit Impact Analysis

Although not required because an EIR is not being prepared for the Project, an analysis of potential Project impacts on the transit system was also performed, per the CMP requirements and guidelines.

Based on factors in the *L.A. CEQA Thresholds Guide*, the following criterion was established to determine if there would be any significant transit impacts due to the Proposed Project:

- The capacity of the transit system serving the Project area would be substantially exceeded.

The number of transit trips that would be generated by the Proposed Project was estimated based on the trip generation methodology described previously. The estimate of base vehicle trips (unadjusted) for each Project land use was converted to person trips by applying a conversion factor of 1.4, as per CMP guidelines. The person trip numbers were then multiplied by the estimated percent taking transit for each land use, as previously determined and discussed earlier. These numbers are higher in some cases than the default countywide guidelines in the CMP but are more accurate in this instance as they reflect the higher transit use that would occur for the Project because of its downtown location. Because of the nature of the Project land uses, there would be a higher number of transit trips in the PM peak hour.

There would be approximately 30 net additional transit trips (14 inbound and 16 outbound) in the AM peak hour due to the Proposed Project, and approximately 36 additional transit trips (19 inbound and 17 outbound) in the PM peak hour. The highest number of additional transit trips would therefore occur in the PM peak hour.

The peak hourly capacity of the transit system serving the area of the Project Site is approximately 2,515 persons. The highest directional volume of peak hour trips added by the Proposed Project would be 19 trips. As this would be less than 0.8% of total transit capacity, it is concluded that the Project would not cause the capacity of the transit system to be substantially exceeded and therefore that the Project would not create any significant impacts on the transit systems serving the Project Area.

Construction Traffic

The Proposed Project would require the use of haul trucks during site clearing and excavation and the use of a variety of other construction vehicles throughout the construction of the Proposed Project. The addition of these vehicles onto the street system would contribute to increased traffic in the Project vicinity on a short-term basis during the construction of the Project. As noted in the Project Description (see Section II of this IS/MND), however, the haul trucks would travel along established traffic corridors as specified in the haul route application, such as S. Alameda Street and 6th Street. The haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety. The Proposed Project's construction trip traffic would be a fraction of the operational traffic that would not cause any significant impacts at the studied intersections. Therefore, it is not anticipated that they could contribute to a significant increase in the

overall congestion in the Project vicinity. In addition, any truck trips would be limited to the length of time required for the Project's construction. Due to the off-peak and temporary nature of the traffic, construction impacts would be less than significant. Compliance to Mitigation Measure 16-1 above would further ensure that construction impacts are less than significant.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. As previously discussed in 16(a), no CMP freeway monitoring segment or intersection analysis is required and there would be no Proposed Project-related impacts to the CMP. The Proposed Project would not conflict with any travel demand measures. Therefore, no impacts related to congestion management programs and other standards would occur.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No impact. This question would apply to the Proposed Project only if it involved an aviation-related use or would influence changes to existing flight paths. The Project Site does not contain any aviation-related uses and the Project does not include development of any aviation-related uses. As such, due to its nature and scope, development of the Project would not have the potential to result in a change in air traffic patterns. Therefore, no impact related to air traffic patterns would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. A significant impact may occur if a project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not include unusual or hazardous design features. However, the Proposed Project will include a new vehicular access driveway to the Project Site, which, if not properly designed and constructed, could potentially conflict with pedestrian circulation in the Project area. Access to the Project Site will be provided via Industrial Street, as well as a resident-only driveway on Alameda Street. With proper site planning and compliance with Mitigation Measure 16-1 as identified above, a required construction site work traffic control plan should be prepared to reduce impacts, thus, potential vehicle-pedestrian conflicts will be less than significant level.

e) Would the project result in inadequate emergency access?

No Impact. A significant impact may occur if the Project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses.

As previously discussed in Section 8(h), the Proposed Project is not located in or near an adopted emergency response or evacuation plan. Development of the Project Site may require temporary and/or partial street closures due to construction activities. However, any such closures would be temporary in nature and would be coordinated with the Departments of Transportation and Building and Safety. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. There are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. Furthermore, the Proposed Project would be subject to the plot plan review requirements of the LAFD and the LAPD to ensure that all access roads and parking areas would remain accessible to emergency service vehicles. Therefore, the Proposed Project would not be expected to result in inadequate emergency access, and no significant impact would occur. Additionally, the Proposed Project would be implement Mitigation Measure MM 16-3, above, to ensure that impacts relating to emergency access would be less than significant.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. A significant impact may occur if the Proposed Project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site.

The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the Proposed Project would not interfere with any Class I or Class II bikeway systems, as there are no existing or proposed bike lanes along the roadways fronting the Project Site. Mitigation Measure 16-1, above, would further ensure that the potential impacts to pedestrians during construction of the project would be less than significant. Since the Proposed Project would not modify or conflict with any alternative transportation policies, plans, or programs, it would have less than significant impacts on such programs.

CUMULATIVE IMPACTS

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an increase in average daily vehicle trips and peak hour vehicle trips in the Central City North area. The Traffic Study for the Proposed Project included both an individual and cumulative analysis because the baseline under the Future With Project Conditions is the cumulative

baseline. As set forth in Section 11(a), the Proposed Project would result in a less than significant cumulative traffic impact.

Construction Impacts

Future projects would require the use of haul trucks during site clearing and excavation and the use of a variety of other construction vehicles throughout their construction. The addition of these potential vehicles onto the street system would contribute to increased traffic on a short-term basis during the construction of a project. Specifically, there may be potential project-related construction period transportation impacts and corresponding mitigation measures that may not be directly related to future projects trip generation levels. Instead, these future potential impacts would most likely be the result of temporary capacity loss (such as intrusions into the City's right of way) from construction period activities. As a result, there will be a review of any such future project activities during construction for all development in the Project vicinity, if any, and measures to reduce potential cumulative impacts would be implemented accordingly.

Additionally, to ensure any potential construction related transportation and traffic impacts as the result of future developments are analyzed, all of the related projects will be required to conduct individual traffic studies. For each future development, a project-specific traffic impact analysis will be conducted, including an evaluation of ingress/egress routes, CMP analyses for arterial, freeway and transit facilities and on-site parking studies, if deemed necessary. This approach will assure that each related project is correctly analyzed and that the results of these analyses are accurate and appropriate. In addition, each related project would implement construction management programs to help reduce potential construction impacts to a less than significant level. Therefore, the Proposed Project would not result in cumulatively considerable traffic impacts during construction.

Operational Impacts

As set forth above, the Proposed Project's transit demand would be less than 0.8% of total transit capacity. Therefore, the Proposed Project would not result in cumulatively considerable impacts on transit capacity.

With regard to parking, Proposed Project would provide at least the applicable minimum amount of parking required under the LAMC. Moreover, it is likely that some or all of the future related projects would, like the Project, be classified as residential or mixed-use residential projects on an infill site within a transit priority area, in which case parking impacts shall not be considered significant impacts on the environment under Public Resources Code Section 21099. Therefore, cumulative parking impacts would be less than significant.

Development of the Proposed Project and the related projects may require temporary and/or partial street closures due to construction activities. However, any such closures would be temporary in nature and would be coordinated with the Departments of Transportation and Building and Safety. Nonetheless,

while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. Furthermore, such projects would be subject to the plot plan review requirements of the LAFD and the LAPD to ensure that all access roads and parking areas would remain accessible to emergency service vehicles. Therefore, cumulative impacts with respect to emergency access would be less than significant.

Additionally, development of the Proposed Project in conjunction with the related projects would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, development of the Project in conjunction with the related projects would not interfere with any Class I or Class II bikeway systems, as there are no existing or proposed bike lanes along the roadways fronting the related projects' sites, or if there are such bike lanes, such projects would be required to be designed to avoid such interference. Since the Project and the related projects would not modify or conflict with any alternative transportation policies, plans, or programs, they would have no impact on such programs.

17. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

PROJECT-SPECIFIC ANALYSIS

a) Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less than Significant Impact. Public Resources Code Section 21084.2 establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." A project would cause a substantial adverse change in the significance of a tribal cultural resource with cultural value to a California Native American tribe if such resource is 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 if such resource is 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. PRC 5024.1(c) states that "[a] resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
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.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

As discussed in response to Checklist Question 5.b (Cultural Resources, Archeological Resources), the Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas.[44] The Project Site is located in a highly urbanized area of the Central City North Community Plan Area of the City of Los Angeles, and has been partially disturbed by past development activities along with associated control/maintenance of existing buildings. The Proposed Project includes subgrade preparation that would involve the excavation and export of approximately 51,000 cubic yards of soil. Thus, the potential exists for the accidental discovery of archaeological materials. Because the presence or absence of such materials cannot be determined until the site is excavated, periodic monitoring during construction is required to identify any previously unidentified archaeological resources uncovered by Project construction activity. With the implementation of Regulatory Compliance Measure RCM 5-1, potential impacts to archaeological resources would be less than significant.

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

[44] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*

Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact. To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. Pursuant to the procedures imposed by AB 52, a request for consultation was sent on May 25, 2016 to the local Native American Tribal representatives who are on file with the Department of City Planning as having requested to be notified of future development projects. (A copy of the AB 52 consultation request is included as Appendix I). The City of Los Angeles did not receive any responses. Therefore, because the Project Site has been subject to ground disturbance activities in the past and is not known to be associated with any cultural or sacred sites, and no Native American Tribal Representatives have requested consultation, the probability for the discovery of a known site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe is considered low. Thus, in the absence of any known cultural resources, adherence to the regulatory compliance measures referenced above (i.e., RCM 5-1 and RCM 5-3), would ensure impacts associated with the accidental discovery of any archaeological resources or human remains, including Native American resources would be avoided or reduced to less than significant levels.

CUMULATIVE IMPACTS

Development of the Proposed Project, in combination with the related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to tribal cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Proposed Project's impacts to tribal cultural resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate mitigation. Therefore, the Proposed Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to tribal cultural resources would be less than significant.

18. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐

b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	☒	❑
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	☒	❑
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	❑	❑	☒	❑
e.	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?	❑	❑	☒	❑
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❑	❑	☒	❑
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	❑	❑	☒	❑

Regulatory Compliance Measures:

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

RCM 18-1 As part of the normal construction/building permit process, the Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phase.

RCM 18-2 The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

RCM 18-3 Utilities (Solid Waste Recycling)

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

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

- (*Operational*) Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.
- (*Construction/Demolition*) Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- (*Construction/Demolition*) To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

Mitigation Measures Incorporated from, or Consistent with, Mitigation Measures in the RTP/SCS EIR:

MM 18-1 Utilities (Local Water Supplies - Landscaping)

- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
    - Weather-based irrigation controller with rain shutoff
    - Matched precipitation (flow) rates for sprinkler heads
    - Drip/microspray/subsurface irrigation where appropriate
    - Minimum irrigation system distribution uniformity of 75 percent
    - Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials
    - Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feet and greater.

MM 18-2 Utilities (Local Water Supplies - All New Construction)

- If conditions dictate pursuant to the LAMC, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.

- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

MM 18-3 Utilities (Local Water Supplies - New Commercial or Industrial)

- All commercial restroom faucets shall be of a self-closing design.

MM 18-4 Utilities (Local Water Supplies - New Residential)

- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.

PROJECT-SPECIFIC IMPACTS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The Los Angeles RWQCB (LARWQCB) enforces wastewater treatment and discharge requirements for properties in the Project area.

Facilities serving the Project Site include City-owned sewer mains within the rights-of-way of two of the Project Site's street frontages, including: a 22-inch vitrified clay pipe (VCP) sewer main east of the centerline in Alameda Street; a 24-inch VCP sewer main west of the centerline on Alameda Street; and an 8-inch VCP sewer main at the centerline in Industrial Street, which feeds into the 22-inch main in Alameda Street. Based on the configuration of sewer lines serving the Project Site, the Proposed Project's sewer flows may be routed to the lines under S. Alameda Street or Industrial Street, or split between lines.

Wastewater from the Project Site is ultimately conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Water Reclamation Plant (HWRP). The HWRP is a public facility and, therefore, is subject to the State's wastewater treatment requirements. The capacity of the HWRP is discussed in response to 15(b) below. Wastewater from the Project Site is and would continue to be treated according to the wastewater treatment requirements enforced by the Los Angeles LARWQCB. The Project would not exceed the wastewater treatment requirements of the LARWQCB. Therefore, impacts with regard to wastewater treatment requirements would be less than significant.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded.

Water Treatment Facilities and Existing Infrastructure

Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan Area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

LADWP ensures the reliability and quality of the City's water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of treating approximately 50 to 150

mgd, depending on the season.[45]

As shown in Table V-40 below, the Proposed Project would generate a net additional demand for approximately 67,393 gallons per day (gpd) of potable water, significantly below available capacity.

Table V-40
Proposed Project Estimated Water Demand

Type of Use	Size	Water Demand Rate (gpd/unit) [a]	Total Water Demand (gpd)
Existing Land Uses			
Industrial	81,194 sf	96 gpd/1,000 sf	7,794
Subtotal Existing			***7,794***
Proposed Project (Lots 1 and 2)			
Live/Work Units			
Live/Work Units	344 du	192 gpd/du	66,048
Creative Office [b]	23,774 sf	180 gpd/1,000 sf	4,279
Restaurant	4,042 sf (135 seats) [c]	36 gpd/ seat	4,860
		Total Project Water Demand	**75,187**
		Less Existing Water Demand	**-7,794**
		Net Additional Water Demand	**67,393**

Notes: sf =square feet; du = dwelling units
[a] *L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12. Water consumption is assumed to be 120% of wastewater generation.*
[b] *Office water demand rate was used for a conservative analysis. Includes resident production space.*
[c] *The seats for high turnover restaurant were estimated based on 20 sf per seat within the occupancy area, which was assumed to be two-thirds of the total floor area. Approximately one-third of the floor area is allocated to kitchen and storage uses.*
Source: Parker Environmental Consultants, 2016.

In accordance with the *L.A. CEQA Thresholds Guide*, the base estimated water demand was based on 120 percent of the sewerage generation factors for residential and commercial categories (Bureau of Sanitation, 1996). Based on the estimates provided in Table V-40, Estimated Project Water Demand, implementation of the Proposed Project is not expected to measurably reduce the LAAFP's capacity; therefore, no new or expanded water treatment facilities would be required. The Project's water consumption increase represents a fraction of one percent of the remaining capacity currently available at LAAFP during the summer and non-summer months. Therefore, impacts to water treatment facilities would be less than significant as a result of the Project.

LADWP can generally supply water to development projects within its service area, except under extraordinary circumstances. Additionally, given the incremental increase in water consumption for the

[45] *Los Angeles Department of Water and Power, website: http://www.ladwp.com/, accessed February 2017.*

Project, and compliance with applicable water conservation ordinance and regulations such as California Code of Regulations (CCR), Title 20, Section 1604; CCR Title 22; City Ordinances 165,004 and 166,080; the Project would not require or result in the construction of new water treatment facilities.

Notwithstanding the above, as part of the building permit process, the lead agency would confirm that there is sufficient capacity in the water supply and infrastructure to accommodate the Project's water needs. If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Project Applicant shall fund the required upgrades to adequately serve the Project. Implementation of Regulatory Compliance Measure 18-1 above, would ensure that the Project's impacts to the water conveyance system would be less than significant.

There is currently a 12-inch water main on the easterly side of Alameda Street, an 8-inch water main on the southerly side of Industrial Street, and an 8- inch water main on the westerly side of Mill Street. DWP fire hydrants in close proximity to the site include one the on the southeast corner of Alameda Street and Industrial Street, connecting to the 12-inch main in Alameda Street, with a 6-inch gate valve and 6-inch lateral; one across from the site on the southerly side of Industrial Street, connecting to the 8-inch main in Industrial Street, with a 6-inch gate valve and 6-inch lateral; one north of the site on the east side of Alameda Street, connecting to the 12-inch main in Alameda Street, with a 6-inch gate valve and 6-inch lateral; and one just north of the site on Mill Street at Wholesale Street, connecting to the 8-inch main in Mill Street, with a 6-inch gate valve and 6-inch lateral. An additional fire hydrant is located southeasterly of the Project Site on the southerly side of Industrial Street. The City has indicated that water service is available; however, water pressure at the Project Site has not been measured and a fire flow test will be required as part of the normal building permit process. Other than typical water service laterals, meters, and related devices, no extraordinary water facilities are anticipated. Additional fire hydrants may be required, depending on the building design and Fire Department access requirements.

In the event that any further water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be of a short-term nature, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, potential impacts resulting from water infrastructure improvements would be less than significant.*Wastewater Treatment Facilities and Existing Infrastructure*

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the HWRP. The HWRP treats an average daily flow of 275 million gallons per day (mgd) on a dry weather day. Because the amount of wastewater entering the HWRP can double on rainy days, HWRP is designed to accommodate both dry and wet weather days with a maximum daily flow of 450 mgd and peak wet weather flow of 800 mgd. This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP.[46] As shown in Table V-41 below, the Proposed Project would generate approximately 56,310 gpd of net additional wastewater, representing a fraction of one percent of the available capacity. In accordance with the *L.A. CEQA Thresholds Guide,* the Project's estimated sewer flows were based on the sewerage generation factors for residential and commercial categories (Bureau of Sanitation, 1996). As the HWRP has a remaining capacity to treat 175 additional mgd, it would have adequate capacity to serve the Proposed Project. Therefore, impacts to sewer treatment capacity would be less than significant.

Table V-41
Proposed Project Estimated Wastewater Generation

Type of Use	Size	Wastewater Demand Rate (gpd/unit) [a]	Total Wastewater Demand (gpd)
Existing Land Uses			
Industrial	81,194	80 gpd/1,000 sf	6,496
Subtotal Existing			***6,496***
Proposed Project (Lots 1 and 2)			
Live/Work Units			
Live/Work Units	344 du	160 gpd/du	55,040
Creative Office [b]	24,744 sf	150 gpd/1,000 sf	3,716
Restaurant	4,042 sf (135 seats) [c]	30 gpd/ seat	4,050
		Total Project Wastewater Generation	**62,806**
		Less Existing Wastewater Generation	**-6,496**
		Net Additional Wastewater Generation	**56,310**

Notes:
sf =square feet; du = dwelling units
[a] *L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12.*
[b] *Office wastewater demand rate used for a conservative analysis. Includes resident production space.*
[c] *The seats for high turnover restaurant were estimated based on 20 sf per seat within the occupancy area, which was assumed to be two-thirds of the total floor area. Approximately one-third of the floor area is allocated to kitchen and storage uses.*
Source: Parker Environmental Consultants, 2016.

The Proposed Project is located in a highly urbanized area of the City; therefore, local infrastructure exists to serve the Project Site. Facilities serving the Project Site include City-owned sewer mains within

[46] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrlstate=t4yrq0jkq_4&_afrLoop=10780400868530458#!, accessed February 2017.*

the rights-of-way of two of the Project Site's street frontages, including: a 22-inch vitrified clay pipe (VCP) sewer main east of the centerline in Alameda Street; a 24-inch VCP sewer main west of the centerline on Alameda Street; and an 8-inch VCP sewer main at the centerline in Industrial Street, which feeds into the 22-inch main in Alameda Street. Based on the configuration of sewer lines serving the Project Site, the Proposed Project's sewer flows may be routed to the lines under S. Alameda Street or Industrial Street, or split between lines. The Project Area is presently served by a network of sewer lines that are located beneath most of the major streets that convey sewage flows from the Project Area to the HWRP.

Through the rules and regulations established in the City of Los Angeles Sewer Allocation Ordinance (Ord. 166,060), the Bureau of Sanitation does not make a determination of sewer capacity until LADBS has established that the Proposed Project's plans and specifications are acceptable for plan check. This process ensures the system can accept the anticipated wastewater flows from the Proposed Project at the time of connection, as opposed to prematurely committing to projects that are in the environmental review or entitlement process. At the time of connection, the Bureau of Sanitation will check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The Applicant will be required to submit a Sewer Capacity Availability Request (SCAR) to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Proposed Project. If it is determined that the sewer system has insufficient capacity to serve the Proposed Project, the Applicant may be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate the Proposed Project's increased flows. Based on the configuration of sewer lines serving the Project Site, the Proposed Project's sewer flows may be routed to the lines under Alameda Street and/or Industrial Street, or split between both lines. Any infrastructure improvements to update or expand the sewer lines in the Project vicinity, if necessary, would be limited to trenching, excavating and backfilling the sewer lines beneath the public right of way. Such construction activities would be localized in nature and would generally involve partial lane closures for a relatively short duration of time typically lasting a few days to a few weeks. Therefore, impacts to sewer capacity and infrastructure would be less than significant. Additionally, water conservation measures required by City ordinance (e.g., installation of low flow toilets and plumbing fixtures, limitations on hose washing of driveways and parking areas, etc.) would be implemented as part of the Project and would help reduce the amount of Project-generated wastewater. Therefore, impacts to wastewater treatment facilities and existing infrastructure would be less than significant.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a Project Site, resulting in the construction of new stormwater drainage facilities. As described in Section 7(c) the Proposed

Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Runoff from the Project Site currently is and would continue to be directed towards existing storm drains in the Project vicinity. The Proposed Project will be required to demonstrate compliance with the applicable standards of Article 4.4 of Chapter VI of the LAMC and retain or treat the first ¾ inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. The Proposed Project would prepare a Low Impact Development Plan and implement best management practices to manage stormwater. Thus, the rate of post-development runoff and pollutants from the Project Site would be reduced under the Proposed Project. Therefore, Proposed Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems and impacts upon stormwater drainage facilities would be less than significant.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant Impact. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District (MWD) of Southern California, which is obtained from the Colorado River Aqueduct. The MWD utilizes a land-use based planning tool that allocates projected demographic data from the SCAG into water service areas for each of MWD's member agencies. The 2015 Urban Water Management Plan (UWMP), which estimates future demand based on population and growth estimated reported in SCAG's RTP/SCS, projects a total water demand and supply of 675,685 AFY in 2040. With its current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2015 UWMP. Through various conservation strategies, the LADWP will be able to reduce the City's water demand during dry years to respond to any reductions to water supplies during multiple dry years.

As shown in Table V-40, the Proposed Project's net increase for water demand would be 67,343 gallons per day or roughly 75 AF per year. This represents only approximately 0.001 percent of available supply. In addition, high efficiency water closets, high efficiency urinals, water saving showerheads, and low flow faucets must be installed in new construction. The flow rates of new plumbing fixtures must comply with the most stringent of the following: Los Angeles City

Ordinance No. 184,248, Los Angeles Ordinance No. 180,822, the Los Angeles Plumbing Code, the Los Angeles Green Building Code, and where applicable, the California Green Building Code. With respect to landscaping, the Proposed Project would be required to comply with Los Angeles City Ordinance No. 170,978 and the City of Los Angeles Irrigation Guidelines, which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). Environmental impacts would further be reduced by implementation of the Regulatory Compliance Measure RCM 18-2 and Mitigation Measures MM 18-1 through MM 18-4 above. The Proposed Project would result in a less than significant impact.**e)Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements. As stated in 15 (b), above, the sewage flow will ultimately be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the Proposed Project.[47] Therefore, impacts would be less than significant.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the SRRE or its updates, the SWMPP, Framework Element of the

[47] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Wastewater: About Wastewater, website: http://lasewers.org/treatment_plants/hyperion/tour/index.htm, accessed February 2017.*

Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Under the City's RENEW LA Plan, adopted in February 2006, the City committed to reaching Zero Waste. The goal of Zero Waste as defined by the RENEW LA Plan is to reduce, reuse, recycle, or convert the resources currently going to disposal so as to achieve an overall diversion rate of 90 percent or more by the year 2025 and becoming a Zero Waste city by 2030.[48] State law (AB 341) currently requires at least 50% solid waste diversion and establishes a state-wide goal of not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020. As of 2012 the City of Los Angeles achieved a landfill diversion rate of 76.4%, based upon the calculation methodology adopted by the State of California.[49]

Moreover, State law requires mandatory commercial recycling in all businesses and multi-family complexes and imposes additional reporting requirements on local agencies, including the City of Los Angeles. In order to meet these requirements and goals, the City has established an exclusive, competitive franchise system for the collection, transportation and processing of commercial and multifamily solid waste that will aid the City in meeting its diversion goals by, among other things: (i) requiring franchisees to meet diversion targets; (ii) increasing the capacity for partnership between the City and solid waste haulers; (iii) allowing the City to establish consistent methods for diversion of recyclables and organics; (iv) increasing the City's ability to track diversion, which will enable required reporting and monitoring of state mandated commercial and multi-family recycling; (v) increasing the City's ability to ensure diversion quality in the processing facilities handling its waste and recyclables; and (vi) increasing the City's capacity to enforce compliance with federal, state, county, and local standards.

Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The Sunshine Canyon Landfill is jointly operated by the City and the County, has a remaining capacity of 72.6 million tons. The Sunshine Canyon Landfill has an estimated remaining life of 22 years. The Chiquita Canyon Landfill has a remaining capacity of 758,146 tons.[50] For the past decade, Chiquita

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[48] *City of Los Angeles, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, October 2013, Final Adoption, April 2015.*

[49] *City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, March 2013.*

[50] *County of Los Angeles, Department of Public Works, 2015 Annual Report, Los Angeles County Wide Integrated Waste Management Plan, December 2016.*

Canyon Landfill has been working with the County of Los Angeles on an Environmental Impact Report (EIR) and a new Conditional Use Permit (CUP) application. During this period, the Chiquita Canyon Landfill reached the permitted disposal limit of 23 million tons that was approved in 1997. The Director of Regional Planning granted Chiquita Canyon Landfill a limited waiver to continue operation of the landfill until necessary public hearings for the EIR and new CUP are completed. If the new CUP is not approved, then the landfill would close. The Proposed Project would be allowed to dispose solid waste at the Chiquita Canyon Landfill during the EIR and CUP process given that the landfill would not be required to close. An expansion of the Chiquita Canyon Landfill is currently proposed and would add a capacity of 48,114,000 tons (a 45-year life expectancy based on 2015 average daily disposal of 3,446 tons per day or 15 years based on the maximum permitted rate of disposal of 10,000 tons per day).[51]

Construction Impacts

The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility. Debris from demolition of any asphalt surface parking located on the Project Site would be recycled/recovered and would not be deposited in area landfills. As summarized in Table V-42, below, it is estimated that approximately 8,179 tons of solid waste would be generated by the Project's construction and demolition activities. This represents a tiny fraction of the Sunshine Canyon Landfill's existing remaining disposal capacity of 72.6 million tons. Moreover, as of January 1, 2011 all contractors operating within the City of Los Angeles are required to source separate materials on site for recycling and/or use a permitted private waste hauler to deliver mixed materials to a certified processor for recycling (see Regulatory Compliance Measure RCM 18-3 above). Thus, only a fraction of the construction and demolition debris would end up in regional landfills.

Table V-42
Estimated Demolition and Construction Debris

Construction Activity	Size (gsf)	Rate [a] (lbs./sf)	Generated Waste (tons)
Demolition			
Industrial/Warehouse	81,194 sf	173	7,023
Construction			
Live/Work Units (344 DU)	299,302 sf	4.38	655
Lobby/Leasing Area	7,458	4.02	15
Non-residential	29,544 sf	4.02	59
Parking [b]	211,928 sf	4.02	426
TOTAL			**8,179**
Notes:			

[51] *Ibid.*

[a] *U.S. EPA, Characterization of Building-Related Construction and Demolition Debris in the United States, Table A-4, June 1998. Construction debris is based on gross building area and thus exceeds the buildable floor area for purposes of calculating FAR.*
[b] *Includes gross building area within the mixed-use structure not otherwise accounted for in the LAMC floor area calculations for residential and non-residential uses.*
Source: Parker Environmental Consultants, 2016.

Exported soil would be deposited at a fill site or, more likely, used as daily cover at a landfill. Thus, being beneficial, there is no limit of the amount that can be accepted.[52] The Proposed Project's impacts on solid waste during construction would be less than significant.

Operational Impacts

As shown in Table V-43, Proposed Project Solid Waste Generation, the Project's net generation during operation of the Proposed Project would be 4,584 pounds per day. This estimate is relatively conservative, as it does not factor in any recycling or waste diversion programs. The Proposed Project's solid waste would be handled by private waste collection services. The amount of solid waste generated by the Proposed Project is within the available capacities at area landfills. Compliance with Regulatory Compliance Measure RCM 18-3 would help reduce the Proposed Project's waste generation. Therefore, the impacts would be less than significant.

Table V-43
Expected Operational Solid Waste Generation

Type of Use	Size	Solid Waste Generation Rate [a] (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
Existing Land Uses			
Industrial (approx. 104 employees) [b]	81,194 sf	8.93 lbs/employee/day	929
		Subtotal Existing	***929***
Proposed Project (Lots 1 and 2)			
Live/Work Units	344 du	12.23 lbs/du/day	4,207
Creative Office (approx. 84 employees) [c]	24,744 sf	10.53 lbs/employee/day	885
Restaurant (approx. 40 employees) [d]	4,042 sf	10.53 lbs/employee/day	421
		Total Project Solid Waste Generation	**5,513**

[52] *Draft EIR for the Convention and Event Center Project, SCH No. 2011031049, April 5, 2012, Page IV.K.3-19, fn 10, certified October 4, 2012.*

Less Existing Solid Waste Generation	**-929**
Net Additional Solid Waste Generation	**4,584**

Notes:
sf =square feet; du = dwelling units
[a] *Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.*
[b] *Existing industrial waste generation rate based on L.A. CEQA Thresholds Guide (2006) and an estimated employee generation rate of 781 sf per employee based per the ITE Trip Generation Manual.*
[c] *The number of creative office employees was based on approximately 1 employee per every 295 square feet of office area per the ITE Trip Generation Manual for general office uses. Includes resident production space.*
[d] *Number of employees was projected based on approximately 1 employee per every 100 square feet of retail/restaurant area per the ITE Trip Generation Manual.*
Source: Parker Environmental Consultants, 2016.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Proposed Project would generate solid waste that is typical of a residential mixed-use building with ground floor commercial uses and would comply with all federal, state, and local statutes and regulations.

Project waste would be disposed of in compliance with all applicable federal, state, and local regulations, related to solid waste, such as AB 939. The amount of Project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs implemented by the City, in compliance with the City's Solid Waste Management Policy Plan, which is the long-range solid waste management policy plan for the City, and the Source Reduction and Recycling Element, which is the strategic action policy plan for diverting solid waste from landfills.

The Project would also comply with applicable regulatory measures, including the provisions of City Ordinance No. 171,687, regarding recycling for all new construction and other recycling measures; the provision of permanent, clearly marked, durable, source-sorted bins to facilitate the separation and deposit of recyclable materials; and implementation of a demolition and construction debris recycling plan, with the explicit intent of requiring recycling during all phases of site preparation and building construction.

Overall, waste generated by the Project would not alter the projected timeline for landfills within the region to reach capacity. The Project would comply with federal, state, and local regulations and impacts would be less than significant.

CUMULATIVE IMPACTS

Wastewater

Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing land uses in an already heavily urbanized area of Los Angeles and could further increase demands for sewer service. As discussed above, the HWRP treats an average daily flow of 275 mgd, and has capacity to treat 450 mgd on a dry weather day. Because the amount of wastewater entering

the HWRP can double on rainy days, the plant was designed to accommodate both dry and wet weather days with a maximum daily flow of 450 mgd and a peak wet weather flow of 800 mgd.[53] This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP. In accordance with the State Wastewater Discharge Requirements (WDR), the City audits its SSMP a minimum of once every two years, including a review of their compliance with the WDRs and effectiveness in controlling and responding to sanitary sewer overflows. The last audit was completed in February 2015 which confirmed that the City's SSMP is in full compliance with the WDRs.[54]

With respect to local infrastructure, under the rules and regulations established in the City of Los Angeles Sewer Allocation Ordinance (Ord. 166,060), the Bureau of Sanitation assesses the anticipated wastewater flows from development projects at the time of connection, and makes the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The developer of each related project will be required to submit a SCAR to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Proposed Project and other related projects. If it is determined that the sewer system in the local area has insufficient capacity to serve a particular development, the developer of that project may be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate that project's increased flows. Each project would be evaluated on a case-by-case basis and would be required to consult with the Bureau of Sanitation and comply with all applicable city and state water conservation programs and sewer allocation ordinances. Therefore, cumulative impacts on wastewater services would be less than significant.

Water

Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles and could further increase the demand for potable water within the City. Through the 2015 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2040. This estimate is based in part on demographic projections obtained for the LADWP service area from the MWD. The MWD utilizes a land-use based planning tool that allocates projected demographic data from the SCAG into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's RTP/SCS. As discussed previously in this section under the Population and Housing subheading, the Proposed Project in conjunction with the related projects would be consistent with the regional and local population and housing growth projections. As such, the additional water demands generated by these projects are

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53 *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrlstate=t4yrq0jkq_4&_afrLoop=10780400868530458#!, accessed February 2017.*

54 *City of Los Angeles Department of Public Works, Sewer System Management Plan: City of LA Regional Sanitary Sewer System, February 2015.*

accounted for in the 2015 Urban Water Management Plan (UWMP) and impacts associated with increased water demand would not be cumulatively considerable. To the extent any related project is not consistent with the growth forecasts of the 2015 UWMP, those projects would be subject to a project specific assessment by the LADWP to ensure adequate water supplies are available to serve those specific projects. Through this process, cumulative impacts upon regional water supplies would be reduced to less than significant levels.

Stormwater

Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles and could further increase regional demands on stormwater facilities. A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. As discussed earlier, stormwater on each related project site would be collected on their respective site, retained and treated in compliance with Article 4.4 of Chapter VI of the LAMC, and directed towards existing storm drains. As a result of the requirements under Article 4.4 of Chapter VI of the LAMC, the amount of peak stormwater flows from new development would decrease as compared to older sites that were improved prior to the requirement to retain the first ¾ inches of rainfall during storm events or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. Therefore, the Proposed Project and related projects would not result in cumulative stormwater impacts.

Solid Waste

Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles and could further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. Although there are several proposals for new landfills in the region, there are currently few viable options for the City of Los Angeles past 2029.

While in the short-term adequate landfill capacity exists to accommodate solid waste generated by the Proposed Project, in the future there would be a need to develop additional landfills and other waste disposal options to accommodate future growth. These options include diversion or transformation as the preferred methods for addressing solid waste and specific and practical applications (i.e., market development, public education and public policy initiatives) within the City.

The City of Los Angeles Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation has projected the need for waste disposal capacity based on SCAG's regional population growth projections. The growth associated with Proposed Project is within those projections. Furthermore, projects within the City of Los Angeles must comply with the City's SRRE.

As reported by the Bureau of Sanitation in 2009, the City had achieved a waste diversion rate of 65 percent. The City is exceeding the state-mandated diversion goal of 50 percent by 2000 set by the California Integrated Waste Management Act (CIWMA) of 1989.[55] Waste diversion rates are required to increase to 75 percent by 2025 and through on-going development of waste management infrastructure over the last decade and innovative source reduction, reuse, recycling and composting programs have been implemented. These programs include Green Mulching and Composting workshops, back yard trimming recycling cans, the City-owned Central Los Angeles Refuse Transfer Station (CLARTS) and Residential Special Material and Electronics Recycling or S.A.F.E. Centers. New programs are being implemented to increase the amount of waste diverted by the City, including: multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Proposed Project's contribution to cumulative impacts would continue to decrease as it increases waste diversion rates in accordance with City goals. Therefore, the Project's contribution to cumulative solid waste impacts would be less than cumulatively considerable, and cumulative impacts with respect to solid waste would be less than significant.

19. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a.Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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 which 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).	☐	☐	☒	☐

[55] *City of Los Angeles Department of Public Works Bureau of Sanitation, Overview of Services for FY 2005/06, updated June 14, 2005.*

c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

PROJECT-SPECIFIC IMPACTS

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?

No Impact. A significant impact may occur only if the Proposed Project would have an identified potentially significant impact for any of the above issues. The Proposed Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources and less-than-significant cultural resource impacts provided the mitigation measures listed above are implemented. The Proposed Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, no impact would occur.

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. A significant impact may occur if the Proposed Project, in conjunction with other related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. The Proposed Project would not combine with related projects to create a cumulatively significant impact in any of the environmental issues analyzed in the SCEA.

In particular, the Project and related projects are anticipated to comply with applicable federal, state, and city regulations that would preclude significant cumulative impacts regarding geology and soils, cultural resources, hazards and hazardous materials, hydrology and water quality, and transportation and traffic. These resource areas (geology and soils, cultural resources, hazards and hazardous materials, and hydrology) are site-specific, such that each related project would need to be evaluated within its own site-specific context.

Further, the cumulative traffic analysis for "Future Year 2017" found that no intersections would be significantly impacted by the Project in combination with the related projects.

Regarding aesthetics and land use, compliance with City design and land use standards would ensure that any cumulative impacts related to aesthetics and land use would be less than significant. Further, related projects would be individually evaluated for consistency with applicable land use standards. Aesthetics is a subjective resource area in which each project must be analyzed within its own local setting to determine whether visual character of a site is affected. In addition, it is likely that most if not all of the future development under the Policy Initiative would also be transit priority projects. In such case, aesthetic impacts shall not be considered significant pursuant to Public Resources Code Section 21099. Any increase in area population from the Project and the related projects is anticipated to be within regional and local forecasts.

With respect to cumulative demand on public services, each cumulative project would be individually subject to review by LAFD and LAPD, and would be required to comply with all applicable safety requirements. Further, funding for any new facilities would be funded via existing mechanisms (i.e., sales taxes and government funding) to which all cumulative developments would contribute. All cumulative projects would also be required to pay any applicable developer fees to the LAUSD, and Quimby and/or Park and Recreation fees to the LADRP, for development of residential projects. As such, cumulative demands on public services would be less than significant.

Impacts with respect to water consumption, wastewater generation, and solid waste generation resulting from the Proposed Project would be less than significant with implementation of provided mitigation measures, where applicable. These mitigation measures identified for the Project are standard mitigation measures from the City that would also apply to the related projects.

Therefore, the Proposed Project's incremental contribution to cumulative impacts would be less than significant.

c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. As described throughout this environmental impact analysis, with implementation of the recommended mitigation measures, where applicable, the Proposed Project would not result in any unmitigated significant impacts. Thus, the Proposed Project would not have the potential to result in substantial adverse effects on human beings and impacts would be less than significant.

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VII. REFERENCES AND ACRONYMS

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2. ACRONYMS AND ABBREVIATIONS

AAM	Annual Arithmetic Mean
AB	Assembly Bill
ACM	Asbestos-containing materials
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
ASTs	above-ground storage tanks
ATCS	Adaptive Traffic Control System
Basin	South Coast Air Basin
BMPs	Best Management Practices
C/D	construction/demolition
CAA	Clean Air Act
CAAQS	California ambient air quality standards
Cal/EPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code (2007)
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDFG	California Department of Fish and Game

CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
Cf	Cubic feet
CFC	Chlorofluorocarbons
CGS	California Geological Survey
CH_4	Methane
CHMIRS	California Hazardous Material Incident Report System
CiSWMPP	City of Los Angeles Solid Waste Management Policy Plan
City Zoning Code	City of Los Angeles Planning and Zoning Code
CMP	Congestion Management Plan
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO_2	carbon dioxide
CO2e	carbon dioxide equivalent
COHb	carboxyhemoglobin
COPC	Chemical of Potential Concern
CORRACTS	Corrective Action Treatment, Storage, and Disposal Facilities
CPA	Community Plan Area
CPT	cone penetrometer test
CPU	Crime Prevention Unit
CRA/LA	Community Redevelopment Agency of the City of Los Angeles
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	decibel
dBA	A-weighted decibel scale
d/D	flow level
DHS	California Department of Health and Services
DWP	Department of Water and Power
DWR	California Department of Water Resources
du	dwelling unit
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EOO	Emergency Operations Organization
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
EZ	Los Angeles State Enterprise Zone
FAR	Floor Area Ratio

FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GBCI	Green Building Certification Institute
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GWP	Global Warming Potential
HFC	hydrofluorocarbons
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation and Air Conditioning
I-10	Santa Monica Freeway
I-101	Hollywood Freeway
ISO	Interim Control Ordinance
ITE	Institute of Transportation Engineers
km	kilometers
kV	kilovolt
kWh	kilowatt-hours
LAA	Los Angeles Aqueduct
LABS	Los Angeles Department of Public Works Bureau of Sanitation
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADRP	Los Angeles Department of Recreation and Parks
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LBP	Lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night average noise level
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent energy noise level/ambient noise level
LOS	Level of Service
LST	localized significance thresholds
LUST	leaking underground storage tank
LUTP	Land Use/Transportation Policy

MBTA	Migratory Bird Treaty Act
MCE	Maximum Considered Earthquake
MEP	maximum extent practicable
Metro	Los Angeles County Metropolitan Transit Authority
mgd	million gallons per day
mi	miles
MPO	Metropolitan Planning Organization
MS4	medium and large municipal separate storm sewer systems
msl	mean sea level
mm	millimeters
M_{max}	maximum moment magnitude
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
MWh	Mega-Watt hours
N_2O	nitrous oxide
NAAQS	National ambient air quality standards
NFRAP	No Further Remedial Action Planned Sites
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
O_3	Ozone
OAL	California Office of Administrative Law
OPR	Office of Planning and Research
Pb	lead
PEC	Potential environmental concern
PFC	perfluorocarbons
PGA	peak horizontal ground acceleration
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppd	pounds per day
ppm	parts per million
PRC	Public Resources Code
PSI	pounds per square inch
PUC	Public Utilities Commission (also see CPUC)
PWS	Public water suppliers
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation Recovery Act

RD	Reporting District
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SCH	State Clearinghouse
sf	square feet
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation and Cleanup
SO_2	sulfur dioxide
SO_4	sulfates
SOx	sulfur oxides
SOPA	Society of Professional Archeologist
SPT	Standard Penetration Test
SR-110	Harbor Freeway
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SWAT	Solid Waste Assessment Test
SWF/LF	Solid Waste Information System
SWFP	Solid Waste Facility Permit
SWMP	stormwater management plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants
TOD	Transit Oriented District
TPH	total petroleum hydrocarbons
TSD	Treatment, Storage, and Disposal
TSP	Transportation Specific Plan
ULSD	Ultra Low Sulfur Diesel
US-101	Hollywood Freeway
USEPA/ U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council
USGS	U.S. Geological Survey

UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VCP	Voluntary Cleanup Plan
VdB	Vibration decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WMA	Watershed Management Area
WMUDS	Waste Management Unit Database System
WSA	Water Supply Assessment
µg/m3	micrograms per cubic meter
ZIMAS	Zoning Information and Map Access System

APPENDIX A:
Air Quality Modeling Worksheets

Air Quality Emissions

Existing Project Site

Camden Arts

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Refrigerated Warehouse-No Rail	81.194	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	11	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics - Existing Project Site

Land Use - Project Site is 2.64 acres

Construction Phase - Existing conditions.

Off-road Equipment - custom mix

Off-road Equipment - existing conditions

Demolition -

Grading -

Vehicle Trips - trip rates per traffic study

Energy Use -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.26		0.00	0.00	28.44
Mobile	1.63	3.95	16.18	0.03	2.69	0.17	2.86	0.09	0.17	0.27		2,627.71		0.14		2,630.68
Total	**3.75**	**3.97**	**16.20**	**0.03**	**2.69**	**0.17**	**2.86**	**0.09**	**0.17**	**0.27**		**2,655.97**		**0.14**	**0.00**	**2,659.12**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.26		0.00	0.00	28.44
Mobile	1.63	3.95	16.18	0.03	2.69	0.17	2.86	0.09	0.17	0.27		2,627.71		0.14		2,630.68
Total	**3.75**	**3.97**	**16.20**	**0.03**	**2.69**	**0.17**	**2.86**	**0.09**	**0.17**	**0.27**		**2,655.97**		**0.14**	**0.00**	**2,659.12**

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.63	3.95	16.18	0.03	2.69	0.17	2.86	0.09	0.17	0.27		2,627.71		0.14		2,630.68
Unmitigated	1.63	3.95	16.18	0.03	2.69	0.17	2.86	0.09	0.17	0.27		2,627.71		0.14		2,630.68
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Refrigerated Warehouse-No Rail	289.05	289.05	289.05	813,177	813,177
Total	289.05	289.05	289.05	813,177	813,177

4.3 Trip Type Information

	Miles			Trip %		
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
Refrigerated Warehouse-No Rail	8.90	13.30	7.40	59.00	0.00	41.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.26		0.00	0.00	28.44
NaturalGas Unmitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.26		0.00	0.00	28.44
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Refrigerated Warehouse-No Rail	240.245	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.26		0.00	0.00	28.44
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**28.26**		**0.00**	**0.00**	**28.44**

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	lb/day										lb/day					
Refrigerated Warehouse-No Rail	0.240245	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.26		0.00	0.00	28.44
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**28.26**		**0.00**	**0.00**	**28.44**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	2.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.52					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.61					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**2.13**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.52					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.61					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**2.13**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Camden Arts

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Refrigerated Warehouse-No Rail	81.194	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	11	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics - Existing Project Site

Land Use - Project Site is 2.64 acres

Construction Phase - Existing conditions.

Off-road Equipment - custom mix

Off-road Equipment - existing conditions

Demolition -

Grading -

Vehicle Trips - trip rates per traffic study

Energy Use -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.26		0.00	0.00	28.44
Mobile	1.72	4.30	16.06	0.02	2.69	0.17	2.87	0.09	0.17	0.27		2,467.49		0.13		2,470.12
Total	**3.84**	**4.32**	**16.08**	**0.02**	**2.69**	**0.17**	**2.87**	**0.09**	**0.17**	**0.27**		**2,495.75**		**0.13**	**0.00**	**2,498.56**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.26		0.00	0.00	28.44
Mobile	1.72	4.30	16.06	0.02	2.69	0.17	2.87	0.09	0.17	0.27		2,467.49		0.13		2,470.12
Total	**3.84**	**4.32**	**16.08**	**0.02**	**2.69**	**0.17**	**2.87**	**0.09**	**0.17**	**0.27**		**2,495.75**		**0.13**	**0.00**	**2,498.56**

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.72	4.30	16.06	0.02	2.69	0.17	2.87	0.09	0.17	0.27		2,467.49		0.13		2,470.12
Unmitigated	1.72	4.30	16.06	0.02	2.69	0.17	2.87	0.09	0.17	0.27		2,467.49		0.13		2,470.12
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Refrigerated Warehouse-No Rail	289.05	289.05	289.05	813,177	813,177
Total	289.05	289.05	289.05	813,177	813,177

4.3 Trip Type Information

	Miles			Trip %		
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
Refrigerated Warehouse-No Rail	8.90	13.30	7.40	59.00	0.00	41.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.26		0.00	0.00	28.44
NaturalGas Unmitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.26		0.00	0.00	28.44
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Refrigerated Warehouse-No Rail	240.245	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.26		0.00	0.00	28.44
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**28.26**		**0.00**	**0.00**	**28.44**

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	lb/day										lb/day					
Refrigerated Warehouse-No Rail	0.240245	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		28.26		0.00	0.00	28.44
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**28.26**		**0.00**	**0.00**	**28.44**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	2.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.52					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.61					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**2.13**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.52					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.61					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**2.13**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Air Quality Emissions

Proposed Project

Camden Industrial Arts

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	22.95	1000sqft	0.53	22,950.00	0
Enclosed Parking with Elevator	521.00	1000sqft	0.00	521,000.00	0
High Turnover (Sit Down Restaurant)	4.50	1000sqft	0.00	4,500.00	0
Apartments Mid Rise	344.00	Dwelling Unit	2.60	344,000.00	605

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2014
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project uses updated per Oct 26, 2015 redesign.

Construction Phase - Construction schedule per Applicant.

Trips and VMT - Haul trips estimated for demolition and excavation (soil export).

Demolition -

Grading - Assumes 51,044 cy of export per 12 ft depth of excavation for 1 level of subterranean parking (per geotechnocal report).

Vehicle Trips - Vehicle trips adjusted to match Project Traffic Study (8/20/14).

Woodstoves - No hearths or fireplaces proposed in live/work units.

Energy Use -

Water And Wastewater -

Sequestration - 90 new trees per site plan.

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation - exceed Title 24 by 20% and increase water conservation by 20% mandated by LA Green Building Code.

Waste Mitigation - Assumes C&D and operational waste reduction measures in effect.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	60.00
tblConstructionPhase	NumDays	230.00	320.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	8.00	66.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	292.40	0.00
tblFireplaces	NumberNoFireplace	34.40	0.00

tblFireplaces	NumberWood	17.20	0.00
tblGrading	AcresOfGrading	33.00	2.64
tblGrading	MaterialExported	0.00	51,044.00
tblLandUse	LotAcreage	11.96	0.00
tblLandUse	LotAcreage	0.10	0.00
tblLandUse	LotAcreage	9.05	2.60
tblLandUse	Population	984.00	605.00
tblSequestration	NumberOfNewTrees	0.00	90.00
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tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	5.80	4.57
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tblVehicleEF	HHD	8.6480e-003	8.6730e-003

tblVehicleEF	HHD	0.14	0.08
tblVehicleEF	HHD	4.2300e-003	1.5740e-003
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tblVehicleEF	HHD	0.19	0.08
tblVehicleEF	HHD	0.52	0.51
tblVehicleEF	HHD	1.9270e-003	1.1630e-003
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tblVehicleEF	HHD	0.74	0.35
tblVehicleEF	HHD	2.81	1.77
tblVehicleEF	HHD	5.5860e-003	5.6020e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.8850e-003	1.5460e-003
tblVehicleEF	HHD	3.0220e-003	1.6220e-003
tblVehicleEF	HHD	0.19	0.08
tblVehicleEF	HHD	0.59	0.58
tblVehicleEF	HHD	1.9270e-003	1.1630e-003
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tblVehicleEF	HHD	0.01	0.01
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tblVehicleEF	HHD	2.27	1.84
tblVehicleEF	HHD	60.06	47.33
tblVehicleEF	HHD	610.97	590.92
tblVehicleEF	HHD	1,704.18	1,638.85
tblVehicleEF	HHD	67.83	55.03
tblVehicleEF	HHD	0.03	0.03

tblVehicleEF	HHD	5.98	4.71
tblVehicleEF	HHD	7.65	5.40
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tblVehicleEF	HHD	0.15	0.09
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tblVehicleEF	HHD	8.6480e-003	8.6730e-003
tblVehicleEF	HHD	0.14	0.08
tblVehicleEF	HHD	4.2300e-003	1.5740e-003
tblVehicleEF	HHD	4.7100e-003	2.5150e-003
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tblVehicleEF	HHD	3.0260e-003	1.7690e-003
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tblVehicleEF	HHD	0.73	0.35
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tblVehicleEF	HHD	0.01	0.01
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tblVehicleEF	HHD	529.39	512.02
tblVehicleEF	HHD	1,704.18	1,638.85
tblVehicleEF	HHD	67.83	55.03
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	5.54	4.36
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tblVehicleEF	HHD	0.03	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.15	0.09
tblVehicleEF	HHD	5.3500e-003	1.8720e-003
tblVehicleEF	HHD	0.03	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.6480e-003	8.6730e-003
tblVehicleEF	HHD	0.14	0.08
tblVehicleEF	HHD	4.2300e-003	1.5740e-003
tblVehicleEF	HHD	3.3810e-003	1.7230e-003
tblVehicleEF	HHD	0.25	0.10
tblVehicleEF	HHD	0.56	0.55
tblVehicleEF	HHD	1.9690e-003	1.1610e-003

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tblVehicleEF	HHD	0.79	0.38
tblVehicleEF	HHD	2.89	1.82
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tblVehicleEF	HHD	1.9200e-003	1.5810e-003
tblVehicleEF	HHD	3.3810e-003	1.7230e-003
tblVehicleEF	HHD	0.25	0.10
tblVehicleEF	HHD	0.64	0.63
tblVehicleEF	HHD	1.9690e-003	1.1610e-003
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tblVehicleEF	LDA	0.54	0.53
tblVehicleEF	LDA	0.13	0.09
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tblVehicleEF	LDA	0.16	0.13

tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	0.37	0.28
tblVehicleEF	LDA	0.23	0.14
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tblVehicleEF	LDA	0.07	0.05
tblVehicleEF	LDA	0.16	0.13
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.06	0.04
tblVehicleEF	LDA	0.37	0.28
tblVehicleEF	LDA	0.24	0.15
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.01	8.1540e-003
tblVehicleEF	LDA	1.56	1.13
tblVehicleEF	LDA	2.14	1.49
tblVehicleEF	LDA	345.38	307.17
tblVehicleEF	LDA	67.11	60.18
tblVehicleEF	LDA	0.54	0.53
tblVehicleEF	LDA	0.11	0.08
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tblVehicleEF	LDA	2.4600e-003	2.1120e-003
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tblVehicleEF	LDA	0.17	0.13
tblVehicleEF	LDA	0.09	0.07

tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	0.35	0.26
tblVehicleEF	LDA	0.19	0.12
tblVehicleEF	LDA	3.8860e-003	3.8920e-003
tblVehicleEF	LDA	7.7200e-004	7.6200e-004
tblVehicleEF	LDA	0.12	0.08
tblVehicleEF	LDA	0.17	0.13
tblVehicleEF	LDA	0.09	0.07
tblVehicleEF	LDA	0.07	0.04
tblVehicleEF	LDA	0.35	0.26
tblVehicleEF	LDA	0.20	0.13
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.01	8.1540e-003
tblVehicleEF	LDA	1.41	1.01
tblVehicleEF	LDA	2.81	1.98
tblVehicleEF	LDA	325.11	289.16
tblVehicleEF	LDA	67.11	60.18
tblVehicleEF	LDA	0.54	0.53
tblVehicleEF	LDA	0.12	0.09
tblVehicleEF	LDA	0.19	0.12
tblVehicleEF	LDA	2.4600e-003	2.1120e-003
tblVehicleEF	LDA	2.9560e-003	2.9280e-003
tblVehicleEF	LDA	2.2430e-003	1.9450e-003
tblVehicleEF	LDA	2.6930e-003	2.6980e-003
tblVehicleEF	LDA	0.08	0.05
tblVehicleEF	LDA	0.19	0.14
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.05	0.03

tblVehicleEF	LDA	0.42	0.31
tblVehicleEF	LDA	0.23	0.15
tblVehicleEF	LDA	3.6560e-003	3.6610e-003
tblVehicleEF	LDA	7.8400e-004	7.7000e-004
tblVehicleEF	LDA	0.08	0.05
tblVehicleEF	LDA	0.19	0.14
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.06	0.04
tblVehicleEF	LDA	0.42	0.31
tblVehicleEF	LDA	0.25	0.16
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	3.93	2.96
tblVehicleEF	LDT1	6.39	5.00
tblVehicleEF	LDT1	390.84	355.95
tblVehicleEF	LDT1	78.22	71.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.38	0.29
tblVehicleEF	LDT1	0.36	0.28
tblVehicleEF	LDT1	6.1870e-003	5.0500e-003
tblVehicleEF	LDT1	5.8970e-003	5.1180e-003
tblVehicleEF	LDT1	5.6590e-003	4.6620e-003
tblVehicleEF	LDT1	5.3950e-003	4.7280e-003
tblVehicleEF	LDT1	0.20	0.18
tblVehicleEF	LDT1	0.36	0.33
tblVehicleEF	LDT1	0.15	0.14
tblVehicleEF	LDT1	0.13	0.08
tblVehicleEF	LDT1	1.30	1.14

tblVehicleEF	LDT1	0.51	0.38
tblVehicleEF	LDT1	4.3170e-003	4.3200e-003
tblVehicleEF	LDT1	9.5500e-004	9.3100e-004
tblVehicleEF	LDT1	0.20	0.18
tblVehicleEF	LDT1	0.36	0.33
tblVehicleEF	LDT1	0.15	0.14
tblVehicleEF	LDT1	0.17	0.11
tblVehicleEF	LDT1	1.30	1.14
tblVehicleEF	LDT1	0.54	0.41
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	4.16	3.17
tblVehicleEF	LDT1	5.09	3.96
tblVehicleEF	LDT1	406.73	370.58
tblVehicleEF	LDT1	78.22	71.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.33	0.25
tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	6.1870e-003	5.0500e-003
tblVehicleEF	LDT1	5.8970e-003	5.1180e-003
tblVehicleEF	LDT1	5.6590e-003	4.6620e-003
tblVehicleEF	LDT1	5.3950e-003	4.7280e-003
tblVehicleEF	LDT1	0.31	0.27
tblVehicleEF	LDT1	0.38	0.34
tblVehicleEF	LDT1	0.22	0.20
tblVehicleEF	LDT1	0.14	0.09
tblVehicleEF	LDT1	1.20	1.05
tblVehicleEF	LDT1	0.43	0.32

tblVehicleEF	LDT1	4.4950e-003	4.5020e-003
tblVehicleEF	LDT1	9.3300e-004	9.1300e-004
tblVehicleEF	LDT1	0.31	0.27
tblVehicleEF	LDT1	0.38	0.34
tblVehicleEF	LDT1	0.22	0.20
tblVehicleEF	LDT1	0.17	0.12
tblVehicleEF	LDT1	1.20	1.05
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	3.84	2.88
tblVehicleEF	LDT1	6.68	5.22
tblVehicleEF	LDT1	384.95	350.53
tblVehicleEF	LDT1	78.22	71.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.37	0.28
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	6.1870e-003	5.0500e-003
tblVehicleEF	LDT1	5.8970e-003	5.1180e-003
tblVehicleEF	LDT1	5.6590e-003	4.6620e-003
tblVehicleEF	LDT1	5.3950e-003	4.7280e-003
tblVehicleEF	LDT1	0.21	0.18
tblVehicleEF	LDT1	0.42	0.37
tblVehicleEF	LDT1	0.14	0.13
tblVehicleEF	LDT1	0.13	0.08
tblVehicleEF	LDT1	1.55	1.36
tblVehicleEF	LDT1	0.52	0.39
tblVehicleEF	LDT1	4.2510e-003	4.2530e-003

tblVehicleEF	LDT1	9.6000e-004	9.3500e-004
tblVehicleEF	LDT1	0.21	0.18
tblVehicleEF	LDT1	0.42	0.37
tblVehicleEF	LDT1	0.14	0.13
tblVehicleEF	LDT1	0.17	0.11
tblVehicleEF	LDT1	1.55	1.36
tblVehicleEF	LDT1	0.56	0.42
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	2.09	1.53
tblVehicleEF	LDT2	3.90	2.83
tblVehicleEF	LDT2	468.21	428.05
tblVehicleEF	LDT2	93.61	86.06
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.25	0.17
tblVehicleEF	LDT2	0.38	0.26
tblVehicleEF	LDT2	2.5700e-003	2.1980e-003
tblVehicleEF	LDT2	2.9410e-003	2.9550e-003
tblVehicleEF	LDT2	2.3500e-003	2.0260e-003
tblVehicleEF	LDT2	2.6960e-003	2.7290e-003
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.18	0.16
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.06	0.04
tblVehicleEF	LDT2	0.60	0.51
tblVehicleEF	LDT2	0.30	0.21
tblVehicleEF	LDT2	1.0680e-003	1.0510e-003
tblVehicleEF	LDT2	0.08	0.07

tblVehicleEF	LDT2	0.18	0.16
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.08	0.06
tblVehicleEF	LDT2	0.60	0.51
tblVehicleEF	LDT2	0.32	0.22
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	2.24	1.65
tblVehicleEF	LDT2	3.09	2.24
tblVehicleEF	LDT2	488.41	446.60
tblVehicleEF	LDT2	93.61	86.06
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.22	0.15
tblVehicleEF	LDT2	0.35	0.24
tblVehicleEF	LDT2	2.5700e-003	2.1980e-003
tblVehicleEF	LDT2	2.9410e-003	2.9550e-003
tblVehicleEF	LDT2	2.3500e-003	2.0260e-003
tblVehicleEF	LDT2	2.6960e-003	2.7290e-003
tblVehicleEF	LDT2	0.13	0.11
tblVehicleEF	LDT2	0.19	0.17
tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.06	0.04
tblVehicleEF	LDT2	0.56	0.47
tblVehicleEF	LDT2	0.26	0.18
tblVehicleEF	LDT2	5.2950e-003	5.2970e-003
tblVehicleEF	LDT2	1.0540e-003	1.0410e-003
tblVehicleEF	LDT2	0.13	0.11
tblVehicleEF	LDT2	0.19	0.17

tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.09	0.06
tblVehicleEF	LDT2	0.56	0.47
tblVehicleEF	LDT2	0.28	0.19
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	2.03	1.48
tblVehicleEF	LDT2	4.08	2.96
tblVehicleEF	LDT2	460.73	421.17
tblVehicleEF	LDT2	93.61	86.06
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.24	0.17
tblVehicleEF	LDT2	0.38	0.27
tblVehicleEF	LDT2	2.5700e-003	2.1980e-003
tblVehicleEF	LDT2	2.9410e-003	2.9550e-003
tblVehicleEF	LDT2	2.3500e-003	2.0260e-003
tblVehicleEF	LDT2	2.6960e-003	2.7290e-003
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.21	0.18
tblVehicleEF	LDT2	0.07	0.06
tblVehicleEF	LDT2	0.06	0.04
tblVehicleEF	LDT2	0.71	0.60
tblVehicleEF	LDT2	0.31	0.22
tblVehicleEF	LDT2	1.0710e-003	1.0530e-003
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.21	0.18
tblVehicleEF	LDT2	0.07	0.06
tblVehicleEF	LDT2	0.08	0.06

tblVehicleEF	LDT2	0.71	0.60
tblVehicleEF	LDT2	0.33	0.23
tblVehicleEF	LHD1	1.3770e-003	1.3600e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.20	0.20
tblVehicleEF	LHD1	2.19	1.66
tblVehicleEF	LHD1	6.49	5.49
tblVehicleEF	LHD1	8.22	7.93
tblVehicleEF	LHD1	602.22	583.07
tblVehicleEF	LHD1	48.16	46.87
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.34	1.08
tblVehicleEF	LHD1	1.68	1.59
tblVehicleEF	LHD1	3.7400e-004	3.6100e-004
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	8.7210e-003	8.7160e-003
tblVehicleEF	LHD1	8.3690e-003	7.1950e-003
tblVehicleEF	LHD1	1.7820e-003	1.4040e-003
tblVehicleEF	LHD1	3.4400e-004	3.3200e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.1800e-003	2.1790e-003
tblVehicleEF	LHD1	7.7020e-003	6.6230e-003
tblVehicleEF	LHD1	1.6270e-003	1.2860e-003
tblVehicleEF	LHD1	3.3330e-003	3.0500e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03

tblVehicleEF	LHD1	1.9270e-003	1.8750e-003
tblVehicleEF	LHD1	0.15	0.12
tblVehicleEF	LHD1	0.43	0.42
tblVehicleEF	LHD1	0.60	0.51
tblVehicleEF	LHD1	8.7000e-005	8.6000e-005
tblVehicleEF	LHD1	6.0980e-003	6.1130e-003
tblVehicleEF	LHD1	6.0900e-004	5.9500e-004
tblVehicleEF	LHD1	3.3330e-003	3.0500e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.9270e-003	1.8750e-003
tblVehicleEF	LHD1	0.18	0.14
tblVehicleEF	LHD1	0.43	0.42
tblVehicleEF	LHD1	0.64	0.55
tblVehicleEF	LHD1	1.3770e-003	1.3600e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.20	0.20
tblVehicleEF	LHD1	2.22	1.68
tblVehicleEF	LHD1	5.25	4.45
tblVehicleEF	LHD1	8.22	7.93
tblVehicleEF	LHD1	602.22	583.07
tblVehicleEF	LHD1	48.16	46.87
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.23	1.00
tblVehicleEF	LHD1	1.61	1.53
tblVehicleEF	LHD1	3.7400e-004	3.6100e-004

tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	8.7210e-003	8.7160e-003
tblVehicleEF	LHD1	8.3690e-003	7.1950e-003
tblVehicleEF	LHD1	1.7820e-003	1.4040e-003
tblVehicleEF	LHD1	3.4400e-004	3.3200e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.1800e-003	2.1790e-003
tblVehicleEF	LHD1	7.7020e-003	6.6230e-003
tblVehicleEF	LHD1	1.6270e-003	1.2860e-003
tblVehicleEF	LHD1	5.0030e-003	4.5550e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.8300e-003	2.6940e-003
tblVehicleEF	LHD1	0.16	0.12
tblVehicleEF	LHD1	0.42	0.40
tblVehicleEF	LHD1	0.52	0.45
tblVehicleEF	LHD1	8.7000e-005	8.6000e-005
tblVehicleEF	LHD1	6.0990e-003	6.1130e-003
tblVehicleEF	LHD1	5.8700e-004	5.7700e-004
tblVehicleEF	LHD1	5.0030e-003	4.5550e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.8300e-003	2.6940e-003
tblVehicleEF	LHD1	0.18	0.14
tblVehicleEF	LHD1	0.42	0.40
tblVehicleEF	LHD1	0.56	0.48
tblVehicleEF	LHD1	1.3770e-003	1.3600e-003
tblVehicleEF	LHD1	0.02	0.02

tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.20	0.20
tblVehicleEF	LHD1	2.18	1.65
tblVehicleEF	LHD1	6.71	5.67
tblVehicleEF	LHD1	8.22	7.93
tblVehicleEF	LHD1	602.22	583.07
tblVehicleEF	LHD1	48.16	46.87
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.31	1.06
tblVehicleEF	LHD1	1.69	1.60
tblVehicleEF	LHD1	3.7400e-004	3.6100e-004
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	8.7210e-003	8.7160e-003
tblVehicleEF	LHD1	8.3690e-003	7.1950e-003
tblVehicleEF	LHD1	1.7820e-003	1.4040e-003
tblVehicleEF	LHD1	3.4400e-004	3.3200e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.1800e-003	2.1790e-003
tblVehicleEF	LHD1	7.7020e-003	6.6230e-003
tblVehicleEF	LHD1	1.6270e-003	1.2860e-003
tblVehicleEF	LHD1	3.6840e-003	3.2950e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.9440e-003	1.8700e-003
tblVehicleEF	LHD1	0.15	0.12
tblVehicleEF	LHD1	0.47	0.46
tblVehicleEF	LHD1	0.61	0.53

tblVehicleEF	LHD1	8.7000e-005	8.6000e-005
tblVehicleEF	LHD1	6.0980e-003	6.1120e-003
tblVehicleEF	LHD1	6.1300e-004	5.9800e-004
tblVehicleEF	LHD1	3.6840e-003	3.2950e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.9440e-003	1.8700e-003
tblVehicleEF	LHD1	0.18	0.14
tblVehicleEF	LHD1	0.47	0.46
tblVehicleEF	LHD1	0.65	0.56
tblVehicleEF	LHD2	1.1150e-003	1.1020e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.16	0.16
tblVehicleEF	LHD2	1.65	1.11
tblVehicleEF	LHD2	4.59	3.56
tblVehicleEF	LHD2	9.01	8.69
tblVehicleEF	LHD2	576.77	557.69
tblVehicleEF	LHD2	35.55	34.26
tblVehicleEF	LHD2	6.2460e-003	6.2730e-003
tblVehicleEF	LHD2	0.08	0.08
tblVehicleEF	LHD2	2.19	1.76
tblVehicleEF	LHD2	1.19	1.11
tblVehicleEF	LHD2	9.3000e-004	9.0700e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.7170e-003	9.6980e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.3370e-003	8.8700e-004

tblVehicleEF	LHD2	8.5600e-004	8.3400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.4290e-003	2.4240e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.1950e-003	8.0700e-004
tblVehicleEF	LHD2	2.4100e-003	2.0000e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.3700e-003	1.2260e-003
tblVehicleEF	LHD2	0.14	0.10
tblVehicleEF	LHD2	0.34	0.31
tblVehicleEF	LHD2	0.42	0.34
tblVehicleEF	LHD2	5.7700e-003	5.7770e-003
tblVehicleEF	LHD2	4.4600e-004	4.2700e-004
tblVehicleEF	LHD2	2.4100e-003	2.0000e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.3700e-003	1.2260e-003
tblVehicleEF	LHD2	0.16	0.12
tblVehicleEF	LHD2	0.34	0.31
tblVehicleEF	LHD2	0.45	0.36
tblVehicleEF	LHD2	1.1150e-003	1.1020e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.16	0.16
tblVehicleEF	LHD2	1.66	1.12
tblVehicleEF	LHD2	3.76	2.91
tblVehicleEF	LHD2	9.01	8.69

tblVehicleEF	LHD2	576.77	557.69
tblVehicleEF	LHD2	35.55	34.26
tblVehicleEF	LHD2	6.2460e-003	6.2730e-003
tblVehicleEF	LHD2	0.08	0.08
tblVehicleEF	LHD2	2.05	1.65
tblVehicleEF	LHD2	1.15	1.07
tblVehicleEF	LHD2	9.3000e-004	9.0700e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.7170e-003	9.6980e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.3370e-003	8.8700e-004
tblVehicleEF	LHD2	8.5600e-004	8.3400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.4290e-003	2.4240e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.1950e-003	8.0700e-004
tblVehicleEF	LHD2	3.6230e-003	2.9860e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.0270e-003	1.7650e-003
tblVehicleEF	LHD2	0.14	0.10
tblVehicleEF	LHD2	0.33	0.29
tblVehicleEF	LHD2	0.37	0.30
tblVehicleEF	LHD2	5.7700e-003	5.7770e-003
tblVehicleEF	LHD2	4.3100e-004	4.1500e-004
tblVehicleEF	LHD2	3.6230e-003	2.9860e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.03	0.03

tblVehicleEF	LHD2	2.0270e-003	1.7650e-003
tblVehicleEF	LHD2	0.16	0.12
tblVehicleEF	LHD2	0.33	0.29
tblVehicleEF	LHD2	0.40	0.32
tblVehicleEF	LHD2	1.1150e-003	1.1020e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.16	0.16
tblVehicleEF	LHD2	1.64	1.10
tblVehicleEF	LHD2	4.74	3.68
tblVehicleEF	LHD2	9.01	8.69
tblVehicleEF	LHD2	576.77	557.69
tblVehicleEF	LHD2	35.55	34.26
tblVehicleEF	LHD2	6.2460e-003	6.2730e-003
tblVehicleEF	LHD2	0.08	0.08
tblVehicleEF	LHD2	2.15	1.73
tblVehicleEF	LHD2	1.20	1.12
tblVehicleEF	LHD2	9.3000e-004	9.0700e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.7170e-003	9.6980e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.3370e-003	8.8700e-004
tblVehicleEF	LHD2	8.5600e-004	8.3400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.4290e-003	2.4240e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.1950e-003	8.0700e-004
tblVehicleEF	LHD2	2.6660e-003	2.1480e-003

tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.3740e-003	1.2110e-003
tblVehicleEF	LHD2	0.14	0.10
tblVehicleEF	LHD2	0.38	0.33
tblVehicleEF	LHD2	0.43	0.34
tblVehicleEF	LHD2	5.7700e-003	5.7770e-003
tblVehicleEF	LHD2	4.4800e-004	4.2900e-004
tblVehicleEF	LHD2	2.6660e-003	2.1480e-003
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.3740e-003	1.2110e-003
tblVehicleEF	LHD2	0.16	0.12
tblVehicleEF	LHD2	0.38	0.33
tblVehicleEF	LHD2	0.46	0.37
tblVehicleEF	MCY	22.89	20.54
tblVehicleEF	MCY	9.71	9.87
tblVehicleEF	MCY	147.17	146.82
tblVehicleEF	MCY	46.38	42.38
tblVehicleEF	MCY	3.6960e-003	3.6850e-003
tblVehicleEF	MCY	1.19	1.16
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	0.04	0.04
tblVehicleEF	MCY	7.0000e-004	4.3900e-004
tblVehicleEF	MCY	2.3630e-003	1.4570e-003
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	5.6000e-004	3.6000e-004
tblVehicleEF	MCY	1.8490e-003	1.1690e-003

tblVehicleEF	MCY	0.95	0.93
tblVehicleEF	MCY	0.50	0.44
tblVehicleEF	MCY	0.57	0.55
tblVehicleEF	MCY	2.51	2.40
tblVehicleEF	MCY	1.88	1.46
tblVehicleEF	MCY	2.17	2.10
tblVehicleEF	MCY	1.9330e-003	1.9430e-003
tblVehicleEF	MCY	6.9200e-004	6.6700e-004
tblVehicleEF	MCY	0.95	0.93
tblVehicleEF	MCY	0.50	0.44
tblVehicleEF	MCY	0.57	0.55
tblVehicleEF	MCY	2.76	2.64
tblVehicleEF	MCY	1.88	1.46
tblVehicleEF	MCY	2.34	2.26
tblVehicleEF	MCY	21.75	19.60
tblVehicleEF	MCY	8.68	8.74
tblVehicleEF	MCY	147.17	146.82
tblVehicleEF	MCY	46.38	42.38
tblVehicleEF	MCY	3.6960e-003	3.6850e-003
tblVehicleEF	MCY	1.03	1.01
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	0.04	0.04
tblVehicleEF	MCY	7.0000e-004	4.3900e-004
tblVehicleEF	MCY	2.3630e-003	1.4570e-003
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	5.6000e-004	3.6000e-004
tblVehicleEF	MCY	1.8490e-003	1.1690e-003
tblVehicleEF	MCY	1.53	1.48

tblVehicleEF	MCY	0.54	0.49
tblVehicleEF	MCY	0.95	0.91
tblVehicleEF	MCY	2.42	2.33
tblVehicleEF	MCY	1.75	1.35
tblVehicleEF	MCY	1.89	1.84
tblVehicleEF	MCY	1.9120e-003	1.9260e-003
tblVehicleEF	MCY	6.6700e-004	6.4100e-004
tblVehicleEF	MCY	1.53	1.48
tblVehicleEF	MCY	0.54	0.49
tblVehicleEF	MCY	0.95	0.91
tblVehicleEF	MCY	2.66	2.57
tblVehicleEF	MCY	1.75	1.35
tblVehicleEF	MCY	2.04	1.98
tblVehicleEF	MCY	23.10	20.71
tblVehicleEF	MCY	9.89	10.08
tblVehicleEF	MCY	147.17	146.82
tblVehicleEF	MCY	46.38	42.38
tblVehicleEF	MCY	3.6960e-003	3.6850e-003
tblVehicleEF	MCY	1.16	1.13
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	0.04	0.04
tblVehicleEF	MCY	7.0000e-004	4.3900e-004
tblVehicleEF	MCY	2.3630e-003	1.4570e-003
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	5.6000e-004	3.6000e-004
tblVehicleEF	MCY	1.8490e-003	1.1690e-003
tblVehicleEF	MCY	1.05	1.02
tblVehicleEF	MCY	0.65	0.57

tblVehicleEF	MCY	0.55	0.52
tblVehicleEF	MCY	2.53	2.42
tblVehicleEF	MCY	2.17	1.72
tblVehicleEF	MCY	2.23	2.16
tblVehicleEF	MCY	1.9360e-003	1.9470e-003
tblVehicleEF	MCY	6.9600e-004	6.7200e-004
tblVehicleEF	MCY	1.05	1.02
tblVehicleEF	MCY	0.65	0.57
tblVehicleEF	MCY	0.55	0.52
tblVehicleEF	MCY	2.78	2.66
tblVehicleEF	MCY	2.17	1.72
tblVehicleEF	MCY	2.40	2.32
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	2.87	2.40
tblVehicleEF	MDV	5.80	4.88
tblVehicleEF	MDV	606.41	563.36
tblVehicleEF	MDV	120.57	112.98
tblVehicleEF	MDV	0.13	0.13
tblVehicleEF	MDV	0.37	0.30
tblVehicleEF	MDV	0.56	0.46
tblVehicleEF	MDV	2.8070e-003	2.5860e-003
tblVehicleEF	MDV	3.5390e-003	3.4540e-003
tblVehicleEF	MDV	2.5760e-003	2.3810e-003
tblVehicleEF	MDV	3.2530e-003	3.1850e-003
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.20	0.21
tblVehicleEF	MDV	0.08	0.09

tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.64	0.65
tblVehicleEF	MDV	0.51	0.42
tblVehicleEF	MDV	6.4380e-003	6.4620e-003
tblVehicleEF	MDV	1.3650e-003	1.3540e-003
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.20	0.21
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.13	0.10
tblVehicleEF	MDV	0.64	0.65
tblVehicleEF	MDV	0.54	0.45
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	3.08	2.58
tblVehicleEF	MDV	4.60	3.87
tblVehicleEF	MDV	632.24	587.47
tblVehicleEF	MDV	120.57	112.98
tblVehicleEF	MDV	0.13	0.13
tblVehicleEF	MDV	0.33	0.26
tblVehicleEF	MDV	0.52	0.43
tblVehicleEF	MDV	2.8070e-003	2.5860e-003
tblVehicleEF	MDV	3.5390e-003	3.4540e-003
tblVehicleEF	MDV	2.5760e-003	2.3810e-003
tblVehicleEF	MDV	3.2530e-003	3.1850e-003
tblVehicleEF	MDV	0.14	0.14
tblVehicleEF	MDV	0.21	0.22
tblVehicleEF	MDV	0.12	0.13
tblVehicleEF	MDV	0.09	0.07

tblVehicleEF	MDV	0.60	0.61
tblVehicleEF	MDV	0.43	0.36
tblVehicleEF	MDV	6.7150e-003	6.7410e-003
tblVehicleEF	MDV	1.3430e-003	1.3360e-003
tblVehicleEF	MDV	0.14	0.14
tblVehicleEF	MDV	0.21	0.22
tblVehicleEF	MDV	0.12	0.13
tblVehicleEF	MDV	0.13	0.11
tblVehicleEF	MDV	0.60	0.61
tblVehicleEF	MDV	0.46	0.38
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	2.79	2.33
tblVehicleEF	MDV	6.06	5.11
tblVehicleEF	MDV	596.84	554.43
tblVehicleEF	MDV	120.57	112.98
tblVehicleEF	MDV	0.13	0.13
tblVehicleEF	MDV	0.36	0.29
tblVehicleEF	MDV	0.57	0.47
tblVehicleEF	MDV	2.8070e-003	2.5860e-003
tblVehicleEF	MDV	3.5390e-003	3.4540e-003
tblVehicleEF	MDV	2.5760e-003	2.3810e-003
tblVehicleEF	MDV	3.2530e-003	3.1850e-003
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.75	0.76

tblVehicleEF	MDV	0.53	0.43
tblVehicleEF	MDV	6.3360e-003	6.3580e-003
tblVehicleEF	MDV	1.3690e-003	1.3580e-003
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.12	0.10
tblVehicleEF	MDV	0.75	0.76
tblVehicleEF	MDV	0.56	0.46
tblVehicleEF	MH	7.77	4.01
tblVehicleEF	MH	11.97	8.66
tblVehicleEF	MH	670.28	647.83
tblVehicleEF	MH	35.76	31.74
tblVehicleEF	MH	1.6450e-003	1.6630e-003
tblVehicleEF	MH	1.75	1.38
tblVehicleEF	MH	1.03	0.85
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.4600e-003	8.4510e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.6470e-003	1.3820e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1150e-003	2.1130e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.2420e-003	1.2190e-003
tblVehicleEF	MH	1.54	1.20
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.63	0.50
tblVehicleEF	MH	0.25	0.13

tblVehicleEF	MH	2.33	2.08
tblVehicleEF	MH	0.78	0.51
tblVehicleEF	MH	6.8640e-003	6.8160e-003
tblVehicleEF	MH	5.7500e-004	4.8600e-004
tblVehicleEF	MH	1.54	1.20
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.63	0.50
tblVehicleEF	MH	0.29	0.16
tblVehicleEF	MH	2.33	2.08
tblVehicleEF	MH	0.83	0.54
tblVehicleEF	MH	7.76	4.06
tblVehicleEF	MH	9.56	6.86
tblVehicleEF	MH	670.28	647.83
tblVehicleEF	MH	35.76	31.74
tblVehicleEF	MH	1.6450e-003	1.6630e-003
tblVehicleEF	MH	1.59	1.26
tblVehicleEF	MH	0.98	0.82
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.4600e-003	8.4510e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.6470e-003	1.3820e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1150e-003	2.1130e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.2420e-003	1.2190e-003
tblVehicleEF	MH	2.20	1.71
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.88	0.69

tblVehicleEF	MH	0.25	0.14
tblVehicleEF	MH	2.27	2.03
tblVehicleEF	MH	0.64	0.43
tblVehicleEF	MH	6.8630e-003	6.8170e-003
tblVehicleEF	MH	5.3300e-004	4.5500e-004
tblVehicleEF	MH	2.20	1.71
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.88	0.69
tblVehicleEF	MH	0.29	0.16
tblVehicleEF	MH	2.27	2.03
tblVehicleEF	MH	0.69	0.46
tblVehicleEF	MH	7.77	3.99
tblVehicleEF	MH	12.41	9.00
tblVehicleEF	MH	670.28	647.83
tblVehicleEF	MH	35.76	31.74
tblVehicleEF	MH	1.6450e-003	1.6630e-003
tblVehicleEF	MH	1.71	1.35
tblVehicleEF	MH	1.04	0.86
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.4600e-003	8.4510e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.6470e-003	1.3820e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1150e-003	2.1130e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.2420e-003	1.2190e-003
tblVehicleEF	MH	1.82	1.40
tblVehicleEF	MH	0.14	0.11

tblVehicleEF	MH	0.67	0.53
tblVehicleEF	MH	0.25	0.13
tblVehicleEF	MH	2.46	2.20
tblVehicleEF	MH	0.80	0.52
tblVehicleEF	MH	6.8640e-003	6.8160e-003
tblVehicleEF	MH	5.8300e-004	4.9100e-004
tblVehicleEF	MH	1.82	1.40
tblVehicleEF	MH	0.14	0.11
tblVehicleEF	MH	0.67	0.53
tblVehicleEF	MH	0.29	0.16
tblVehicleEF	MH	2.46	2.20
tblVehicleEF	MH	0.86	0.56
tblVehicleEF	MHD	9.1490e-003	7.3280e-003
tblVehicleEF	MHD	7.6140e-003	4.8790e-003
tblVehicleEF	MHD	1.98	1.82
tblVehicleEF	MHD	1.81	1.11
tblVehicleEF	MHD	23.70	18.59
tblVehicleEF	MHD	606.65	598.70
tblVehicleEF	MHD	1,015.49	978.86
tblVehicleEF	MHD	62.16	54.84
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	7.20	5.92
tblVehicleEF	MHD	4.49	2.78
tblVehicleEF	MHD	2.37	2.00
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.12	0.07

tblVehicleEF	MHD	4.5660e-003	2.5000e-003
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.7920e-003	2.7990e-003
tblVehicleEF	MHD	0.11	0.06
tblVehicleEF	MHD	3.8030e-003	2.1670e-003
tblVehicleEF	MHD	3.7860e-003	2.7820e-003
tblVehicleEF	MHD	0.17	0.11
tblVehicleEF	MHD	0.20	0.16
tblVehicleEF	MHD	2.2230e-003	1.7390e-003
tblVehicleEF	MHD	0.22	0.14
tblVehicleEF	MHD	0.67	0.49
tblVehicleEF	MHD	1.66	1.18
tblVehicleEF	MHD	5.8760e-003	6.0130e-003
tblVehicleEF	MHD	9.9130e-003	9.8980e-003
tblVehicleEF	MHD	1.0540e-003	9.0600e-004
tblVehicleEF	MHD	3.7860e-003	2.7820e-003
tblVehicleEF	MHD	0.17	0.11
tblVehicleEF	MHD	0.22	0.18
tblVehicleEF	MHD	2.2230e-003	1.7390e-003
tblVehicleEF	MHD	0.26	0.16
tblVehicleEF	MHD	0.67	0.49
tblVehicleEF	MHD	1.78	1.27
tblVehicleEF	MHD	8.6220e-003	6.9060e-003
tblVehicleEF	MHD	7.6140e-003	4.8790e-003
tblVehicleEF	MHD	1.44	1.33
tblVehicleEF	MHD	1.81	1.12
tblVehicleEF	MHD	19.59	15.12

tblVehicleEF	MHD	642.69	634.27
tblVehicleEF	MHD	1,015.49	978.86
tblVehicleEF	MHD	62.16	54.84
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	7.43	6.11
tblVehicleEF	MHD	4.22	2.61
tblVehicleEF	MHD	2.27	1.92
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.12	0.07
tblVehicleEF	MHD	4.5660e-003	2.5000e-003
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.7920e-003	2.7990e-003
tblVehicleEF	MHD	0.11	0.06
tblVehicleEF	MHD	3.8030e-003	2.1670e-003
tblVehicleEF	MHD	5.7560e-003	4.1960e-003
tblVehicleEF	MHD	0.17	0.11
tblVehicleEF	MHD	0.19	0.15
tblVehicleEF	MHD	3.3540e-003	2.5490e-003
tblVehicleEF	MHD	0.22	0.14
tblVehicleEF	MHD	0.65	0.48
tblVehicleEF	MHD	1.43	1.03
tblVehicleEF	MHD	6.2250e-003	6.3700e-003
tblVehicleEF	MHD	9.9130e-003	9.8980e-003
tblVehicleEF	MHD	9.8300e-004	8.4600e-004
tblVehicleEF	MHD	5.7560e-003	4.1960e-003

tblVehicleEF	MHD	0.17	0.11
tblVehicleEF	MHD	0.21	0.17
tblVehicleEF	MHD	3.3540e-003	2.5490e-003
tblVehicleEF	MHD	0.26	0.16
tblVehicleEF	MHD	0.65	0.48
tblVehicleEF	MHD	1.53	1.10
tblVehicleEF	MHD	9.8770e-003	7.9110e-003
tblVehicleEF	MHD	7.6140e-003	4.8790e-003
tblVehicleEF	MHD	2.73	2.51
tblVehicleEF	MHD	1.81	1.11
tblVehicleEF	MHD	24.49	19.26
tblVehicleEF	MHD	556.87	549.58
tblVehicleEF	MHD	1,015.49	978.86
tblVehicleEF	MHD	62.16	54.84
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.88	5.65
tblVehicleEF	MHD	4.41	2.73
tblVehicleEF	MHD	2.39	2.02
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.12	0.07
tblVehicleEF	MHD	4.5660e-003	2.5000e-003
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.7920e-003	2.7990e-003
tblVehicleEF	MHD	0.11	0.06
tblVehicleEF	MHD	3.8030e-003	2.1670e-003

tblVehicleEF	MHD	4.2380e-003	3.0270e-003
tblVehicleEF	MHD	0.21	0.13
tblVehicleEF	MHD	0.21	0.17
tblVehicleEF	MHD	2.2660e-003	1.7460e-003
tblVehicleEF	MHD	0.22	0.14
tblVehicleEF	MHD	0.73	0.54
tblVehicleEF	MHD	1.71	1.22
tblVehicleEF	MHD	5.3940e-003	5.5190e-003
tblVehicleEF	MHD	9.9130e-003	9.8970e-003
tblVehicleEF	MHD	1.0680e-003	9.1700e-004
tblVehicleEF	MHD	4.2380e-003	3.0270e-003
tblVehicleEF	MHD	0.21	0.13
tblVehicleEF	MHD	0.24	0.19
tblVehicleEF	MHD	2.2660e-003	1.7460e-003
tblVehicleEF	MHD	0.26	0.16
tblVehicleEF	MHD	0.73	0.54
tblVehicleEF	MHD	1.83	1.30
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.4320e-003	3.0010e-003
tblVehicleEF	OBUS	2.30	2.37
tblVehicleEF	OBUS	1.74	1.20
tblVehicleEF	OBUS	11.22	9.87
tblVehicleEF	OBUS	573.90	563.74
tblVehicleEF	OBUS	1,120.43	1,100.11
tblVehicleEF	OBUS	37.05	34.95
tblVehicleEF	OBUS	2.4260e-003	2.4780e-003
tblVehicleEF	OBUS	7.28	5.55
tblVehicleEF	OBUS	5.80	3.74

tblVehicleEF	OBUS	1.53	1.38
tblVehicleEF	OBUS	0.06	0.01
tblVehicleEF	OBUS	0.09	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.04
tblVehicleEF	OBUS	1.1480e-003	7.7500e-004
tblVehicleEF	OBUS	0.05	9.6700e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6200e-003	2.6520e-003
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.0010e-003	6.9800e-004
tblVehicleEF	OBUS	9.2800e-004	9.2400e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.49	0.40
tblVehicleEF	OBUS	4.5700e-004	4.9500e-004
tblVehicleEF	OBUS	0.21	0.14
tblVehicleEF	OBUS	0.29	0.31
tblVehicleEF	OBUS	0.71	0.61
tblVehicleEF	OBUS	5.5590e-003	5.6610e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.7400e-004	5.4100e-004
tblVehicleEF	OBUS	9.2800e-004	9.2400e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.56	0.46
tblVehicleEF	OBUS	4.5700e-004	4.9500e-004
tblVehicleEF	OBUS	0.25	0.16
tblVehicleEF	OBUS	0.29	0.31
tblVehicleEF	OBUS	0.76	0.65

tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.4320e-003	3.0010e-003
tblVehicleEF	OBUS	1.67	1.72
tblVehicleEF	OBUS	1.76	1.21
tblVehicleEF	OBUS	9.14	8.00
tblVehicleEF	OBUS	607.99	597.23
tblVehicleEF	OBUS	1,120.43	1,100.11
tblVehicleEF	OBUS	37.05	34.95
tblVehicleEF	OBUS	2.4260e-003	2.4780e-003
tblVehicleEF	OBUS	7.51	5.73
tblVehicleEF	OBUS	5.46	3.52
tblVehicleEF	OBUS	1.47	1.32
tblVehicleEF	OBUS	0.05	8.8610e-003
tblVehicleEF	OBUS	0.09	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.04
tblVehicleEF	OBUS	1.1480e-003	7.7500e-004
tblVehicleEF	OBUS	0.05	8.1520e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6200e-003	2.6520e-003
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.0010e-003	6.9800e-004
tblVehicleEF	OBUS	1.3450e-003	1.3330e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.46	0.38
tblVehicleEF	OBUS	6.6000e-004	6.9500e-004
tblVehicleEF	OBUS	0.21	0.14
tblVehicleEF	OBUS	0.28	0.31

tblVehicleEF	OBUS	0.62	0.54
tblVehicleEF	OBUS	5.8890e-003	5.9980e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.3900e-004	5.1000e-004
tblVehicleEF	OBUS	1.3450e-003	1.3330e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.53	0.43
tblVehicleEF	OBUS	6.6000e-004	6.9500e-004
tblVehicleEF	OBUS	0.25	0.16
tblVehicleEF	OBUS	0.28	0.31
tblVehicleEF	OBUS	0.66	0.57
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.4320e-003	3.0010e-003
tblVehicleEF	OBUS	3.17	3.26
tblVehicleEF	OBUS	1.74	1.20
tblVehicleEF	OBUS	11.63	10.24
tblVehicleEF	OBUS	526.81	517.49
tblVehicleEF	OBUS	1,120.43	1,100.11
tblVehicleEF	OBUS	37.05	34.95
tblVehicleEF	OBUS	2.4260e-003	2.4780e-003
tblVehicleEF	OBUS	6.96	5.30
tblVehicleEF	OBUS	5.70	3.67
tblVehicleEF	OBUS	1.54	1.39
tblVehicleEF	OBUS	0.07	0.01
tblVehicleEF	OBUS	0.09	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.04
tblVehicleEF	OBUS	1.1480e-003	7.7500e-004

tblVehicleEF	OBUS	0.07	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6200e-003	2.6520e-003
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.0010e-003	6.9800e-004
tblVehicleEF	OBUS	1.0220e-003	9.7400e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.53	0.44
tblVehicleEF	OBUS	4.6000e-004	4.8700e-004
tblVehicleEF	OBUS	0.21	0.14
tblVehicleEF	OBUS	0.31	0.34
tblVehicleEF	OBUS	0.73	0.63
tblVehicleEF	OBUS	5.1030e-003	5.1970e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.8100e-004	5.4800e-004
tblVehicleEF	OBUS	1.0220e-003	9.7400e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.60	0.50
tblVehicleEF	OBUS	4.6000e-004	4.8700e-004
tblVehicleEF	OBUS	0.25	0.16
tblVehicleEF	OBUS	0.31	0.34
tblVehicleEF	OBUS	0.78	0.67
tblVehicleEF	SBUS	5.3980e-003	5.4440e-003
tblVehicleEF	SBUS	7.6510e-003	8.1470e-003
tblVehicleEF	SBUS	1.04	1.07
tblVehicleEF	SBUS	5.36	4.69
tblVehicleEF	SBUS	39.37	35.86
tblVehicleEF	SBUS	581.72	562.55

tblVehicleEF	SBUS	1,155.83	1,112.47
tblVehicleEF	SBUS	130.96	125.04
tblVehicleEF	SBUS	5.4700e-004	5.4400e-004
tblVehicleEF	SBUS	8.19	8.05
tblVehicleEF	SBUS	8.55	8.37
tblVehicleEF	SBUS	2.51	2.33
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.58	0.58
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.09	0.09
tblVehicleEF	SBUS	7.8690e-003	6.6280e-003
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.25	0.25
tblVehicleEF	SBUS	2.7730e-003	2.7720e-003
tblVehicleEF	SBUS	0.08	0.08
tblVehicleEF	SBUS	6.8680e-003	5.8360e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.29	0.28
tblVehicleEF	SBUS	0.12	0.12
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.46	0.44
tblVehicleEF	SBUS	2.38	2.32
tblVehicleEF	SBUS	2.56	2.29
tblVehicleEF	SBUS	5.6340e-003	5.6490e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.0260e-003	1.9490e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.29	0.28

tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.51	0.49
tblVehicleEF	SBUS	2.38	2.32
tblVehicleEF	SBUS	2.74	2.45
tblVehicleEF	SBUS	5.0870e-003	5.1310e-003
tblVehicleEF	SBUS	7.6510e-003	8.1470e-003
tblVehicleEF	SBUS	0.76	0.78
tblVehicleEF	SBUS	5.35	4.71
tblVehicleEF	SBUS	33.50	30.44
tblVehicleEF	SBUS	616.28	595.97
tblVehicleEF	SBUS	1,155.83	1,112.47
tblVehicleEF	SBUS	130.96	125.04
tblVehicleEF	SBUS	5.4700e-004	5.4400e-004
tblVehicleEF	SBUS	8.46	8.31
tblVehicleEF	SBUS	8.04	7.88
tblVehicleEF	SBUS	2.38	2.21
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.58	0.58
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.09	0.09
tblVehicleEF	SBUS	7.8690e-003	6.6280e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.25	0.25
tblVehicleEF	SBUS	2.7730e-003	2.7720e-003
tblVehicleEF	SBUS	0.08	0.08
tblVehicleEF	SBUS	6.8680e-003	5.8360e-003
tblVehicleEF	SBUS	0.06	0.06

tblVehicleEF	SBUS	0.29	0.28
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.47	0.44
tblVehicleEF	SBUS	2.19	2.13
tblVehicleEF	SBUS	2.25	2.02
tblVehicleEF	SBUS	5.9690e-003	5.9850e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.9240e-003	1.8560e-003
tblVehicleEF	SBUS	0.06	0.06
tblVehicleEF	SBUS	0.29	0.28
tblVehicleEF	SBUS	0.12	0.13
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.52	0.49
tblVehicleEF	SBUS	2.19	2.13
tblVehicleEF	SBUS	2.41	2.16
tblVehicleEF	SBUS	5.8270e-003	5.8770e-003
tblVehicleEF	SBUS	7.6510e-003	8.1470e-003
tblVehicleEF	SBUS	1.44	1.47
tblVehicleEF	SBUS	5.36	4.69
tblVehicleEF	SBUS	40.90	37.26
tblVehicleEF	SBUS	533.99	516.39
tblVehicleEF	SBUS	1,155.83	1,112.47
tblVehicleEF	SBUS	130.96	125.04
tblVehicleEF	SBUS	5.4700e-004	5.4400e-004
tblVehicleEF	SBUS	7.83	7.69
tblVehicleEF	SBUS	8.40	8.23
tblVehicleEF	SBUS	2.55	2.37

tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.58	0.58
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.09	0.09
tblVehicleEF	SBUS	7.8690e-003	6.6280e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.25	0.25
tblVehicleEF	SBUS	2.7730e-003	2.7720e-003
tblVehicleEF	SBUS	0.08	0.08
tblVehicleEF	SBUS	6.8680e-003	5.8360e-003
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.37	0.34
tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.46	0.44
tblVehicleEF	SBUS	2.81	2.73
tblVehicleEF	SBUS	2.64	2.36
tblVehicleEF	SBUS	5.1720e-003	5.1860e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.0530e-003	1.9740e-003
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.37	0.34
tblVehicleEF	SBUS	0.14	0.14
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.51	0.49
tblVehicleEF	SBUS	2.81	2.73
tblVehicleEF	SBUS	2.83	2.53
tblVehicleEF	UBUS	5.41	4.91

tblVehicleEF	UBUS	8.46	8.07
tblVehicleEF	UBUS	2,287.55	2,176.87
tblVehicleEF	UBUS	22.10	21.11
tblVehicleEF	UBUS	3.1710e-003	3.1540e-003
tblVehicleEF	UBUS	14.75	13.67
tblVehicleEF	UBUS	0.90	0.88
tblVehicleEF	UBUS	0.24	0.22
tblVehicleEF	UBUS	7.7800e-004	6.7600e-004
tblVehicleEF	UBUS	0.22	0.20
tblVehicleEF	UBUS	6.8900e-004	6.0900e-004
tblVehicleEF	UBUS	4.5680e-003	4.4500e-003
tblVehicleEF	UBUS	0.09	0.08
tblVehicleEF	UBUS	2.5400e-003	2.4800e-003
tblVehicleEF	UBUS	0.86	0.82
tblVehicleEF	UBUS	0.61	0.65
tblVehicleEF	UBUS	0.62	0.59
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	3.7600e-004	3.6700e-004
tblVehicleEF	UBUS	4.5680e-003	4.4500e-003
tblVehicleEF	UBUS	0.09	0.08
tblVehicleEF	UBUS	2.5400e-003	2.4800e-003
tblVehicleEF	UBUS	0.96	0.91
tblVehicleEF	UBUS	0.61	0.65
tblVehicleEF	UBUS	0.66	0.63
tblVehicleEF	UBUS	5.43	4.94
tblVehicleEF	UBUS	7.11	6.76
tblVehicleEF	UBUS	2,287.55	2,176.87
tblVehicleEF	UBUS	22.10	21.11

tblVehicleEF	UBUS	3.1710e-003	3.1540e-003
tblVehicleEF	UBUS	13.91	12.89
tblVehicleEF	UBUS	0.86	0.84
tblVehicleEF	UBUS	0.24	0.22
tblVehicleEF	UBUS	7.7800e-004	6.7600e-004
tblVehicleEF	UBUS	0.22	0.20
tblVehicleEF	UBUS	6.8900e-004	6.0900e-004
tblVehicleEF	UBUS	6.4920e-003	6.2970e-003
tblVehicleEF	UBUS	0.09	0.08
tblVehicleEF	UBUS	3.5460e-003	3.4160e-003
tblVehicleEF	UBUS	0.87	0.83
tblVehicleEF	UBUS	0.56	0.60
tblVehicleEF	UBUS	0.55	0.53
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	3.5300e-004	3.4500e-004
tblVehicleEF	UBUS	6.4920e-003	6.2970e-003
tblVehicleEF	UBUS	0.09	0.08
tblVehicleEF	UBUS	3.5460e-003	3.4160e-003
tblVehicleEF	UBUS	0.97	0.92
tblVehicleEF	UBUS	0.56	0.60
tblVehicleEF	UBUS	0.59	0.56
tblVehicleEF	UBUS	5.40	4.90
tblVehicleEF	UBUS	8.69	8.29
tblVehicleEF	UBUS	2,287.55	2,176.87
tblVehicleEF	UBUS	22.10	21.11
tblVehicleEF	UBUS	3.1710e-003	3.1540e-003
tblVehicleEF	UBUS	14.47	13.41
tblVehicleEF	UBUS	0.91	0.89

tblVehicleEF	UBUS	0.24	0.22
tblVehicleEF	UBUS	7.7800e-004	6.7600e-004
tblVehicleEF	UBUS	0.22	0.20
tblVehicleEF	UBUS	6.8900e-004	6.0900e-004
tblVehicleEF	UBUS	5.3900e-003	5.2130e-003
tblVehicleEF	UBUS	0.11	0.10
tblVehicleEF	UBUS	2.7720e-003	2.6830e-003
tblVehicleEF	UBUS	0.86	0.81
tblVehicleEF	UBUS	0.71	0.76
tblVehicleEF	UBUS	0.63	0.60
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	3.8000e-004	3.7100e-004
tblVehicleEF	UBUS	5.3900e-003	5.2130e-003
tblVehicleEF	UBUS	0.11	0.10
tblVehicleEF	UBUS	2.7720e-003	2.6830e-003
tblVehicleEF	UBUS	0.96	0.91
tblVehicleEF	UBUS	0.71	0.76
tblVehicleEF	UBUS	0.68	0.65
tblWoodstoves	NumberCatalytic	17.20	0.00
tblWoodstoves	NumberNoncatalytic	17.20	0.00
tblWoodstoves	WoodstoveDayYear	25.00	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					
2016	6.7922	66.5947	65.2323	0.1198	8.0033	2.6022	10.6055	3.8335	2.3940	6.2275	0.0000	10,964.6142	10,964.6142	1.1290	0.0000	10,988.3239
2017	257.4095	39.4619	61.0177	0.1198	6.1129	1.9858	8.0987	1.6365	1.8612	3.4977	0.0000	10,683.7521	10,683.7521	0.9645	0.0000	10,704.0065
Total	**264.2017**	**106.0566**	**126.2500**	**0.2396**	**14.1162**	**4.5880**	**18.7042**	**5.4700**	**4.2552**	**9.7252**	**0.0000**	**21,648.3663**	**21,648.3663**	**2.0935**	**0.0000**	**21,692.3304**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	6.7922	66.5947	65.2323	0.1198	6.1126	2.6022	8.3059	2.0031	2.3940	4.3971	0.0000	10,964.6142	10,964.6142	1.1290	0.0000	10,988.3239
2017	257.4095	39.4619	61.0177	0.1198	6.1129	1.9858	8.0987	1.6365	1.8612	3.4977	0.0000	10,683.7521	10,683.7521	0.9645	0.0000	10,704.0065
Total	**264.2017**	**106.0566**	**126.2500**	**0.2396**	**12.2255**	**4.5880**	**16.4046**	**3.6396**	**4.2552**	**7.8948**	**0.0000**	**21,648.3663**	**21,648.3663**	**2.0935**	**0.0000**	**21,692.3303**

	ROG	NOx	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**	**13.39**	**0.00**	**12.29**	**33.46**	**0.00**	**18.82**	**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	22.8440	0.3452	29.1322	1.5000e-003		0.1546	0.1546		0.1546	0.1546	0.0000	51.2220	51.2220	0.0548	0.0000	52.3738
Energy	0.1077	0.9414	0.5452	5.8700e-003		0.0744	0.0744		0.0744	0.0744		1,174.9878	1,174.9878	0.0225	0.0215	1,182.1386
Mobile	12.4320	34.3409	133.9752	0.3166	21.6642	0.4803	22.1445	5.7931	0.4421	6.2351		27,082.8188	27,082.8188	1.1278		27,106.5028
Total	**35.3837**	**35.6275**	**163.6527**	**0.3240**	**21.6642**	**0.7093**	**22.3736**	**5.7931**	**0.6711**	**6.4641**	**0.0000**	**28,309.0286**	**28,309.0286**	**1.2052**	**0.0215**	**28,341.0151**

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	22.8440	0.3452	29.1322	1.5000e-003		0.1546	0.1546		0.1546	0.1546	0.0000	51.2220	51.2220	0.0548	0.0000	52.3738
Energy	0.0946	0.8278	0.4870	5.1600e-003		0.0654	0.0654		0.0654	0.0654		1,031.8960	1,031.8960	0.0198	0.0189	1,038.1760
Mobile	11.6973	28.8115	116.2709	0.2584	17.5639	0.3950	17.9589	4.6967	0.3635	5.0601		22,097.9318	22,097.9318	0.9330		22,117.5250
Total	**34.6359**	**29.9845**	**145.8901**	**0.2651**	**17.5639**	**0.6149**	**18.1788**	**4.6967**	**0.5834**	**5.2801**	**0.0000**	**23,181.0498**	**23,181.0498**	**1.0076**	**0.0189**	**23,208.0748**

	ROG	NOx	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	2.11	15.84	10.85	18.19	18.93	13.31	18.75	18.93	13.06	18.32	0.00	18.11	18.11	16.39	12.16	18.11

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	3/1/2016	4/11/2016	5	30	
2	Grading	Grading	4/12/2016	7/12/2016	5	66	
3	Building Construction	Building Construction	7/13/2016	10/3/2017	5	320	
4	Architectural Coating	Architectural Coating	10/4/2017	12/26/2017	5	60	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 2.64

Acres of Paving: 0

Residential Indoor: 696,600; Residential Outdoor: 232,200; Non-Residential Indoor: 822,675; Non-Residential Outdoor: 274,225 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Demolition	Excavators	3	8.00	162	0.38
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	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
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	369.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	6,381.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	476.00	127.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	95.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6641	0.0000	2.6641	0.4034	0.0000	0.4034			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365		4,089.2841	4,089.2841	1.1121		4,112.6374
Total	**4.2876**	**45.6559**	**35.0303**	**0.0399**	**2.6641**	**2.2921**	**4.9563**	**0.4034**	**2.1365**	**2.5399**		**4,089.2841**	**4,089.2841**	**1.1121**		**4,112.6374**

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	0.2294	3.5692	2.8360	9.1700e-003	0.2142	0.0512	0.2654	0.0587	0.0471	0.1057		923.6284	923.6284	6.9300e-003		923.7740
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**0.2989**	**3.6624**	**3.8131**	**0.0112**	**0.3819**	**0.0528**	**0.4346**	**0.1031**	**0.0485**	**0.1516**		**1,097.6331**	**1,097.6331**	**0.0170**		**1,097.9894**

3.2 Demolition - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1989	0.0000	1.1989	0.1815	0.0000	0.1815			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365	0.0000	4,089.2841	4,089.2841	1.1121		4,112.6374
Total	**4.2876**	**45.6559**	**35.0303**	**0.0399**	**1.1989**	**2.2921**	**3.4910**	**0.1815**	**2.1365**	**2.3181**	**0.0000**	**4,089.2841**	**4,089.2841**	**1.1121**		**4,112.6374**

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	0.2294	3.5692	2.8360	9.1700e-003	0.2142	0.0512	0.2654	0.0587	0.0471	0.1057		923.6284	923.6284	6.9300e-003		923.7740
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**0.2989**	**3.6624**	**3.8131**	**0.0112**	**0.3819**	**0.0528**	**0.4346**	**0.1031**	**0.0485**	**0.1516**		**1,097.6331**	**1,097.6331**	**0.0170**		**1,097.9894**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1520	0.0000	6.1520	3.3281	0.0000	3.3281			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225		3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**6.1520**	**2.1984**	**8.3504**	**3.3281**	**2.0225**	**5.3506**		**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

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	1.8033	28.0548	22.2918	0.0721	1.6836	0.4023	2.0859	0.4610	0.3700	0.8310		7,260.0059	7,260.0059	0.0545		7,261.1502
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**1.8728**	**28.1481**	**23.2688**	**0.0741**	**1.8513**	**0.4039**	**2.2551**	**0.5055**	**0.3715**	**0.8769**		**7,434.0106**	**7,434.0106**	**0.0645**		**7,435.3656**

3.3 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7684	0.0000	2.7684	1.4976	0.0000	1.4976			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225	0.0000	3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**2.7684**	**2.1984**	**4.9668**	**1.4976**	**2.0225**	**3.5202**	**0.0000**	**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

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	1.8033	28.0548	22.2918	0.0721	1.6836	0.4023	2.0859	0.4610	0.3700	0.8310		7,260.0059	7,260.0059	0.0545		7,261.1502
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0932	0.9771	2.0600e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		174.0047	174.0047	0.0100		174.2154
Total	**1.8728**	**28.1481**	**23.2688**	**0.0741**	**1.8513**	**0.4039**	**2.2551**	**0.5055**	**0.3715**	**0.8769**		**7,434.0106**	**7,434.0106**	**0.0645**		**7,435.3656**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

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	1.1805	11.3926	15.7203	0.0277	0.7920	0.1756	0.9676	0.2253	0.1615	0.3868		2,773.5798	2,773.5798	0.0211		2,774.0233
Worker	2.2055	2.9588	31.0053	0.0653	5.3206	0.0503	5.3709	1.4110	0.0462	1.4573		5,521.7481	5,521.7481	0.3185		5,528.4358
Total	**3.3860**	**14.3514**	**46.7257**	**0.0930**	**6.1126**	**0.2259**	**6.3385**	**1.6364**	**0.2077**	**1.8441**		**8,295.3278**	**8,295.3278**	**0.3396**		**8,302.4591**

3.4 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

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	1.1805	11.3926	15.7203	0.0277	0.7920	0.1756	0.9676	0.2253	0.1615	0.3868		2,773.5798	2,773.5798	0.0211		2,774.0233
Worker	2.2055	2.9588	31.0053	0.0653	5.3206	0.0503	5.3709	1.4110	0.0462	1.4573		5,521.7481	5,521.7481	0.3185		5,528.4358
Total	**3.3860**	**14.3514**	**46.7257**	**0.0930**	**6.1126**	**0.2259**	**6.3385**	**1.6364**	**0.2077**	**1.8441**		**8,295.3278**	**8,295.3278**	**0.3396**		**8,302.4591**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

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	1.0746	10.3803	14.9107	0.0277	0.7924	0.1564	0.9487	0.2255	0.1438	0.3693		2,729.2381	2,729.2381	0.0205		2,729.6679
Worker	1.9778	2.6760	27.9778	0.0653	5.3206	0.0482	5.3688	1.4110	0.0444	1.4555		5,314.7086	5,314.7086	0.2943		5,320.8896
Total	**3.0524**	**13.0562**	**42.8885**	**0.0929**	**6.1129**	**0.2046**	**6.3175**	**1.6365**	**0.1882**	**1.8248**		**8,043.9467**	**8,043.9467**	**0.3148**		**8,050.5575**

3.4 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

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	1.0746	10.3803	14.9107	0.0277	0.7924	0.1564	0.9487	0.2255	0.1438	0.3693		2,729.2381	2,729.2381	0.0205		2,729.6679
Worker	1.9778	2.6760	27.9778	0.0653	5.3206	0.0482	5.3688	1.4110	0.0444	1.4555		5,314.7086	5,314.7086	0.2943		5,320.8896
Total	**3.0524**	**13.0562**	**42.8885**	**0.0929**	**6.1129**	**0.2046**	**6.3175**	**1.6365**	**0.1882**	**1.8248**		**8,043.9467**	**8,043.9467**	**0.3148**		**8,050.5575**

3.5 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	256.6824					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**257.0148**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3947	0.5341	5.5838	0.0130	1.0619	9.6200e-003	1.0715	0.2816	8.8700e-003	0.2905		1,060.7087	1,060.7087	0.0587		1,061.9422
Total	**0.3947**	**0.5341**	**5.5838**	**0.0130**	**1.0619**	**9.6200e-003**	**1.0715**	**0.2816**	**8.8700e-003**	**0.2905**		**1,060.7087**	**1,060.7087**	**0.0587**		**1,061.9422**

3.5 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	256.6824					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**257.0148**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3947	0.5341	5.5838	0.0130	1.0619	9.6200e-003	1.0715	0.2816	8.8700e-003	0.2905		1,060.7087	1,060.7087	0.0587		1,061.9422
Total	**0.3947**	**0.5341**	**5.5838**	**0.0130**	**1.0619**	**9.6200e-003**	**1.0715**	**0.2816**	**8.8700e-003**	**0.2905**		**1,060.7087**	**1,060.7087**	**0.0587**		**1,061.9422**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	11.6973	28.8115	116.2709	0.2584	17.5639	0.3950	17.9589	4.6967	0.3635	5.0601		22,097.9318	22,097.9318	0.9330		22,117.5250
Unmitigated	12.4320	34.3409	133.9752	0.3166	21.6642	0.4803	22.1445	5.7931	0.4421	6.2351		27,082.8188	27,082.8188	1.1278		27,106.5028

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,266.96	2,463.04	2088.08	7,754,943	6,287,197
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	252.68	54.39	22.49	616,809	500,068
High Turnover (Sit Down Restaurant)	572.18	712.67	593.28	811,239	657,699
Total	3,091.81	3,230.10	2,703.85	9,182,990	7,444,964

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
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

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0946	0.8278	0.4870	5.1600e-003		0.0654	0.0654		0.0654	0.0654		1,031.8960	1,031.8960	0.0198	0.0189	1,038.1760
NaturalGas Unmitigated	0.1077	0.9414	0.5452	5.8700e-003		0.0744	0.0744		0.0744	0.0744		1,174.9878	1,174.9878	0.0225	0.0215	1,182.1386

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	687.242	7.4100e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003		80.8521	80.8521	1.5500e-003	1.4800e-003	81.3441
High Turnover (Sit Down Restaurant)	2872.73	0.0310	0.2816	0.2366	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.9678	337.9678	6.4800e-003	6.2000e-003	340.0246
Apartments Mid Rise	6427.43	0.0693	0.5923	0.2521	3.7800e-003		0.0479	0.0479		0.0479	0.0479		756.1680	756.1680	0.0145	0.0139	760.7699
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1077**	**0.9414**	**0.5452**	**5.8700e-003**		**0.0744**	**0.0744**		**0.0744**	**0.0744**		**1,174.9878**	**1,174.9878**	**0.0225**	**0.0215**	**1,182.1386**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.554698	5.9800e-003	0.0544	0.0457	3.3000e-004		4.1300e-003	4.1300e-003		4.1300e-003	4.1300e-003		65.2586	65.2586	1.2500e-003	1.2000e-003	65.6558
High Turnover (Sit Down Restaurant)	2.7612	0.0298	0.2707	0.2274	1.6200e-003		0.0206	0.0206		0.0206	0.0206		324.8471	324.8471	6.2300e-003	5.9600e-003	326.8240
Apartments Mid Rise	5.45522	0.0588	0.5027	0.2139	3.2100e-003		0.0407	0.0407		0.0407	0.0407		641.7904	641.7904	0.0123	0.0118	645.6962
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0946**	**0.8278**	**0.4870**	**5.1600e-003**		**0.0654**	**0.0654**		**0.0654**	**0.0654**		**1,031.8960**	**1,031.8960**	**0.0198**	**0.0189**	**1,038.1760**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	22.8440	0.3452	29.1322	1.5000e-003		0.1546	0.1546		0.1546	0.1546	0.0000	51.2220	51.2220	0.0548	0.0000	52.3738
Unmitigated	22.8440	0.3452	29.1322	1.5000e-003		0.1546	0.1546		0.1546	0.1546	0.0000	51.2220	51.2220	0.0548	0.0000	52.3738

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	4.2194					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	17.6705					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9540	0.3452	29.1322	1.5000e-003		0.1546	0.1546		0.1546	0.1546		51.2220	51.2220	0.0548		52.3738
Total	**22.8440**	**0.3452**	**29.1322**	**1.5000e-003**		**0.1546**	**0.1546**		**0.1546**	**0.1546**	**0.0000**	**51.2220**	**51.2220**	**0.0548**	**0.0000**	**52.3738**

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Architectural Coating	4.2194					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	17.6705					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9540	0.3452	29.1322	1.5000e-003		0.1546	0.1546		0.1546	0.1546		51.2220	51.2220	0.0548		52.3738
Total	**22.8440**	**0.3452**	**29.1322**	**1.5000e-003**		**0.1546**	**0.1546**		**0.1546**	**0.1546**	**0.0000**	**51.2220**	**51.2220**	**0.0548**	**0.0000**	**52.3738**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Vegetation

Camden Industrial Arts

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	22.95	1000sqft	0.53	22,950.00	0
Enclosed Parking with Elevator	521.00	1000sqft	0.00	521,000.00	0
High Turnover (Sit Down Restaurant)	4.50	1000sqft	0.00	4,500.00	0
Apartments Mid Rise	344.00	Dwelling Unit	2.60	344,000.00	605

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2014
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project uses updated per Oct 26, 2015 redesign.

Construction Phase - Construction schedule per Applicant.

Trips and VMT - Haul trips estimated for demolition and excavation (soil export).

Demolition -

Grading - Assumes 51,044 cy of export per 12 ft depth of excavation for 1 level of subterranean parking (per geotechnocal report).

Vehicle Trips - Vehicle trips adjusted to match Project Traffic Study (8/20/14).

Woodstoves - No hearths or fireplaces proposed in live/work units.

Energy Use -

Water And Wastewater -

Sequestration - 90 new trees per site plan.

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation - exceed Title 24 by 20% and increase water conservation by 20% mandated by LA Green Building Code.

Waste Mitigation - Assumes C&D and operational waste reduction measures in effect.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	60.00
tblConstructionPhase	NumDays	230.00	320.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	8.00	66.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	292.40	0.00
tblFireplaces	NumberNoFireplace	34.40	0.00

tblFireplaces	NumberWood	17.20	0.00
tblGrading	AcresOfGrading	33.00	2.64
tblGrading	MaterialExported	0.00	51,044.00
tblLandUse	LotAcreage	11.96	0.00
tblLandUse	LotAcreage	0.10	0.00
tblLandUse	LotAcreage	9.05	2.60
tblLandUse	Population	984.00	605.00
tblSequestration	NumberOfNewTrees	0.00	90.00
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.78	2.88
tblVehicleEF	HHD	2.26	1.83
tblVehicleEF	HHD	70.66	58.14
tblVehicleEF	HHD	576.70	557.78
tblVehicleEF	HHD	1,704.18	1,638.85
tblVehicleEF	HHD	67.83	55.03
tblVehicleEF	HHD	0.03	0.03
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tblVehicleEF	HHD	0.03	0.03
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tblVehicleEF	HHD	5.3500e-003	1.8720e-003
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tblVehicleEF	HHD	8.6480e-003	8.6730e-003

tblVehicleEF	HHD	0.14	0.08
tblVehicleEF	HHD	4.2300e-003	1.5740e-003
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tblVehicleEF	HHD	0.19	0.08
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tblVehicleEF	HHD	3.0220e-003	1.6220e-003
tblVehicleEF	HHD	0.19	0.08
tblVehicleEF	HHD	0.59	0.58
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tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.02	2.09
tblVehicleEF	HHD	2.27	1.84
tblVehicleEF	HHD	60.06	47.33
tblVehicleEF	HHD	610.97	590.92
tblVehicleEF	HHD	1,704.18	1,638.85
tblVehicleEF	HHD	67.83	55.03
tblVehicleEF	HHD	0.03	0.03

tblVehicleEF	HHD	5.98	4.71
tblVehicleEF	HHD	7.65	5.40
tblVehicleEF	HHD	3.83	3.55
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tblVehicleEF	HHD	0.03	0.03
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tblVehicleEF	HHD	8.6480e-003	8.6730e-003
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tblVehicleEF	HHD	4.2300e-003	1.5740e-003
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tblVehicleEF	HHD	0.56	0.55
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tblVehicleEF	HHD	0.73	0.35
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tblVehicleEF	HHD	0.01	0.01
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tblVehicleEF	HHD	529.39	512.02
tblVehicleEF	HHD	1,704.18	1,638.85
tblVehicleEF	HHD	67.83	55.03
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	5.54	4.36
tblVehicleEF	HHD	7.95	5.61
tblVehicleEF	HHD	4.03	3.73
tblVehicleEF	HHD	0.03	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.15	0.09
tblVehicleEF	HHD	5.3500e-003	1.8720e-003
tblVehicleEF	HHD	0.03	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.6480e-003	8.6730e-003
tblVehicleEF	HHD	0.14	0.08
tblVehicleEF	HHD	4.2300e-003	1.5740e-003
tblVehicleEF	HHD	3.3810e-003	1.7230e-003
tblVehicleEF	HHD	0.25	0.10
tblVehicleEF	HHD	0.56	0.55
tblVehicleEF	HHD	1.9690e-003	1.1610e-003

tblVehicleEF	HHD	0.32	0.25
tblVehicleEF	HHD	0.79	0.38
tblVehicleEF	HHD	2.89	1.82
tblVehicleEF	HHD	5.1280e-003	5.1420e-003
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tblVehicleEF	HHD	1.9200e-003	1.5810e-003
tblVehicleEF	HHD	3.3810e-003	1.7230e-003
tblVehicleEF	HHD	0.25	0.10
tblVehicleEF	HHD	0.64	0.63
tblVehicleEF	HHD	1.9690e-003	1.1610e-003
tblVehicleEF	HHD	0.37	0.29
tblVehicleEF	HHD	0.79	0.38
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tblVehicleEF	LDA	0.01	8.1540e-003
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tblVehicleEF	LDA	2.69	1.89
tblVehicleEF	LDA	330.59	294.03
tblVehicleEF	LDA	67.11	60.18
tblVehicleEF	LDA	0.54	0.53
tblVehicleEF	LDA	0.13	0.09
tblVehicleEF	LDA	0.18	0.12
tblVehicleEF	LDA	2.4600e-003	2.1120e-003
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tblVehicleEF	LDA	2.6930e-003	2.6980e-003
tblVehicleEF	LDA	0.07	0.05
tblVehicleEF	LDA	0.16	0.13

tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	0.37	0.28
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tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.06	0.04
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tblVehicleEF	LDA	0.01	8.1540e-003
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tblVehicleEF	LDA	67.11	60.18
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tblVehicleEF	LDA	0.11	0.08
tblVehicleEF	LDA	0.17	0.11
tblVehicleEF	LDA	2.4600e-003	2.1120e-003
tblVehicleEF	LDA	2.9560e-003	2.9280e-003
tblVehicleEF	LDA	2.2430e-003	1.9450e-003
tblVehicleEF	LDA	2.6930e-003	2.6980e-003
tblVehicleEF	LDA	0.12	0.08
tblVehicleEF	LDA	0.17	0.13
tblVehicleEF	LDA	0.09	0.07

tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	0.35	0.26
tblVehicleEF	LDA	0.19	0.12
tblVehicleEF	LDA	3.8860e-003	3.8920e-003
tblVehicleEF	LDA	7.7200e-004	7.6200e-004
tblVehicleEF	LDA	0.12	0.08
tblVehicleEF	LDA	0.17	0.13
tblVehicleEF	LDA	0.09	0.07
tblVehicleEF	LDA	0.07	0.04
tblVehicleEF	LDA	0.35	0.26
tblVehicleEF	LDA	0.20	0.13
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.01	8.1540e-003
tblVehicleEF	LDA	1.41	1.01
tblVehicleEF	LDA	2.81	1.98
tblVehicleEF	LDA	325.11	289.16
tblVehicleEF	LDA	67.11	60.18
tblVehicleEF	LDA	0.54	0.53
tblVehicleEF	LDA	0.12	0.09
tblVehicleEF	LDA	0.19	0.12
tblVehicleEF	LDA	2.4600e-003	2.1120e-003
tblVehicleEF	LDA	2.9560e-003	2.9280e-003
tblVehicleEF	LDA	2.2430e-003	1.9450e-003
tblVehicleEF	LDA	2.6930e-003	2.6980e-003
tblVehicleEF	LDA	0.08	0.05
tblVehicleEF	LDA	0.19	0.14
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.05	0.03

tblVehicleEF	LDA	0.42	0.31
tblVehicleEF	LDA	0.23	0.15
tblVehicleEF	LDA	3.6560e-003	3.6610e-003
tblVehicleEF	LDA	7.8400e-004	7.7000e-004
tblVehicleEF	LDA	0.08	0.05
tblVehicleEF	LDA	0.19	0.14
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.06	0.04
tblVehicleEF	LDA	0.42	0.31
tblVehicleEF	LDA	0.25	0.16
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	3.93	2.96
tblVehicleEF	LDT1	6.39	5.00
tblVehicleEF	LDT1	390.84	355.95
tblVehicleEF	LDT1	78.22	71.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.38	0.29
tblVehicleEF	LDT1	0.36	0.28
tblVehicleEF	LDT1	6.1870e-003	5.0500e-003
tblVehicleEF	LDT1	5.8970e-003	5.1180e-003
tblVehicleEF	LDT1	5.6590e-003	4.6620e-003
tblVehicleEF	LDT1	5.3950e-003	4.7280e-003
tblVehicleEF	LDT1	0.20	0.18
tblVehicleEF	LDT1	0.36	0.33
tblVehicleEF	LDT1	0.15	0.14
tblVehicleEF	LDT1	0.13	0.08
tblVehicleEF	LDT1	1.30	1.14

tblVehicleEF	LDT1	0.51	0.38
tblVehicleEF	LDT1	4.3170e-003	4.3200e-003
tblVehicleEF	LDT1	9.5500e-004	9.3100e-004
tblVehicleEF	LDT1	0.20	0.18
tblVehicleEF	LDT1	0.36	0.33
tblVehicleEF	LDT1	0.15	0.14
tblVehicleEF	LDT1	0.17	0.11
tblVehicleEF	LDT1	1.30	1.14
tblVehicleEF	LDT1	0.54	0.41
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	4.16	3.17
tblVehicleEF	LDT1	5.09	3.96
tblVehicleEF	LDT1	406.73	370.58
tblVehicleEF	LDT1	78.22	71.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.33	0.25
tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	6.1870e-003	5.0500e-003
tblVehicleEF	LDT1	5.8970e-003	5.1180e-003
tblVehicleEF	LDT1	5.6590e-003	4.6620e-003
tblVehicleEF	LDT1	5.3950e-003	4.7280e-003
tblVehicleEF	LDT1	0.31	0.27
tblVehicleEF	LDT1	0.38	0.34
tblVehicleEF	LDT1	0.22	0.20
tblVehicleEF	LDT1	0.14	0.09
tblVehicleEF	LDT1	1.20	1.05
tblVehicleEF	LDT1	0.43	0.32

tblVehicleEF	LDT1	4.4950e-003	4.5020e-003
tblVehicleEF	LDT1	9.3300e-004	9.1300e-004
tblVehicleEF	LDT1	0.31	0.27
tblVehicleEF	LDT1	0.38	0.34
tblVehicleEF	LDT1	0.22	0.20
tblVehicleEF	LDT1	0.17	0.12
tblVehicleEF	LDT1	1.20	1.05
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.04	0.03
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	3.84	2.88
tblVehicleEF	LDT1	6.68	5.22
tblVehicleEF	LDT1	384.95	350.53
tblVehicleEF	LDT1	78.22	71.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.37	0.28
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	6.1870e-003	5.0500e-003
tblVehicleEF	LDT1	5.8970e-003	5.1180e-003
tblVehicleEF	LDT1	5.6590e-003	4.6620e-003
tblVehicleEF	LDT1	5.3950e-003	4.7280e-003
tblVehicleEF	LDT1	0.21	0.18
tblVehicleEF	LDT1	0.42	0.37
tblVehicleEF	LDT1	0.14	0.13
tblVehicleEF	LDT1	0.13	0.08
tblVehicleEF	LDT1	1.55	1.36
tblVehicleEF	LDT1	0.52	0.39
tblVehicleEF	LDT1	4.2510e-003	4.2530e-003

tblVehicleEF	LDT1	9.6000e-004	9.3500e-004
tblVehicleEF	LDT1	0.21	0.18
tblVehicleEF	LDT1	0.42	0.37
tblVehicleEF	LDT1	0.14	0.13
tblVehicleEF	LDT1	0.17	0.11
tblVehicleEF	LDT1	1.55	1.36
tblVehicleEF	LDT1	0.56	0.42
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	2.09	1.53
tblVehicleEF	LDT2	3.90	2.83
tblVehicleEF	LDT2	468.21	428.05
tblVehicleEF	LDT2	93.61	86.06
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.25	0.17
tblVehicleEF	LDT2	0.38	0.26
tblVehicleEF	LDT2	2.5700e-003	2.1980e-003
tblVehicleEF	LDT2	2.9410e-003	2.9550e-003
tblVehicleEF	LDT2	2.3500e-003	2.0260e-003
tblVehicleEF	LDT2	2.6960e-003	2.7290e-003
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.18	0.16
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.06	0.04
tblVehicleEF	LDT2	0.60	0.51
tblVehicleEF	LDT2	0.30	0.21
tblVehicleEF	LDT2	1.0680e-003	1.0510e-003
tblVehicleEF	LDT2	0.08	0.07

tblVehicleEF	LDT2	0.18	0.16
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.08	0.06
tblVehicleEF	LDT2	0.60	0.51
tblVehicleEF	LDT2	0.32	0.22
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	2.24	1.65
tblVehicleEF	LDT2	3.09	2.24
tblVehicleEF	LDT2	488.41	446.60
tblVehicleEF	LDT2	93.61	86.06
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.22	0.15
tblVehicleEF	LDT2	0.35	0.24
tblVehicleEF	LDT2	2.5700e-003	2.1980e-003
tblVehicleEF	LDT2	2.9410e-003	2.9550e-003
tblVehicleEF	LDT2	2.3500e-003	2.0260e-003
tblVehicleEF	LDT2	2.6960e-003	2.7290e-003
tblVehicleEF	LDT2	0.13	0.11
tblVehicleEF	LDT2	0.19	0.17
tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.06	0.04
tblVehicleEF	LDT2	0.56	0.47
tblVehicleEF	LDT2	0.26	0.18
tblVehicleEF	LDT2	5.2950e-003	5.2970e-003
tblVehicleEF	LDT2	1.0540e-003	1.0410e-003
tblVehicleEF	LDT2	0.13	0.11
tblVehicleEF	LDT2	0.19	0.17

tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.09	0.06
tblVehicleEF	LDT2	0.56	0.47
tblVehicleEF	LDT2	0.28	0.19
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.02	0.01
tblVehicleEF	LDT2	2.03	1.48
tblVehicleEF	LDT2	4.08	2.96
tblVehicleEF	LDT2	460.73	421.17
tblVehicleEF	LDT2	93.61	86.06
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.24	0.17
tblVehicleEF	LDT2	0.38	0.27
tblVehicleEF	LDT2	2.5700e-003	2.1980e-003
tblVehicleEF	LDT2	2.9410e-003	2.9550e-003
tblVehicleEF	LDT2	2.3500e-003	2.0260e-003
tblVehicleEF	LDT2	2.6960e-003	2.7290e-003
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.21	0.18
tblVehicleEF	LDT2	0.07	0.06
tblVehicleEF	LDT2	0.06	0.04
tblVehicleEF	LDT2	0.71	0.60
tblVehicleEF	LDT2	0.31	0.22
tblVehicleEF	LDT2	1.0710e-003	1.0530e-003
tblVehicleEF	LDT2	0.08	0.07
tblVehicleEF	LDT2	0.21	0.18
tblVehicleEF	LDT2	0.07	0.06
tblVehicleEF	LDT2	0.08	0.06

tblVehicleEF	LDT2	0.71	0.60
tblVehicleEF	LDT2	0.33	0.23
tblVehicleEF	LHD1	1.3770e-003	1.3600e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.20	0.20
tblVehicleEF	LHD1	2.19	1.66
tblVehicleEF	LHD1	6.49	5.49
tblVehicleEF	LHD1	8.22	7.93
tblVehicleEF	LHD1	602.22	583.07
tblVehicleEF	LHD1	48.16	46.87
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.34	1.08
tblVehicleEF	LHD1	1.68	1.59
tblVehicleEF	LHD1	3.7400e-004	3.6100e-004
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	8.7210e-003	8.7160e-003
tblVehicleEF	LHD1	8.3690e-003	7.1950e-003
tblVehicleEF	LHD1	1.7820e-003	1.4040e-003
tblVehicleEF	LHD1	3.4400e-004	3.3200e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.1800e-003	2.1790e-003
tblVehicleEF	LHD1	7.7020e-003	6.6230e-003
tblVehicleEF	LHD1	1.6270e-003	1.2860e-003
tblVehicleEF	LHD1	3.3330e-003	3.0500e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03

tblVehicleEF	LHD1	1.9270e-003	1.8750e-003
tblVehicleEF	LHD1	0.15	0.12
tblVehicleEF	LHD1	0.43	0.42
tblVehicleEF	LHD1	0.60	0.51
tblVehicleEF	LHD1	8.7000e-005	8.6000e-005
tblVehicleEF	LHD1	6.0980e-003	6.1130e-003
tblVehicleEF	LHD1	6.0900e-004	5.9500e-004
tblVehicleEF	LHD1	3.3330e-003	3.0500e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.9270e-003	1.8750e-003
tblVehicleEF	LHD1	0.18	0.14
tblVehicleEF	LHD1	0.43	0.42
tblVehicleEF	LHD1	0.64	0.55
tblVehicleEF	LHD1	1.3770e-003	1.3600e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.20	0.20
tblVehicleEF	LHD1	2.22	1.68
tblVehicleEF	LHD1	5.25	4.45
tblVehicleEF	LHD1	8.22	7.93
tblVehicleEF	LHD1	602.22	583.07
tblVehicleEF	LHD1	48.16	46.87
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.23	1.00
tblVehicleEF	LHD1	1.61	1.53
tblVehicleEF	LHD1	3.7400e-004	3.6100e-004

tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	8.7210e-003	8.7160e-003
tblVehicleEF	LHD1	8.3690e-003	7.1950e-003
tblVehicleEF	LHD1	1.7820e-003	1.4040e-003
tblVehicleEF	LHD1	3.4400e-004	3.3200e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.1800e-003	2.1790e-003
tblVehicleEF	LHD1	7.7020e-003	6.6230e-003
tblVehicleEF	LHD1	1.6270e-003	1.2860e-003
tblVehicleEF	LHD1	5.0030e-003	4.5550e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.8300e-003	2.6940e-003
tblVehicleEF	LHD1	0.16	0.12
tblVehicleEF	LHD1	0.42	0.40
tblVehicleEF	LHD1	0.52	0.45
tblVehicleEF	LHD1	8.7000e-005	8.6000e-005
tblVehicleEF	LHD1	6.0990e-003	6.1130e-003
tblVehicleEF	LHD1	5.8700e-004	5.7700e-004
tblVehicleEF	LHD1	5.0030e-003	4.5550e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.8300e-003	2.6940e-003
tblVehicleEF	LHD1	0.18	0.14
tblVehicleEF	LHD1	0.42	0.40
tblVehicleEF	LHD1	0.56	0.48
tblVehicleEF	LHD1	1.3770e-003	1.3600e-003
tblVehicleEF	LHD1	0.02	0.02

tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.20	0.20
tblVehicleEF	LHD1	2.18	1.65
tblVehicleEF	LHD1	6.71	5.67
tblVehicleEF	LHD1	8.22	7.93
tblVehicleEF	LHD1	602.22	583.07
tblVehicleEF	LHD1	48.16	46.87
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.31	1.06
tblVehicleEF	LHD1	1.69	1.60
tblVehicleEF	LHD1	3.7400e-004	3.6100e-004
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	8.7210e-003	8.7160e-003
tblVehicleEF	LHD1	8.3690e-003	7.1950e-003
tblVehicleEF	LHD1	1.7820e-003	1.4040e-003
tblVehicleEF	LHD1	3.4400e-004	3.3200e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.1800e-003	2.1790e-003
tblVehicleEF	LHD1	7.7020e-003	6.6230e-003
tblVehicleEF	LHD1	1.6270e-003	1.2860e-003
tblVehicleEF	LHD1	3.6840e-003	3.2950e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.9440e-003	1.8700e-003
tblVehicleEF	LHD1	0.15	0.12
tblVehicleEF	LHD1	0.47	0.46
tblVehicleEF	LHD1	0.61	0.53

tblVehicleEF	LHD1	8.7000e-005	8.6000e-005
tblVehicleEF	LHD1	6.0980e-003	6.1120e-003
tblVehicleEF	LHD1	6.1300e-004	5.9800e-004
tblVehicleEF	LHD1	3.6840e-003	3.2950e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.9440e-003	1.8700e-003
tblVehicleEF	LHD1	0.18	0.14
tblVehicleEF	LHD1	0.47	0.46
tblVehicleEF	LHD1	0.65	0.56
tblVehicleEF	LHD2	1.1150e-003	1.1020e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.16	0.16
tblVehicleEF	LHD2	1.65	1.11
tblVehicleEF	LHD2	4.59	3.56
tblVehicleEF	LHD2	9.01	8.69
tblVehicleEF	LHD2	576.77	557.69
tblVehicleEF	LHD2	35.55	34.26
tblVehicleEF	LHD2	6.2460e-003	6.2730e-003
tblVehicleEF	LHD2	0.08	0.08
tblVehicleEF	LHD2	2.19	1.76
tblVehicleEF	LHD2	1.19	1.11
tblVehicleEF	LHD2	9.3000e-004	9.0700e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.7170e-003	9.6980e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.3370e-003	8.8700e-004

tblVehicleEF	LHD2	8.5600e-004	8.3400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.4290e-003	2.4240e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.1950e-003	8.0700e-004
tblVehicleEF	LHD2	2.4100e-003	2.0000e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.3700e-003	1.2260e-003
tblVehicleEF	LHD2	0.14	0.10
tblVehicleEF	LHD2	0.34	0.31
tblVehicleEF	LHD2	0.42	0.34
tblVehicleEF	LHD2	5.7700e-003	5.7770e-003
tblVehicleEF	LHD2	4.4600e-004	4.2700e-004
tblVehicleEF	LHD2	2.4100e-003	2.0000e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.3700e-003	1.2260e-003
tblVehicleEF	LHD2	0.16	0.12
tblVehicleEF	LHD2	0.34	0.31
tblVehicleEF	LHD2	0.45	0.36
tblVehicleEF	LHD2	1.1150e-003	1.1020e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.16	0.16
tblVehicleEF	LHD2	1.66	1.12
tblVehicleEF	LHD2	3.76	2.91
tblVehicleEF	LHD2	9.01	8.69

tblVehicleEF	LHD2	576.77	557.69
tblVehicleEF	LHD2	35.55	34.26
tblVehicleEF	LHD2	6.2460e-003	6.2730e-003
tblVehicleEF	LHD2	0.08	0.08
tblVehicleEF	LHD2	2.05	1.65
tblVehicleEF	LHD2	1.15	1.07
tblVehicleEF	LHD2	9.3000e-004	9.0700e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.7170e-003	9.6980e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.3370e-003	8.8700e-004
tblVehicleEF	LHD2	8.5600e-004	8.3400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.4290e-003	2.4240e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.1950e-003	8.0700e-004
tblVehicleEF	LHD2	3.6230e-003	2.9860e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.0270e-003	1.7650e-003
tblVehicleEF	LHD2	0.14	0.10
tblVehicleEF	LHD2	0.33	0.29
tblVehicleEF	LHD2	0.37	0.30
tblVehicleEF	LHD2	5.7700e-003	5.7770e-003
tblVehicleEF	LHD2	4.3100e-004	4.1500e-004
tblVehicleEF	LHD2	3.6230e-003	2.9860e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.03	0.03

tblVehicleEF	LHD2	2.0270e-003	1.7650e-003
tblVehicleEF	LHD2	0.16	0.12
tblVehicleEF	LHD2	0.33	0.29
tblVehicleEF	LHD2	0.40	0.32
tblVehicleEF	LHD2	1.1150e-003	1.1020e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.16	0.16
tblVehicleEF	LHD2	1.64	1.10
tblVehicleEF	LHD2	4.74	3.68
tblVehicleEF	LHD2	9.01	8.69
tblVehicleEF	LHD2	576.77	557.69
tblVehicleEF	LHD2	35.55	34.26
tblVehicleEF	LHD2	6.2460e-003	6.2730e-003
tblVehicleEF	LHD2	0.08	0.08
tblVehicleEF	LHD2	2.15	1.73
tblVehicleEF	LHD2	1.20	1.12
tblVehicleEF	LHD2	9.3000e-004	9.0700e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.7170e-003	9.6980e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.3370e-003	8.8700e-004
tblVehicleEF	LHD2	8.5600e-004	8.3400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.4290e-003	2.4240e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.1950e-003	8.0700e-004
tblVehicleEF	LHD2	2.6660e-003	2.1480e-003

tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.3740e-003	1.2110e-003
tblVehicleEF	LHD2	0.14	0.10
tblVehicleEF	LHD2	0.38	0.33
tblVehicleEF	LHD2	0.43	0.34
tblVehicleEF	LHD2	5.7700e-003	5.7770e-003
tblVehicleEF	LHD2	4.4800e-004	4.2900e-004
tblVehicleEF	LHD2	2.6660e-003	2.1480e-003
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	1.3740e-003	1.2110e-003
tblVehicleEF	LHD2	0.16	0.12
tblVehicleEF	LHD2	0.38	0.33
tblVehicleEF	LHD2	0.46	0.37
tblVehicleEF	MCY	22.89	20.54
tblVehicleEF	MCY	9.71	9.87
tblVehicleEF	MCY	147.17	146.82
tblVehicleEF	MCY	46.38	42.38
tblVehicleEF	MCY	3.6960e-003	3.6850e-003
tblVehicleEF	MCY	1.19	1.16
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	0.04	0.04
tblVehicleEF	MCY	7.0000e-004	4.3900e-004
tblVehicleEF	MCY	2.3630e-003	1.4570e-003
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	5.6000e-004	3.6000e-004
tblVehicleEF	MCY	1.8490e-003	1.1690e-003

tblVehicleEF	MCY	0.95	0.93
tblVehicleEF	MCY	0.50	0.44
tblVehicleEF	MCY	0.57	0.55
tblVehicleEF	MCY	2.51	2.40
tblVehicleEF	MCY	1.88	1.46
tblVehicleEF	MCY	2.17	2.10
tblVehicleEF	MCY	1.9330e-003	1.9430e-003
tblVehicleEF	MCY	6.9200e-004	6.6700e-004
tblVehicleEF	MCY	0.95	0.93
tblVehicleEF	MCY	0.50	0.44
tblVehicleEF	MCY	0.57	0.55
tblVehicleEF	MCY	2.76	2.64
tblVehicleEF	MCY	1.88	1.46
tblVehicleEF	MCY	2.34	2.26
tblVehicleEF	MCY	21.75	19.60
tblVehicleEF	MCY	8.68	8.74
tblVehicleEF	MCY	147.17	146.82
tblVehicleEF	MCY	46.38	42.38
tblVehicleEF	MCY	3.6960e-003	3.6850e-003
tblVehicleEF	MCY	1.03	1.01
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	0.04	0.04
tblVehicleEF	MCY	7.0000e-004	4.3900e-004
tblVehicleEF	MCY	2.3630e-003	1.4570e-003
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	5.6000e-004	3.6000e-004
tblVehicleEF	MCY	1.8490e-003	1.1690e-003
tblVehicleEF	MCY	1.53	1.48

tblVehicleEF	MCY	0.54	0.49
tblVehicleEF	MCY	0.95	0.91
tblVehicleEF	MCY	2.42	2.33
tblVehicleEF	MCY	1.75	1.35
tblVehicleEF	MCY	1.89	1.84
tblVehicleEF	MCY	1.9120e-003	1.9260e-003
tblVehicleEF	MCY	6.6700e-004	6.4100e-004
tblVehicleEF	MCY	1.53	1.48
tblVehicleEF	MCY	0.54	0.49
tblVehicleEF	MCY	0.95	0.91
tblVehicleEF	MCY	2.66	2.57
tblVehicleEF	MCY	1.75	1.35
tblVehicleEF	MCY	2.04	1.98
tblVehicleEF	MCY	23.10	20.71
tblVehicleEF	MCY	9.89	10.08
tblVehicleEF	MCY	147.17	146.82
tblVehicleEF	MCY	46.38	42.38
tblVehicleEF	MCY	3.6960e-003	3.6850e-003
tblVehicleEF	MCY	1.16	1.13
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	0.04	0.04
tblVehicleEF	MCY	7.0000e-004	4.3900e-004
tblVehicleEF	MCY	2.3630e-003	1.4570e-003
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	5.6000e-004	3.6000e-004
tblVehicleEF	MCY	1.8490e-003	1.1690e-003
tblVehicleEF	MCY	1.05	1.02
tblVehicleEF	MCY	0.65	0.57

tblVehicleEF	MCY	0.55	0.52
tblVehicleEF	MCY	2.53	2.42
tblVehicleEF	MCY	2.17	1.72
tblVehicleEF	MCY	2.23	2.16
tblVehicleEF	MCY	1.9360e-003	1.9470e-003
tblVehicleEF	MCY	6.9600e-004	6.7200e-004
tblVehicleEF	MCY	1.05	1.02
tblVehicleEF	MCY	0.65	0.57
tblVehicleEF	MCY	0.55	0.52
tblVehicleEF	MCY	2.78	2.66
tblVehicleEF	MCY	2.17	1.72
tblVehicleEF	MCY	2.40	2.32
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	2.87	2.40
tblVehicleEF	MDV	5.80	4.88
tblVehicleEF	MDV	606.41	563.36
tblVehicleEF	MDV	120.57	112.98
tblVehicleEF	MDV	0.13	0.13
tblVehicleEF	MDV	0.37	0.30
tblVehicleEF	MDV	0.56	0.46
tblVehicleEF	MDV	2.8070e-003	2.5860e-003
tblVehicleEF	MDV	3.5390e-003	3.4540e-003
tblVehicleEF	MDV	2.5760e-003	2.3810e-003
tblVehicleEF	MDV	3.2530e-003	3.1850e-003
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.20	0.21
tblVehicleEF	MDV	0.08	0.09

tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.64	0.65
tblVehicleEF	MDV	0.51	0.42
tblVehicleEF	MDV	6.4380e-003	6.4620e-003
tblVehicleEF	MDV	1.3650e-003	1.3540e-003
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.20	0.21
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.13	0.10
tblVehicleEF	MDV	0.64	0.65
tblVehicleEF	MDV	0.54	0.45
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	3.08	2.58
tblVehicleEF	MDV	4.60	3.87
tblVehicleEF	MDV	632.24	587.47
tblVehicleEF	MDV	120.57	112.98
tblVehicleEF	MDV	0.13	0.13
tblVehicleEF	MDV	0.33	0.26
tblVehicleEF	MDV	0.52	0.43
tblVehicleEF	MDV	2.8070e-003	2.5860e-003
tblVehicleEF	MDV	3.5390e-003	3.4540e-003
tblVehicleEF	MDV	2.5760e-003	2.3810e-003
tblVehicleEF	MDV	3.2530e-003	3.1850e-003
tblVehicleEF	MDV	0.14	0.14
tblVehicleEF	MDV	0.21	0.22
tblVehicleEF	MDV	0.12	0.13
tblVehicleEF	MDV	0.09	0.07

tblVehicleEF	MDV	0.60	0.61
tblVehicleEF	MDV	0.43	0.36
tblVehicleEF	MDV	6.7150e-003	6.7410e-003
tblVehicleEF	MDV	1.3430e-003	1.3360e-003
tblVehicleEF	MDV	0.14	0.14
tblVehicleEF	MDV	0.21	0.22
tblVehicleEF	MDV	0.12	0.13
tblVehicleEF	MDV	0.13	0.11
tblVehicleEF	MDV	0.60	0.61
tblVehicleEF	MDV	0.46	0.38
tblVehicleEF	MDV	0.03	0.03
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	2.79	2.33
tblVehicleEF	MDV	6.06	5.11
tblVehicleEF	MDV	596.84	554.43
tblVehicleEF	MDV	120.57	112.98
tblVehicleEF	MDV	0.13	0.13
tblVehicleEF	MDV	0.36	0.29
tblVehicleEF	MDV	0.57	0.47
tblVehicleEF	MDV	2.8070e-003	2.5860e-003
tblVehicleEF	MDV	3.5390e-003	3.4540e-003
tblVehicleEF	MDV	2.5760e-003	2.3810e-003
tblVehicleEF	MDV	3.2530e-003	3.1850e-003
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.75	0.76

tblVehicleEF	MDV	0.53	0.43
tblVehicleEF	MDV	6.3360e-003	6.3580e-003
tblVehicleEF	MDV	1.3690e-003	1.3580e-003
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.12	0.10
tblVehicleEF	MDV	0.75	0.76
tblVehicleEF	MDV	0.56	0.46
tblVehicleEF	MH	7.77	4.01
tblVehicleEF	MH	11.97	8.66
tblVehicleEF	MH	670.28	647.83
tblVehicleEF	MH	35.76	31.74
tblVehicleEF	MH	1.6450e-003	1.6630e-003
tblVehicleEF	MH	1.75	1.38
tblVehicleEF	MH	1.03	0.85
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.4600e-003	8.4510e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.6470e-003	1.3820e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1150e-003	2.1130e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.2420e-003	1.2190e-003
tblVehicleEF	MH	1.54	1.20
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.63	0.50
tblVehicleEF	MH	0.25	0.13

tblVehicleEF	MH	2.33	2.08
tblVehicleEF	MH	0.78	0.51
tblVehicleEF	MH	6.8640e-003	6.8160e-003
tblVehicleEF	MH	5.7500e-004	4.8600e-004
tblVehicleEF	MH	1.54	1.20
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.63	0.50
tblVehicleEF	MH	0.29	0.16
tblVehicleEF	MH	2.33	2.08
tblVehicleEF	MH	0.83	0.54
tblVehicleEF	MH	7.76	4.06
tblVehicleEF	MH	9.56	6.86
tblVehicleEF	MH	670.28	647.83
tblVehicleEF	MH	35.76	31.74
tblVehicleEF	MH	1.6450e-003	1.6630e-003
tblVehicleEF	MH	1.59	1.26
tblVehicleEF	MH	0.98	0.82
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.4600e-003	8.4510e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.6470e-003	1.3820e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1150e-003	2.1130e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.2420e-003	1.2190e-003
tblVehicleEF	MH	2.20	1.71
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.88	0.69

tblVehicleEF	MH	0.25	0.14
tblVehicleEF	MH	2.27	2.03
tblVehicleEF	MH	0.64	0.43
tblVehicleEF	MH	6.8630e-003	6.8170e-003
tblVehicleEF	MH	5.3300e-004	4.5500e-004
tblVehicleEF	MH	2.20	1.71
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.88	0.69
tblVehicleEF	MH	0.29	0.16
tblVehicleEF	MH	2.27	2.03
tblVehicleEF	MH	0.69	0.46
tblVehicleEF	MH	7.77	3.99
tblVehicleEF	MH	12.41	9.00
tblVehicleEF	MH	670.28	647.83
tblVehicleEF	MH	35.76	31.74
tblVehicleEF	MH	1.6450e-003	1.6630e-003
tblVehicleEF	MH	1.71	1.35
tblVehicleEF	MH	1.04	0.86
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.4600e-003	8.4510e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.6470e-003	1.3820e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1150e-003	2.1130e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.2420e-003	1.2190e-003
tblVehicleEF	MH	1.82	1.40
tblVehicleEF	MH	0.14	0.11

tblVehicleEF	MH	0.67	0.53
tblVehicleEF	MH	0.25	0.13
tblVehicleEF	MH	2.46	2.20
tblVehicleEF	MH	0.80	0.52
tblVehicleEF	MH	6.8640e-003	6.8160e-003
tblVehicleEF	MH	5.8300e-004	4.9100e-004
tblVehicleEF	MH	1.82	1.40
tblVehicleEF	MH	0.14	0.11
tblVehicleEF	MH	0.67	0.53
tblVehicleEF	MH	0.29	0.16
tblVehicleEF	MH	2.46	2.20
tblVehicleEF	MH	0.86	0.56
tblVehicleEF	MHD	9.1490e-003	7.3280e-003
tblVehicleEF	MHD	7.6140e-003	4.8790e-003
tblVehicleEF	MHD	1.98	1.82
tblVehicleEF	MHD	1.81	1.11
tblVehicleEF	MHD	23.70	18.59
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tblVehicleEF	MHD	1,015.49	978.86
tblVehicleEF	MHD	62.16	54.84
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	7.20	5.92
tblVehicleEF	MHD	4.49	2.78
tblVehicleEF	MHD	2.37	2.00
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.12	0.07

tblVehicleEF	MHD	4.5660e-003	2.5000e-003
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.7920e-003	2.7990e-003
tblVehicleEF	MHD	0.11	0.06
tblVehicleEF	MHD	3.8030e-003	2.1670e-003
tblVehicleEF	MHD	3.7860e-003	2.7820e-003
tblVehicleEF	MHD	0.17	0.11
tblVehicleEF	MHD	0.20	0.16
tblVehicleEF	MHD	2.2230e-003	1.7390e-003
tblVehicleEF	MHD	0.22	0.14
tblVehicleEF	MHD	0.67	0.49
tblVehicleEF	MHD	1.66	1.18
tblVehicleEF	MHD	5.8760e-003	6.0130e-003
tblVehicleEF	MHD	9.9130e-003	9.8980e-003
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tblVehicleEF	MHD	3.7860e-003	2.7820e-003
tblVehicleEF	MHD	0.17	0.11
tblVehicleEF	MHD	0.22	0.18
tblVehicleEF	MHD	2.2230e-003	1.7390e-003
tblVehicleEF	MHD	0.26	0.16
tblVehicleEF	MHD	0.67	0.49
tblVehicleEF	MHD	1.78	1.27
tblVehicleEF	MHD	8.6220e-003	6.9060e-003
tblVehicleEF	MHD	7.6140e-003	4.8790e-003
tblVehicleEF	MHD	1.44	1.33
tblVehicleEF	MHD	1.81	1.12
tblVehicleEF	MHD	19.59	15.12

tblVehicleEF	MHD	642.69	634.27
tblVehicleEF	MHD	1,015.49	978.86
tblVehicleEF	MHD	62.16	54.84
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	7.43	6.11
tblVehicleEF	MHD	4.22	2.61
tblVehicleEF	MHD	2.27	1.92
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.12	0.07
tblVehicleEF	MHD	4.5660e-003	2.5000e-003
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.7920e-003	2.7990e-003
tblVehicleEF	MHD	0.11	0.06
tblVehicleEF	MHD	3.8030e-003	2.1670e-003
tblVehicleEF	MHD	5.7560e-003	4.1960e-003
tblVehicleEF	MHD	0.17	0.11
tblVehicleEF	MHD	0.19	0.15
tblVehicleEF	MHD	3.3540e-003	2.5490e-003
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tblVehicleEF	MHD	0.65	0.48
tblVehicleEF	MHD	1.43	1.03
tblVehicleEF	MHD	6.2250e-003	6.3700e-003
tblVehicleEF	MHD	9.9130e-003	9.8980e-003
tblVehicleEF	MHD	9.8300e-004	8.4600e-004
tblVehicleEF	MHD	5.7560e-003	4.1960e-003

tblVehicleEF	MHD	0.17	0.11
tblVehicleEF	MHD	0.21	0.17
tblVehicleEF	MHD	3.3540e-003	2.5490e-003
tblVehicleEF	MHD	0.26	0.16
tblVehicleEF	MHD	0.65	0.48
tblVehicleEF	MHD	1.53	1.10
tblVehicleEF	MHD	9.8770e-003	7.9110e-003
tblVehicleEF	MHD	7.6140e-003	4.8790e-003
tblVehicleEF	MHD	2.73	2.51
tblVehicleEF	MHD	1.81	1.11
tblVehicleEF	MHD	24.49	19.26
tblVehicleEF	MHD	556.87	549.58
tblVehicleEF	MHD	1,015.49	978.86
tblVehicleEF	MHD	62.16	54.84
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.88	5.65
tblVehicleEF	MHD	4.41	2.73
tblVehicleEF	MHD	2.39	2.02
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.12	0.07
tblVehicleEF	MHD	4.5660e-003	2.5000e-003
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.7920e-003	2.7990e-003
tblVehicleEF	MHD	0.11	0.06
tblVehicleEF	MHD	3.8030e-003	2.1670e-003

tblVehicleEF	MHD	4.2380e-003	3.0270e-003
tblVehicleEF	MHD	0.21	0.13
tblVehicleEF	MHD	0.21	0.17
tblVehicleEF	MHD	2.2660e-003	1.7460e-003
tblVehicleEF	MHD	0.22	0.14
tblVehicleEF	MHD	0.73	0.54
tblVehicleEF	MHD	1.71	1.22
tblVehicleEF	MHD	5.3940e-003	5.5190e-003
tblVehicleEF	MHD	9.9130e-003	9.8970e-003
tblVehicleEF	MHD	1.0680e-003	9.1700e-004
tblVehicleEF	MHD	4.2380e-003	3.0270e-003
tblVehicleEF	MHD	0.21	0.13
tblVehicleEF	MHD	0.24	0.19
tblVehicleEF	MHD	2.2660e-003	1.7460e-003
tblVehicleEF	MHD	0.26	0.16
tblVehicleEF	MHD	0.73	0.54
tblVehicleEF	MHD	1.83	1.30
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.4320e-003	3.0010e-003
tblVehicleEF	OBUS	2.30	2.37
tblVehicleEF	OBUS	1.74	1.20
tblVehicleEF	OBUS	11.22	9.87
tblVehicleEF	OBUS	573.90	563.74
tblVehicleEF	OBUS	1,120.43	1,100.11
tblVehicleEF	OBUS	37.05	34.95
tblVehicleEF	OBUS	2.4260e-003	2.4780e-003
tblVehicleEF	OBUS	7.28	5.55
tblVehicleEF	OBUS	5.80	3.74

tblVehicleEF	OBUS	1.53	1.38
tblVehicleEF	OBUS	0.06	0.01
tblVehicleEF	OBUS	0.09	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.04
tblVehicleEF	OBUS	1.1480e-003	7.7500e-004
tblVehicleEF	OBUS	0.05	9.6700e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6200e-003	2.6520e-003
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.0010e-003	6.9800e-004
tblVehicleEF	OBUS	9.2800e-004	9.2400e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.49	0.40
tblVehicleEF	OBUS	4.5700e-004	4.9500e-004
tblVehicleEF	OBUS	0.21	0.14
tblVehicleEF	OBUS	0.29	0.31
tblVehicleEF	OBUS	0.71	0.61
tblVehicleEF	OBUS	5.5590e-003	5.6610e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.7400e-004	5.4100e-004
tblVehicleEF	OBUS	9.2800e-004	9.2400e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.56	0.46
tblVehicleEF	OBUS	4.5700e-004	4.9500e-004
tblVehicleEF	OBUS	0.25	0.16
tblVehicleEF	OBUS	0.29	0.31
tblVehicleEF	OBUS	0.76	0.65

tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.4320e-003	3.0010e-003
tblVehicleEF	OBUS	1.67	1.72
tblVehicleEF	OBUS	1.76	1.21
tblVehicleEF	OBUS	9.14	8.00
tblVehicleEF	OBUS	607.99	597.23
tblVehicleEF	OBUS	1,120.43	1,100.11
tblVehicleEF	OBUS	37.05	34.95
tblVehicleEF	OBUS	2.4260e-003	2.4780e-003
tblVehicleEF	OBUS	7.51	5.73
tblVehicleEF	OBUS	5.46	3.52
tblVehicleEF	OBUS	1.47	1.32
tblVehicleEF	OBUS	0.05	8.8610e-003
tblVehicleEF	OBUS	0.09	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.04
tblVehicleEF	OBUS	1.1480e-003	7.7500e-004
tblVehicleEF	OBUS	0.05	8.1520e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6200e-003	2.6520e-003
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.0010e-003	6.9800e-004
tblVehicleEF	OBUS	1.3450e-003	1.3330e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.46	0.38
tblVehicleEF	OBUS	6.6000e-004	6.9500e-004
tblVehicleEF	OBUS	0.21	0.14
tblVehicleEF	OBUS	0.28	0.31

tblVehicleEF	OBUS	0.62	0.54
tblVehicleEF	OBUS	5.8890e-003	5.9980e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.3900e-004	5.1000e-004
tblVehicleEF	OBUS	1.3450e-003	1.3330e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.53	0.43
tblVehicleEF	OBUS	6.6000e-004	6.9500e-004
tblVehicleEF	OBUS	0.25	0.16
tblVehicleEF	OBUS	0.28	0.31
tblVehicleEF	OBUS	0.66	0.57
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.4320e-003	3.0010e-003
tblVehicleEF	OBUS	3.17	3.26
tblVehicleEF	OBUS	1.74	1.20
tblVehicleEF	OBUS	11.63	10.24
tblVehicleEF	OBUS	526.81	517.49
tblVehicleEF	OBUS	1,120.43	1,100.11
tblVehicleEF	OBUS	37.05	34.95
tblVehicleEF	OBUS	2.4260e-003	2.4780e-003
tblVehicleEF	OBUS	6.96	5.30
tblVehicleEF	OBUS	5.70	3.67
tblVehicleEF	OBUS	1.54	1.39
tblVehicleEF	OBUS	0.07	0.01
tblVehicleEF	OBUS	0.09	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.04
tblVehicleEF	OBUS	1.1480e-003	7.7500e-004

tblVehicleEF	OBUS	0.07	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6200e-003	2.6520e-003
tblVehicleEF	OBUS	0.09	0.04
tblVehicleEF	OBUS	1.0010e-003	6.9800e-004
tblVehicleEF	OBUS	1.0220e-003	9.7400e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.53	0.44
tblVehicleEF	OBUS	4.6000e-004	4.8700e-004
tblVehicleEF	OBUS	0.21	0.14
tblVehicleEF	OBUS	0.31	0.34
tblVehicleEF	OBUS	0.73	0.63
tblVehicleEF	OBUS	5.1030e-003	5.1970e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.8100e-004	5.4800e-004
tblVehicleEF	OBUS	1.0220e-003	9.7400e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.60	0.50
tblVehicleEF	OBUS	4.6000e-004	4.8700e-004
tblVehicleEF	OBUS	0.25	0.16
tblVehicleEF	OBUS	0.31	0.34
tblVehicleEF	OBUS	0.78	0.67
tblVehicleEF	SBUS	5.3980e-003	5.4440e-003
tblVehicleEF	SBUS	7.6510e-003	8.1470e-003
tblVehicleEF	SBUS	1.04	1.07
tblVehicleEF	SBUS	5.36	4.69
tblVehicleEF	SBUS	39.37	35.86
tblVehicleEF	SBUS	581.72	562.55

tblVehicleEF	SBUS	1,155.83	1,112.47
tblVehicleEF	SBUS	130.96	125.04
tblVehicleEF	SBUS	5.4700e-004	5.4400e-004
tblVehicleEF	SBUS	8.19	8.05
tblVehicleEF	SBUS	8.55	8.37
tblVehicleEF	SBUS	2.51	2.33
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.58	0.58
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.09	0.09
tblVehicleEF	SBUS	7.8690e-003	6.6280e-003
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.25	0.25
tblVehicleEF	SBUS	2.7730e-003	2.7720e-003
tblVehicleEF	SBUS	0.08	0.08
tblVehicleEF	SBUS	6.8680e-003	5.8360e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.29	0.28
tblVehicleEF	SBUS	0.12	0.12
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.46	0.44
tblVehicleEF	SBUS	2.38	2.32
tblVehicleEF	SBUS	2.56	2.29
tblVehicleEF	SBUS	5.6340e-003	5.6490e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.0260e-003	1.9490e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.29	0.28

tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.51	0.49
tblVehicleEF	SBUS	2.38	2.32
tblVehicleEF	SBUS	2.74	2.45
tblVehicleEF	SBUS	5.0870e-003	5.1310e-003
tblVehicleEF	SBUS	7.6510e-003	8.1470e-003
tblVehicleEF	SBUS	0.76	0.78
tblVehicleEF	SBUS	5.35	4.71
tblVehicleEF	SBUS	33.50	30.44
tblVehicleEF	SBUS	616.28	595.97
tblVehicleEF	SBUS	1,155.83	1,112.47
tblVehicleEF	SBUS	130.96	125.04
tblVehicleEF	SBUS	5.4700e-004	5.4400e-004
tblVehicleEF	SBUS	8.46	8.31
tblVehicleEF	SBUS	8.04	7.88
tblVehicleEF	SBUS	2.38	2.21
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.58	0.58
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.09	0.09
tblVehicleEF	SBUS	7.8690e-003	6.6280e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.25	0.25
tblVehicleEF	SBUS	2.7730e-003	2.7720e-003
tblVehicleEF	SBUS	0.08	0.08
tblVehicleEF	SBUS	6.8680e-003	5.8360e-003
tblVehicleEF	SBUS	0.06	0.06

tblVehicleEF	SBUS	0.29	0.28
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.47	0.44
tblVehicleEF	SBUS	2.19	2.13
tblVehicleEF	SBUS	2.25	2.02
tblVehicleEF	SBUS	5.9690e-003	5.9850e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.9240e-003	1.8560e-003
tblVehicleEF	SBUS	0.06	0.06
tblVehicleEF	SBUS	0.29	0.28
tblVehicleEF	SBUS	0.12	0.13
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.52	0.49
tblVehicleEF	SBUS	2.19	2.13
tblVehicleEF	SBUS	2.41	2.16
tblVehicleEF	SBUS	5.8270e-003	5.8770e-003
tblVehicleEF	SBUS	7.6510e-003	8.1470e-003
tblVehicleEF	SBUS	1.44	1.47
tblVehicleEF	SBUS	5.36	4.69
tblVehicleEF	SBUS	40.90	37.26
tblVehicleEF	SBUS	533.99	516.39
tblVehicleEF	SBUS	1,155.83	1,112.47
tblVehicleEF	SBUS	130.96	125.04
tblVehicleEF	SBUS	5.4700e-004	5.4400e-004
tblVehicleEF	SBUS	7.83	7.69
tblVehicleEF	SBUS	8.40	8.23
tblVehicleEF	SBUS	2.55	2.37

tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.58	0.58
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.09	0.09
tblVehicleEF	SBUS	7.8690e-003	6.6280e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.25	0.25
tblVehicleEF	SBUS	2.7730e-003	2.7720e-003
tblVehicleEF	SBUS	0.08	0.08
tblVehicleEF	SBUS	6.8680e-003	5.8360e-003
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.37	0.34
tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.46	0.44
tblVehicleEF	SBUS	2.81	2.73
tblVehicleEF	SBUS	2.64	2.36
tblVehicleEF	SBUS	5.1720e-003	5.1860e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.0530e-003	1.9740e-003
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.37	0.34
tblVehicleEF	SBUS	0.14	0.14
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.51	0.49
tblVehicleEF	SBUS	2.81	2.73
tblVehicleEF	SBUS	2.83	2.53
tblVehicleEF	UBUS	5.41	4.91

tblVehicleEF	UBUS	8.46	8.07
tblVehicleEF	UBUS	2,287.55	2,176.87
tblVehicleEF	UBUS	22.10	21.11
tblVehicleEF	UBUS	3.1710e-003	3.1540e-003
tblVehicleEF	UBUS	14.75	13.67
tblVehicleEF	UBUS	0.90	0.88
tblVehicleEF	UBUS	0.24	0.22
tblVehicleEF	UBUS	7.7800e-004	6.7600e-004
tblVehicleEF	UBUS	0.22	0.20
tblVehicleEF	UBUS	6.8900e-004	6.0900e-004
tblVehicleEF	UBUS	4.5680e-003	4.4500e-003
tblVehicleEF	UBUS	0.09	0.08
tblVehicleEF	UBUS	2.5400e-003	2.4800e-003
tblVehicleEF	UBUS	0.86	0.82
tblVehicleEF	UBUS	0.61	0.65
tblVehicleEF	UBUS	0.62	0.59
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	3.7600e-004	3.6700e-004
tblVehicleEF	UBUS	4.5680e-003	4.4500e-003
tblVehicleEF	UBUS	0.09	0.08
tblVehicleEF	UBUS	2.5400e-003	2.4800e-003
tblVehicleEF	UBUS	0.96	0.91
tblVehicleEF	UBUS	0.61	0.65
tblVehicleEF	UBUS	0.66	0.63
tblVehicleEF	UBUS	5.43	4.94
tblVehicleEF	UBUS	7.11	6.76
tblVehicleEF	UBUS	2,287.55	2,176.87
tblVehicleEF	UBUS	22.10	21.11

tblVehicleEF	UBUS	3.1710e-003	3.1540e-003
tblVehicleEF	UBUS	13.91	12.89
tblVehicleEF	UBUS	0.86	0.84
tblVehicleEF	UBUS	0.24	0.22
tblVehicleEF	UBUS	7.7800e-004	6.7600e-004
tblVehicleEF	UBUS	0.22	0.20
tblVehicleEF	UBUS	6.8900e-004	6.0900e-004
tblVehicleEF	UBUS	6.4920e-003	6.2970e-003
tblVehicleEF	UBUS	0.09	0.08
tblVehicleEF	UBUS	3.5460e-003	3.4160e-003
tblVehicleEF	UBUS	0.87	0.83
tblVehicleEF	UBUS	0.56	0.60
tblVehicleEF	UBUS	0.55	0.53
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	3.5300e-004	3.4500e-004
tblVehicleEF	UBUS	6.4920e-003	6.2970e-003
tblVehicleEF	UBUS	0.09	0.08
tblVehicleEF	UBUS	3.5460e-003	3.4160e-003
tblVehicleEF	UBUS	0.97	0.92
tblVehicleEF	UBUS	0.56	0.60
tblVehicleEF	UBUS	0.59	0.56
tblVehicleEF	UBUS	5.40	4.90
tblVehicleEF	UBUS	8.69	8.29
tblVehicleEF	UBUS	2,287.55	2,176.87
tblVehicleEF	UBUS	22.10	21.11
tblVehicleEF	UBUS	3.1710e-003	3.1540e-003
tblVehicleEF	UBUS	14.47	13.41
tblVehicleEF	UBUS	0.91	0.89

tblVehicleEF	UBUS	0.24	0.22
tblVehicleEF	UBUS	7.7800e-004	6.7600e-004
tblVehicleEF	UBUS	0.22	0.20
tblVehicleEF	UBUS	6.8900e-004	6.0900e-004
tblVehicleEF	UBUS	5.3900e-003	5.2130e-003
tblVehicleEF	UBUS	0.11	0.10
tblVehicleEF	UBUS	2.7720e-003	2.6830e-003
tblVehicleEF	UBUS	0.86	0.81
tblVehicleEF	UBUS	0.71	0.76
tblVehicleEF	UBUS	0.63	0.60
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	3.8000e-004	3.7100e-004
tblVehicleEF	UBUS	5.3900e-003	5.2130e-003
tblVehicleEF	UBUS	0.11	0.10
tblVehicleEF	UBUS	2.7720e-003	2.6830e-003
tblVehicleEF	UBUS	0.96	0.91
tblVehicleEF	UBUS	0.71	0.76
tblVehicleEF	UBUS	0.68	0.65
tblWoodstoves	NumberCatalytic	17.20	0.00
tblWoodstoves	NumberNoncatalytic	17.20	0.00
tblWoodstoves	WoodstoveDayYear	25.00	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					
2016	6.5963	65.6326	64.4384	0.1239	8.0033	2.6013	10.6045	3.8335	2.3931	6.2266	0.0000	11,316.2295	11,316.2295	1.1289	0.0000	11,339.9373
2017	257.3950	38.9503	60.1691	0.1239	6.1129	1.9842	8.0971	1.6365	1.8598	3.4963	0.0000	11,023.1563	11,023.1563	0.9639	0.0000	11,043.3981
Total	**263.9913**	**104.5829**	**124.6075**	**0.2478**	**14.1162**	**4.5855**	**18.7016**	**5.4700**	**4.2529**	**9.7229**	**0.0000**	**22,339.3857**	**22,339.3857**	**2.0928**	**0.0000**	**22,383.3354**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	6.5963	65.6326	64.4384	0.1239	6.1126	2.6013	8.3040	2.0031	2.3931	4.3962	0.0000	11,316.2295	11,316.2295	1.1289	0.0000	11,339.9373
2017	257.3950	38.9503	60.1691	0.1239	6.1129	1.9842	8.0971	1.6365	1.8598	3.4963	0.0000	11,023.1563	11,023.1563	0.9639	0.0000	11,043.3981
Total	**263.9913**	**104.5829**	**124.6075**	**0.2478**	**12.2255**	**4.5855**	**16.4011**	**3.6396**	**4.2529**	**7.8925**	**0.0000**	**22,339.3857**	**22,339.3857**	**2.0928**	**0.0000**	**22,383.3354**

	ROG	NOx	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**	**13.39**	**0.00**	**12.30**	**33.46**	**0.00**	**18.83**	**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	22.8440	0.3452	29.1322	1.5000e-003		0.1546	0.1546		0.1546	0.1546	0.0000	51.2220	51.2220	0.0548	0.0000	52.3738
Energy	0.1077	0.9414	0.5452	5.8700e-003		0.0744	0.0744		0.0744	0.0744		1,174.9878	1,174.9878	0.0225	0.0215	1,182.1386
Mobile	11.8330	32.6020	133.1916	0.3316	21.6642	0.4783	22.1425	5.7931	0.4402	6.2333		28,315.2073	28,315.2073	1.1268		28,338.8708
Total	**34.7847**	**33.8885**	**162.8690**	**0.3390**	**21.6642**	**0.7073**	**22.3716**	**5.7931**	**0.6692**	**6.4623**	**0.0000**	**29,541.4171**	**29,541.4171**	**1.2042**	**0.0215**	**29,573.3831**

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	22.8440	0.3452	29.1322	1.5000e-003		0.1546	0.1546		0.1546	0.1546	0.0000	51.2220	51.2220	0.0548	0.0000	52.3738
Energy	0.0946	0.8278	0.4870	5.1600e-003		0.0654	0.0654		0.0654	0.0654		1,031.8960	1,031.8960	0.0198	0.0189	1,038.1760
Mobile	11.0782	27.3913	113.8315	0.2706	17.5639	0.3930	17.9569	4.6967	0.3616	5.0583		23,103.0948	23,103.0948	0.9320		23,122.6675
Total	**34.0168**	**28.5643**	**143.4508**	**0.2772**	**17.5639**	**0.6129**	**18.1768**	**4.6967**	**0.5816**	**5.2782**	**0.0000**	**24,186.2129**	**24,186.2129**	**1.0067**	**0.0189**	**24,213.2173**

	ROG	NOx	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	2.21	15.71	11.92	18.21	18.93	13.35	18.75	18.93	13.10	18.32	0.00	18.13	18.13	16.40	12.16	18.12

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	3/1/2016	4/11/2016	5	30	
2	Grading	Grading	4/12/2016	7/12/2016	5	66	
3	Building Construction	Building Construction	7/13/2016	10/3/2017	5	320	
4	Architectural Coating	Architectural Coating	10/4/2017	12/26/2017	5	60	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 2.64

Acres of Paving: 0

Residential Indoor: 696,600; Residential Outdoor: 232,200; Non-Residential Indoor: 822,675; Non-Residential Outdoor: 274,225 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Demolition	Excavators	3	8.00	162	0.38
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	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
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	369.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	6,381.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	476.00	127.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	95.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6641	0.0000	2.6641	0.4034	0.0000	0.4034			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365		4,089.2841	4,089.2841	1.1121		4,112.6374
Total	**4.2876**	**45.6559**	**35.0303**	**0.0399**	**2.6641**	**2.2921**	**4.9563**	**0.4034**	**2.1365**	**2.5399**		**4,089.2841**	**4,089.2841**	**1.1121**		**4,112.6374**

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	0.2167	3.4479	2.4468	9.1900e-003	0.2142	0.0511	0.2653	0.0587	0.0470	0.1056		925.8018	925.8018	6.8500e-003		925.9456
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**0.2835**	**3.5320**	**3.4874**	**0.0114**	**0.3819**	**0.0526**	**0.4345**	**0.1031**	**0.0484**	**0.1515**		**1,110.1550**	**1,110.1550**	**0.0169**		**1,110.5095**

3.2 Demolition - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1989	0.0000	1.1989	0.1815	0.0000	0.1815			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365	0.0000	4,089.2841	4,089.2841	1.1121		4,112.6374
Total	**4.2876**	**45.6559**	**35.0303**	**0.0399**	**1.1989**	**2.2921**	**3.4910**	**0.1815**	**2.1365**	**2.3181**	**0.0000**	**4,089.2841**	**4,089.2841**	**1.1121**		**4,112.6374**

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	0.2167	3.4479	2.4468	9.1900e-003	0.2142	0.0511	0.2653	0.0587	0.0470	0.1056		925.8018	925.8018	6.8500e-003		925.9456
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**0.2835**	**3.5320**	**3.4874**	**0.0114**	**0.3819**	**0.0526**	**0.4345**	**0.1031**	**0.0484**	**0.1515**		**1,110.1550**	**1,110.1550**	**0.0169**		**1,110.5095**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1520	0.0000	6.1520	3.3281	0.0000	3.3281			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225		3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**6.1520**	**2.1984**	**8.3504**	**3.3281**	**2.0225**	**5.3506**		**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

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	1.7029	27.1019	19.2328	0.0722	1.6836	0.4013	2.0849	0.4610	0.3691	0.8301		7,277.0897	7,277.0897	0.0538		7,278.2197
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**1.7697**	**27.1860**	**20.2733**	**0.0744**	**1.8513**	**0.4029**	**2.2542**	**0.5055**	**0.3706**	**0.8760**		**7,461.4429**	**7,461.4429**	**0.0639**		**7,462.7837**

3.3 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7684	0.0000	2.7684	1.4976	0.0000	1.4976			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225	0.0000	3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**2.7684**	**2.1984**	**4.9668**	**1.4976**	**2.0225**	**3.5202**	**0.0000**	**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

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	1.7029	27.1019	19.2328	0.0722	1.6836	0.4013	2.0849	0.4610	0.3691	0.8301		7,277.0897	7,277.0897	0.0538		7,278.2197
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0841	1.0406	2.1800e-003	0.1677	1.5900e-003	0.1693	0.0445	1.4600e-003	0.0459		184.3532	184.3532	0.0100		184.5639
Total	**1.7697**	**27.1860**	**20.2733**	**0.0744**	**1.8513**	**0.4029**	**2.2542**	**0.5055**	**0.3706**	**0.8760**		**7,461.4429**	**7,461.4429**	**0.0639**		**7,462.7837**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

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	1.0700	11.1136	12.9118	0.0279	0.7920	0.1737	0.9658	0.2253	0.1598	0.3851		2,796.8018	2,796.8018	0.0205		2,797.2329
Worker	2.1200	2.6682	33.0200	0.0692	5.3206	0.0503	5.3709	1.4110	0.0462	1.4573		5,850.1413	5,850.1413	0.3185		5,856.8290
Total	**3.1901**	**13.7818**	**45.9318**	**0.0971**	**6.1126**	**0.2241**	**6.3366**	**1.6364**	**0.2060**	**1.8424**		**8,646.9431**	**8,646.9431**	**0.3390**		**8,654.0620**

3.4 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

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	1.0700	11.1136	12.9118	0.0279	0.7920	0.1737	0.9658	0.2253	0.1598	0.3851		2,796.8018	2,796.8018	0.0205		2,797.2329
Worker	2.1200	2.6682	33.0200	0.0692	5.3206	0.0503	5.3709	1.4110	0.0462	1.4573		5,850.1413	5,850.1413	0.3185		5,856.8290
Total	**3.1901**	**13.7818**	**45.9318**	**0.0971**	**6.1126**	**0.2241**	**6.3366**	**1.6364**	**0.2060**	**1.8424**		**8,646.9431**	**8,646.9431**	**0.3390**		**8,654.0620**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

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	0.9785	10.1314	12.1226	0.0279	0.7924	0.1548	0.9471	0.2255	0.1424	0.3678		2,752.1399	2,752.1399	0.0199		2,752.5571
Worker	1.9052	2.4132	29.9174	0.0692	5.3206	0.0482	5.3688	1.4110	0.0444	1.4555		5,631.2110	5,631.2110	0.2943		5,637.3920
Total	**2.8836**	**12.5446**	**42.0400**	**0.0971**	**6.1129**	**0.2030**	**6.3159**	**1.6365**	**0.1868**	**1.8233**		**8,383.3510**	**8,383.3510**	**0.3142**		**8,389.9491**

3.4 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

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	0.9785	10.1314	12.1226	0.0279	0.7924	0.1548	0.9471	0.2255	0.1424	0.3678		2,752.1399	2,752.1399	0.0199		2,752.5571
Worker	1.9052	2.4132	29.9174	0.0692	5.3206	0.0482	5.3688	1.4110	0.0444	1.4555		5,631.2110	5,631.2110	0.2943		5,637.3920
Total	**2.8836**	**12.5446**	**42.0400**	**0.0971**	**6.1129**	**0.2030**	**6.3159**	**1.6365**	**0.1868**	**1.8233**		**8,383.3510**	**8,383.3510**	**0.3142**		**8,389.9491**

3.5 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	256.6824					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**257.0148**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3802	0.4816	5.9709	0.0138	1.0619	9.6200e-003	1.0715	0.2816	8.8700e-003	0.2905		1,123.8762	1,123.8762	0.0587		1,125.1098
Total	**0.3802**	**0.4816**	**5.9709**	**0.0138**	**1.0619**	**9.6200e-003**	**1.0715**	**0.2816**	**8.8700e-003**	**0.2905**		**1,123.8762**	**1,123.8762**	**0.0587**		**1,125.1098**

3.5 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	256.6824					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**257.0148**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3802	0.4816	5.9709	0.0138	1.0619	9.6200e-003	1.0715	0.2816	8.8700e-003	0.2905		1,123.8762	1,123.8762	0.0587		1,125.1098
Total	**0.3802**	**0.4816**	**5.9709**	**0.0138**	**1.0619**	**9.6200e-003**	**1.0715**	**0.2816**	**8.8700e-003**	**0.2905**		**1,123.8762**	**1,123.8762**	**0.0587**		**1,125.1098**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	11.0782	27.3913	113.8315	0.2706	17.5639	0.3930	17.9569	4.6967	0.3616	5.0583		23,103.0948	23,103.0948	0.9320		23,122.6675
Unmitigated	11.8330	32.6020	133.1916	0.3316	21.6642	0.4783	22.1425	5.7931	0.4402	6.2333		28,315.2073	28,315.2073	1.1268		28,338.8708

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,266.96	2,463.04	2088.08	7,754,943	6,287,197
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	252.68	54.39	22.49	616,809	500,068
High Turnover (Sit Down Restaurant)	572.18	712.67	593.28	811,239	657,699
Total	3,091.81	3,230.10	2,703.85	9,182,990	7,444,964

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
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

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0946	0.8278	0.4870	5.1600e-003		0.0654	0.0654		0.0654	0.0654		1,031.8960	1,031.8960	0.0198	0.0189	1,038.1760
NaturalGas Unmitigated	0.1077	0.9414	0.5452	5.8700e-003		0.0744	0.0744		0.0744	0.0744		1,174.9878	1,174.9878	0.0225	0.0215	1,182.1386

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	687.242	7.4100e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003		80.8521	80.8521	1.5500e-003	1.4800e-003	81.3441
High Turnover (Sit Down Restaurant)	2872.73	0.0310	0.2816	0.2366	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.9678	337.9678	6.4800e-003	6.2000e-003	340.0246
Apartments Mid Rise	6427.43	0.0693	0.5923	0.2521	3.7800e-003		0.0479	0.0479		0.0479	0.0479		756.1680	756.1680	0.0145	0.0139	760.7699
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1077**	**0.9414**	**0.5452**	**5.8700e-003**		**0.0744**	**0.0744**		**0.0744**	**0.0744**		**1,174.9878**	**1,174.9878**	**0.0225**	**0.0215**	**1,182.1386**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.554698	5.9800e-003	0.0544	0.0457	3.3000e-004		4.1300e-003	4.1300e-003		4.1300e-003	4.1300e-003		65.2586	65.2586	1.2500e-003	1.2000e-003	65.6558
High Turnover (Sit Down Restaurant)	2.7612	0.0298	0.2707	0.2274	1.6200e-003		0.0206	0.0206		0.0206	0.0206		324.8471	324.8471	6.2300e-003	5.9600e-003	326.8240
Apartments Mid Rise	5.45522	0.0588	0.5027	0.2139	3.2100e-003		0.0407	0.0407		0.0407	0.0407		641.7904	641.7904	0.0123	0.0118	645.6962
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0946**	**0.8278**	**0.4870**	**5.1600e-003**		**0.0654**	**0.0654**		**0.0654**	**0.0654**		**1,031.8960**	**1,031.8960**	**0.0198**	**0.0189**	**1,038.1760**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	22.8440	0.3452	29.1322	1.5000e-003		0.1546	0.1546		0.1546	0.1546	0.0000	51.2220	51.2220	0.0548	0.0000	52.3738
Unmitigated	22.8440	0.3452	29.1322	1.5000e-003		0.1546	0.1546		0.1546	0.1546	0.0000	51.2220	51.2220	0.0548	0.0000	52.3738

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	4.2194					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	17.6705					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9540	0.3452	29.1322	1.5000e-003		0.1546	0.1546		0.1546	0.1546		51.2220	51.2220	0.0548		52.3738
Total	**22.8440**	**0.3452**	**29.1322**	**1.5000e-003**		**0.1546**	**0.1546**		**0.1546**	**0.1546**	**0.0000**	**51.2220**	**51.2220**	**0.0548**	**0.0000**	**52.3738**

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	4.2194					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	17.6705					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9540	0.3452	29.1322	1.5000e-003		0.1546	0.1546		0.1546	0.1546		51.2220	51.2220	0.0548		52.3738
Total	**22.8440**	**0.3452**	**29.1322**	**1.5000e-003**		**0.1546**	**0.1546**		**0.1546**	**0.1546**	**0.0000**	**51.2220**	**51.2220**	**0.0548**	**0.0000**	**52.3738**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Vegetation

APPENDIX G:
Traffic Study

Mobility Group, Camden Arts Mixed-Use Project Traffic Study, Updated Trip Generation Tables, February 2016

LADOT Correspondence of Approval to the Department of City Planning, Supplemental Traffic Assessment for the Mixed Use Development at 1525 East Industrial Street [Revised], August 26, 2015.

Mobility Group, Camden Arts Mixed-Use Project Traffic Study, August 29, 2014 and Memorandum to the Traffic Study, dated August 4, 2015.

Table 4.1 Camden Arts Mixed-Use Project - Trip Generation Estimates

February 2016 - Revised Project Description

2/19/2016

Daily Trips

Land Use Assumptions	Source [1] & Code	Quantity	Units	Daily			
					Trip Rate		Total Trips
Existing Uses							
Ice Generation and Food Storage [2]	ITE 150	81,194	SF		3.56		-289
Net Ice Generation and Food Storage							-289
Proposed Uses							
Mid-Rise Apartments [3,4]	ITE 223	346	DU		6.65		2,301
(Reduction for transit/walk trips) - 15%							-345
Net Apartments							1,956
General Office [5,6,7]	ITE 710	24,045	SF		11.03		265
(Reduction for transit/walk trips) - 15%							-40
Net Office							225
Restaurant [14,15,16]	ITE 932	5,500	SF		127.15		699
(Reduction for internal trips) - 10%							-70
(Reduction for transit/walk trips) - 15%							-94
(Reduction for pass-by trips) - 20%							-107
Net Restaurant							428
Total Net							2,320

AM Peak

Land Use Assumptions	Source [1] & Code	Quantity	Units	AM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Ice Generation and Food Storage [2]	ITE 150	81,194	SF	0.24	0.06	0.30	-19	-5	-24
Net Ice Generation and Food Storage							-19	-5	-24
Proposed Uses									
Mid-Rise Apartments [4]	ITE 223	346	DU	0.09	0.21	0.30	31	73	104
(Reduction for transit/walk trips) - 15%							-5	-11	-16
Net Apartments							26	62	88
General Office [5,6,7]	ITE 710	24,045	SF	1.37	0.19	1.56	33	5	38
(Reduction for transit/walk trips) - 15%							-5	-1	-6
Net Office							28	4	32
Restaurant [14,15,16]	ITE 932	5,500	SF	5.95	4.86	10.81	33	26	59
(Reduction for internal trips) - 10%							-3	-3	-6
(Reduction for transit/walk trips) - 15%							-5	-3	-8
(Reduction for pass-by trips) - 20%							-5	-5	-10
Net Restaurant							20	15	35
Total Net							55	76	131

Table 4.1 Camden Arts Mixed-Use Project - Trip Generation Estimates

February 2016 - Revised Project Description

2/19/2016

PM Peak

Land Use Assumptions	Source [1] & Code	Quantity	Units	PM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Ice Generation and Food Storage [2]	ITE 150	81,194	SF	0.08	0.24	0.32	-6	-20	-26
Net Ice Generation and Food Storage							-6	-20	-26
Proposed Uses									
Mid-Rise Apartments [4]	ITE 223	346	DU	0.23	0.16	0.39	80	55	135
(Reduction for transit/walk trips) - 15%							-12	-8	-20
Net Apartments							68	47	115
General Office [5,6,7]	ITE 710	24,045	SF	0.25	1.24	1.49	6	30	36
(Reduction for transit/walk trips) - 15%							-1	-4	-5
Net Office							5	26	31
Restaurant [14,15,16]	ITE 932	5,500	SF	5.91	3.94	9.85	33	21	54
(Reduction for internal trips) - 10%							-3	-2	-5
(Reduction for transit/walk trips) - 15%							-4	-3	-7
(Reduction for pass-by trips) - 20%							-6	-2	-8
Net Restaurant							20	14	34
Total Net							87	67	154

1. ITE trip rates from Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC, 2012 except otherwise noted.
2. Trip rates for Ice Generation and Food Storage not available. Trip rate from ITE 150 - Warehousing was used.
3. Daily trip rate for ITE 223 - Mid-Rise Apartment are not available. Daily trip rate from ITE 220 - Apartment was used.
4. Residential land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures*, Transit Credit, June 2013.
5. A total of 24 residential live/work units (approximately 18,500 sq. ft.) could potentially be utilized as General office space once the Project is constructed. To ensure the most conservative analysis was conducted, this space was analyzed as General Office space.
6. Source: Average trip rates for ITE 710 - General Office.
7. Office land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures*, Transit Credit, June 2013.
8. A total of 9 residential live/work units (approximately 8,800 sq. ft.) could potentially be utilized as Manufacturing space once the Project is constructed. To ensure the most conservative analysis was conducted, this space was analyzed as Manufacturing space.
9. Source: Average trip rates for ITE 140 - Manufacturing.
10. Manufacturing land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures*, Transit Credit, June 2013.
11. Source: Average trip rates for ITE 820 - Shopping Center.
12. Retail land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures*, Transit Credit, June 2013.
13. Retail land use was adjusted to account for pass-by trips (50%) per LADOT *Traffic Study Policies and Procedures*, Attachment I - LADOT Policy on Pass-By Trips, June 2013.
14. Source: Average trip rates for ITE 932 - High Turnover Restaurant.
15. High Turnover Restaurant land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures*, Transit Credit, June 2013.
16. High Turnover Restaurant land use was adjusted to account for pass-by trips (20%) per LADOT *Traffic Study Policies and Procedures*, Attachment I - LADOT Policy on Pass-By Trips, June 2013.

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1525 E. Industrial St
DOT Case No. CEN 15-43538

Date: August 26, 2015

To: Karen Hoo, City Planner
Department of City Planning

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **SUPPLEMENTAL TRAFFIC ASSESSMENT FOR THE PROPOSED MIXED USE DEVELOPMENT AT 1525 EAST INDUSTRIAL STREET [REVISED]**

A traffic impact study for the Camden Arts Mixed-Use project was submitted to the Department of Transportation (DOT) on August 15, 2013 and a corresponding DOT assessment report was issued to the Department of City Planning (DCP) on October 17, 2013. Since then, there have been several revisions to the project with supplemental traffic analyses submitted to DOT for updated assessments. The last DOT assessment was issued on October 8, 2014.

The project description has again been modified and a supplemental traffic analysis, dated August 4, 2015, was prepared by The Mobility Group and submitted to DOT. The latest proposal is described in the table below that provides a comparison between the new project scope and the scope that was last reviewed by DOT. This revision does not change the findings or recommendations of DOT's past assessments.

Land Use	Proposal from DOT Letter of Oct. 2014	New Proposal
Residential	327 Apartment Units	328 Apartment Units
Retail	6,400 SF	No Change
Restaurant	5,700 SF	No Change
Office	18,500 SF	27,300 SF
Manufacturing	8,800 SF	0 SF

The previous project proposal was estimated to generate 2,228 net new daily trips with 125 net new trips in the a.m. peak hour and 148 trips net new trips in p.m. peak hour. The revised project proposal is expected to generate a slight increase in trips with 2,282 new daily trips with 131 new trips in the a.m. peak hour and 155 new trips in the p.m. peak hour. The previous traffic analysis determined that none of the six analyzed intersections would be significantly impacted by project related traffic and the revised project is also not expected to result in any significant traffic impacts. DOT concurs with the results of the supplemental analysis. All of the project requirements that are identified in DOT's October 8, 2014 letter (attached for reference) shall remain in effect.

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

N:\Letters\2015\CEN15-43538_1525 Industrial st_mu_rev_ltr.doc

c: Kevin Ocubillo, Council District No. 14
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Gregg Vandergriff, Central District, BOE
Matthew Simon, The Mobility Group

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1525 E. Industrial St
DOT Case No. CEN 14-42487

Date: October 8, 2014

To: Karen Hoo, City Planner
Department of City Planning

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **REVISED TRAFFIC IMPACT STUDY FOR A MIXED-USE PROJECT AT 1525 EAST INDUSTRIAL STREET**

On October 21, 2013, February 13, 2014, and April 7, 2014, the Department of Transportation issued traffic assessment reports to the Department of City Planning on the proposed mixed-use project located at 1525 East Industrial Street. However, since these reports were released, the traffic analysis was revised to reflect an updated project description. A supplemental traffic impact analysis was submitted to reflect these changes. Therefore, DOT resubmits the traffic impact assessment report in its entirety. Please replace the three previous DOT assessments with this report.

The Department of Transportation (DOT) has reviewed the supplemental traffic analysis, dated September 3, 2014, prepared by The Mobility Group, for the mixed-use project located on the northeast corner of Alameda Street and Industrial Street. This analysis represents a revision to the project since the original scope was first submitted to DOT. The original project was the subject of a traffic study prepared on August 15, 2013. The original study determined that none of the six analyzed intersections would be significantly impacted by project related traffic, the supplemental analysis determined that, based on DOT's traffic impact criteria[1], there would be no changes to the results of the original study. The results of the revised traffic analysis, which adequately evaluated the revised project's impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to develop two parcels. Parcel 1 would construct 360 live/work apartment units, approximately 6,400 square-feet of retail uses, and 4,200 square-feet of restaurant uses on a site that currently houses light industrial and warehouse uses. Of the proposed live-work units, eight units would be located on the ground floor and may be utilized as 8,800 square-feet of work space for artists. Also, 24 units may be utilized as creative office space. Therefore, for a conservative traffic analysis, the eight ground floor

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[1]Per the DOT Traffic Study Polices and Procedures Revised March, 2002, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.010 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

units were analyzed as 8,800 square-feet of manufacturing space and the 24 units were analyzed as 18,500 square-feet of general office space. Parcel 2 would include a dog park for residents, open space and 1,500 square-feet of restaurant space.

The number of parking spaces to be provided by the project was not disclosed in the traffic study. Vehicular access to the project's parking facilities would be provided via a two-way driveway on Industrial Street and a two-way, right-turn only ingress/egress driveway on Alameda Street that would be gated and only accessible to residents of the project. The project is expected to be completed by 2017.

B. Trip Generation

The project is estimated to generate a net increase of approximately 2,228 daily trips, 125 trips during the a.m. peak hour and 148 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." DOT's traffic study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site, and for the internal-trip making opportunities that are afforded by mixed-use projects. Consistent with these guidelines, the estimated trip generation includes trip credits to account for the mixed-use nature of the project and for the expected transit mode share. A copy of the trip generation table from the traffic study can be found in **Attachment 2**.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements

Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage, **Alameda Street** is classified as a Major Highway Class II which requires a 40-foot half-width roadway on a 52-foot half-width right-of-way and **Industrial Street** and **Mill Street** are classified as Collector Streets which require a 22-foot half-width roadway within a 32-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study did not indicate the number of parking spaces that would be provided by the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation
The conceptual site plan for the project (illustrated in **Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading shall take place on site with no vehicles having to back into the project via one of the proposed project driveways.

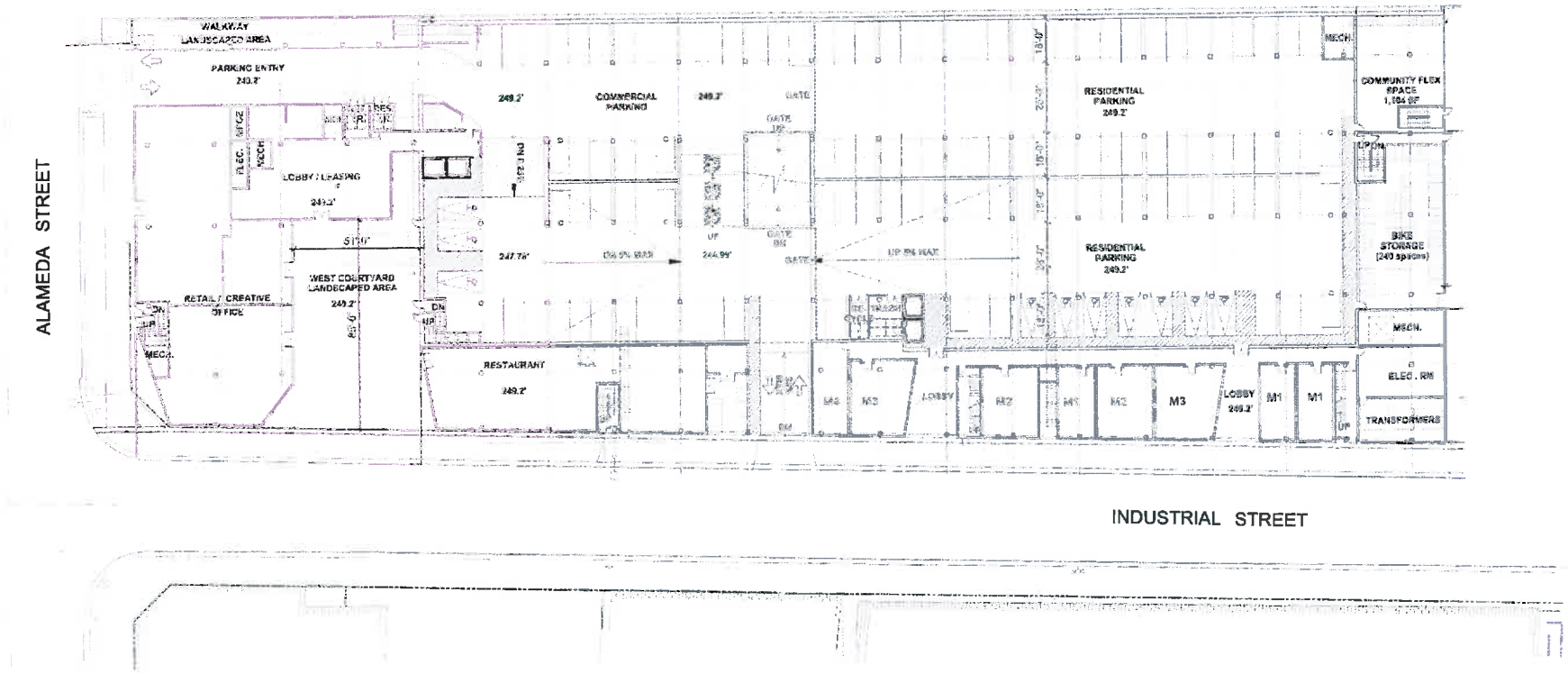
E. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Attachments

Letters\CEN14-42487_1525 industrial mixed-use_rev proj ltr4.wpd

c: Tanner Blackman, Council District No. 14
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Carl Mills, Central District, BOE
Mike Bates, The Mobility Group



Source: LOHA Architects and TCA Architects

8/28/14

Figure 1.2
Project Site Plan

The **Mobility** Group
Transportation Strategies & Solutions

Memorandum

To: Tomas Carranza, LADOT

From: Matthew Simons

Subject: Traffic Review - Revised Camden Arts Mixed-Use Project

Date: August 4, 2015

A Traffic Study for the Camden Arts Mixed-Use Project, located at 1525 East Industrial Street in the Arts District region of downtown Los Angeles, was originally submitted on August 15, 2013. At that time, the Project Description consisted of 240 apartments, 7,240 sq. ft. of retail space and 6,300 sq. ft. of restaurant space. The analysis contained in that report showed that the proposed project was not expected to generate any significant traffic impacts. LADOT agreed with the findings of that report and drafted an Approval Letter (attached) dated October 17, 2013 (DOT Case No. CEN 13-41113).

An Addendum to the Traffic Study was submitted to LADOT on September 16, 2013 that documented a slight change in the Project Description. The new Project Description consisted of 229 apartments, 11 live/work units (analyzed as 12,353 sq. ft. of office space), 7,240 sq. ft. of retail space, and 4,800 sq. ft. of restaurant space. The analysis contained in that report showed that the proposed project was not expected to generate any significant traffic impacts. LADOT agreed with the findings of the Addendum and drafted an Approval Letter (attached) dated October 21, 2013 (DOT Case No. CEN 13-41113) that superseded the October 17, 2013 letter.

On January 24, 2014, a revised Traffic Study was submitted to LADOT documenting a slight change in the related projects list. The Project Description analyzed in the September 16, 2013 Addendum remained unchanged and two additional development projects were added to the related projects list. The resulting vehicle trips added to the future baseline traffic volumes. The change in the future baseline traffic volumes did not result in any changes to the findings or recommendations of the original Traffic Study or Addendum. LADOT agreed with the findings of the revised Traffic Study and drafted an Approval Letter (attached) dated February 13, 2014 (DOT Case No. CEN 13-41113).

On March 21, 2014, a second revised Traffic Study was submitted to LADOT documenting a second change to the related projects list. The Project Description analyzed in the January 24,

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Fax: 949-474-1599

2014 report remained unchanged and three additional development projects were added to the related project list. The resulting vehicle trips added to the future baseline traffic volumes. The change in the future baseline traffic volumes did not result in any changes to the findings or recommendations of the original Traffic Study, Addendum or the revised Traffic Study. LADOT agreed with the findings of the revised Traffic Study and drafted an Approval Letter (attached) dated April 11, 2014 (DOT Case No. CEN 13-41113).

On August 29, 2014, a third revised Traffic Study was submitted to LADOT documenting a second change to the Project Description. The revised Project Description consisted of 360 live/work residential apartments, 6,400 sq. ft. of retail space, and 5,700 sq. ft. of restaurant space. The eight ground-floor units (consisting of 8,800 sq. ft.) were analyzed as manufacturing space and 24 upper floor units (totaling 18,500 sq. ft.) were analyzed as general office space. The analysis contained in that report showed that the proposed project was not expected to generate any significant traffic impacts. LADOT agreed with the findings of the revised report and drafted an Approval Letter (attached) dated October 8, 2014 (DOT Case No. CEN 14-42487).

The Applicant has now made additional refinements to the Project Description.

Original August 2013 Project and Traffic Study Report

The original August 2013 report was based on a Project Description of 240 residential apartments, 7,240 sq. ft. of retail space, and 6,300 sq. ft. of restaurant space. The report identified that the Project would generate 1,676 daily trips, 81 AM peak hour trips and 102 PM peak hour trips (see Attachment 2 in attached LADOT letter). The report found that the Project would cause no significant traffic impacts, and that no traffic mitigations were necessary.

September 2013 Addendum Project and Analysis

The Applicant revised the Project Description to comprise 229 residential apartments, 11 live/work units (analyzed as 12,353 sq. ft. of office space), 7,240 sq. ft. of retail space, and 6,300 sq. ft. of restaurant space. The Addendum identified that the Project would generate 1,729 daily trips, 96 AM peak hour trips and 113 PM peak hour trips (see Attachment 2 in the attached LADOT letter). TMG prepared a revised traffic impact analysis using the new Project Description. The Addendum found that the Project would cause no significant traffic impacts, and that no traffic mitigations were necessary.

January 2014 and March 2014 Revised Projects and Analyses

Two changes were made to the related projects list that added a total of five new development projects. The Project Description from the September 2013 Addendum was analyzed with no changes. Both reports identified that the Project would generate 1,729 daily trips, 96 AM peak

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hour trips and 113 PM peak hour trips (see Attachment 2 in the attached LADOT letters dated February 13, 2014 and April 11, 2014). TMG prepared revised traffic impact analyses using this Project Description. Both reports found that the Project would cause no significant traffic impacts, and that no traffic mitigations were necessary.

August 2014 Project and Analysis

The Applicant revised the Project Description a second time to include a total of 360 live/work residential apartments, 6,400 sq. ft. of retail space and 5,700 sq. ft. of restaurant space. Of the 360 live/work units, eight units (totaling 8,800 sq. ft.) were analyzed as manufacturing space and the 24 upper floor units (totaling 18,500 sq. ft.) were analyzed as general office space. The report identified that the Project would generate 2,228 daily trips, 125 AM peak hour trips and 148 PM peak hour trips (see Attachment 2 in attached LADOT letter dated October 8, 2014). The report found that the Project would cause no new significant traffic impacts, and that no traffic mitigations were necessary.

Revised July 2015 Project and Analysis

The Applicant has further refined the Project Description to give the Applicant the ability to convert the eight ground-floor residential units, previously analyzed as 8,800 sq. ft. of manufacturing space, into general office space and adding it to the 18,500 sq. ft. of general office space analyzed in the August 2014 report, creating a total of 27,300 sq. ft. general office space. TMG prepared trip generation estimates for the revised Project Description that identified that the Project would generate 2,282 daily trips, 131 AM peak hour trips and 154 PM peak hour trips.

When the trip generation estimates between the August 2014 report and the revised July 2015 Project Description were compared, it was determined that the daily trips are expected to increase by 60 trips from 2,228 trips to 2,282 trips. The AM peak hour trips are expected to increase by 6 trips from 125 trips to 131 trips and PM peak hour trips are expected to increase by 7 trips from 148 trips to 155 trips.

The overall increase in the number of trips generated by the change in the Project Description is very small when compared to the number of trips generated by the Project Description analyzed in the August 2014 report (5% increase in the AM peak hour and 5% in the PM peak hour). The level of service analyses conducted in the August 2014 Traffic Study (Attachment 1 in LADOT's attached letter) show that the incremental increases in volume/capacity ratios as a result of project-related traffic are substantially below the threshold for triggering a significant impact. We therefore conclude that the marginal increase in vehicle trips that would be generated from conversion of the eight ground-floor units (8,800 sq. ft.) from manufacturing space to general

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office space, as described in the revised Project Description, is not expected to create any significant impacts at any of the study intersections.

Conclusion

We respectfully request your concurrence with the above conclusion. The Applicant requests a supplemental LADOT letter, describing the changes in the Project Description - and confirming the results of the trip generation analysis and that there would still be no significant impacts at any of the study intersections. They would like to move forward as quickly as possible, so they are requesting the supplemental letter at your earliest convenience.

We appreciate your assistance on this project. You may call me at (949)-474-1591 x15 or e-mail me at msimons@mobilitygrp.com, if you have any questions.

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LADOT Approval Letter for
Traffic Study Dated August 2013

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1525 E. Industrial St
DOT Case No. CEN 13-41113

Date: October 17, 2013

To: Karen Hoo, City Planner
Department of City Planning

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 1525 EAST INDUSTRIAL STREET**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by The Mobility Group, dated August 15, 2013, for the proposed mixed-use development project located on the northeast corner of Alameda Street and Industrial Street. Based on DOT's traffic impact criteria[1], the traffic study included the detailed analysis of six intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis, which adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct 240 apartment units, 7,240 square-feet of restaurant space, and 6,300 square-feet of retail uses on a site that is currently houses light industrial and warehouse uses. The number of parking spaces to be provided by the project was not disclosed in the traffic study. Vehicular access will be provided via a two-way driveway on Industrial Street. The project also discussed an alternative site plan which would include an additional two-way, right-turn only ingress/egress driveway on Alameda Street that would be gated and only accessible to residents of the project. The additional driveway would not alter the findings of the analysis. The project is expected to be completed by 2017.

B. Trip Generation

The project is estimated to generate a net increase of approximately 1,676 daily trips, 81 trips during the a.m. peak hour and 102 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." DOT's traffic study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site, and for the internal-trip making opportunities that are afforded by mixed-use projects. Consistent with these guidelines, the estimated trip generation includes trip credits to account for the mixed-use nature of the project and for the expected transit

[1] Per DOT's Traffic Study Polices and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

mode share. A copy of the trip generation table from the traffic study can be found in **Attachment 2.**

PROJECT REQUIREMENTS

A. Construction Impacts
DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements
Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage, **Alameda Street** is classified as a Major Highway Class II which requires a 40-foot half-width roadway on a 52-foot half-width right-of-way and **Industrial Street** and **Mill Street** are classified as Collector Streets which require a 22-foot half-width roadway within a 32-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements
The traffic study did not indicate the number of parking spaces that would be provided by the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation
The conceptual site plan for the project (illustrated in **Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading shall take place on site with no vehicles having to back into the project via one of the proposed project driveways.

E. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Attachments

Letters\CEN13-41113_1525 Industrial St mixed-use ts ltr.wpd

c: Tanner Blackman, Council District No. 14
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Carl Mills, Central District, BOE
Mike Bates, The Mobility Group

Table 4.2 Future With Project Conditions - Intersection Level of Service AM Peak Hour

Intersection	AM Peak Hour				Change in V / C	Significant Impact
	Future Without Project		Future With Project			
	V / C	LOS	V / C	LOS		
1. 6th Street & Central Avenue	0.442	A	0.443	A	0.001	No
2. 6th Street & Alameda Street	0.538	A	0.543	A	0.005	No
3. 6th Street & Mateo Street	0.369	A	0.371	A	0.002	No
4. 7th Street & Central Avenue	0.535	A	0.536	A	0.001	No
5. 7th Street & Alameda Street	0.583	A	0.590	A	0.007	No
6. 7th Street & Mateo Street	0.395	A	0.396	A	0.001	No

Table 4.3 Future With Project Conditions - Intersection Level of Service PM Peak Hour

Intersection	PM Peak Hour				Change in V / C	Significant Impact
	Future Without Project		Future With Project			
	V / C	LOS	V / C	LOS		
1. 6th Street & Central Avenue	0.706	C	0.707	C	0.001	No
2. 6th Street & Alameda Street	0.652	B	0.656	B	0.004	No
3. 6th Street & Mateo Street	0.429	A	0.431	A	0.002	No
4. 7th Street & Central Avenue	0.614	B	0.617	B	0.003	No
5. 7th Street & Alameda Street	0.667	B	0.672	B	0.005	No
6. 7th Street & Mateo Street	0.425	A	0.432	A	0.007	No

Attachment 2
1525 E. Industrial St

Table 4.1 Camden Arts Mixed-Use Project - Trip Generation Estimates

8/14/2013

Daily Trips

Land Use Assumptions	Source [1] & Code	Quantity	Units	Daily			
					Trip Rate		Total Trips
Existing Uses							
Ice Generation and Food Storage[2]	ITE 150	81,194	SF		3.56		-289
Net Ice Generation and Food Storage							-289
Proposed Uses							
Mid-Rise Apartments [3,4]	ITE 223	240	DU		6.65		1,596
(Reduction for transit trips) - 15%							-239
Net Apartments							1,357
Retail [5,6,7,8]	ITE 820	7,240	SF		42.70		309
(Reduction for internal trips) - 10%							-31
(Reduction for transit trips) - 15%							-42
(Reduction for pass-by trips) - 50%							-118
Net Retail							118
Restaurant [9,10,11]	ITE 932	6,300	SF		127.15		801
(Reduction for internal trips) - 10%							-80
(Reduction for transit trips) - 15%							-108
(Reduction for pass-by trips) - 20%							-123
Net Restaurant							490
Total Net							1,676

AM Peak

Land Use Assumptions	Source [1] & Code	Quantity	Units	AM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Ice Generation and Food Storage[2]	ITE 150	81,194	SF	0.24	0.06	0.30	-19	-5	-24
Net Ice Generation and Food Storage							-19	-5	-24
Proposed Uses									
Mid-Rise Apartments [4]	ITE 223	240	DU	0.09	0.21	0.30	22	50	72
(Reduction for transit trips) - 15%							-3	-8	-11
Net Apartments							19	42	61
Retail [5,6,7,8]	ITE 820	7,240	SF	0.60	0.36	0.96	4	3	7
(Reduction for internal trips) - 10%							0	0	0
(Reduction for transit trips) - 15%							-1	0	-1
(Reduction for pass-by trips) - 50%							-2	-2	-4
Net Retail							1	1	2
Restaurant [9,10,11]	ITE 932	6,300	SF	5.95	4.86	10.81	37	31	68
(Reduction for internal trips) - 10%							-4	-3	-7
(Reduction for transit trips) - 15%							-5	-4	-9
(Reduction for pass-by trips) - 20%							-8	-8	-16
Net Restaurant							23	19	42
Total Net							24	57	81

Table 4.1 Camden Arts Mixed-Use Project - Trip Generation Estimates

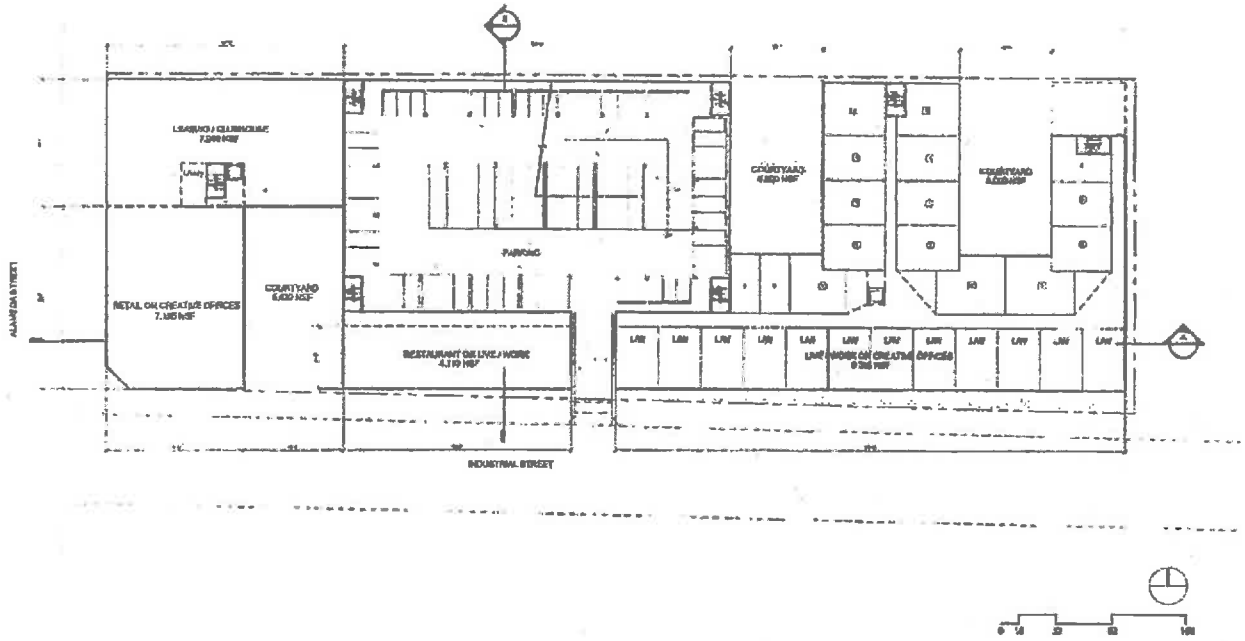
8/14/2013

PM Peak

Land Use Assumptions		Source[1] & Code	Quantity	Units	PM Peak Hour					
					Trip Rate			Total Trips		
					In	Out	Total	In	Out	Total
Existing Uses										
Ice Generation and Food Storage[2]		ITE 150	81,194	SF	0.08	0.24	0.32	-6	-20	-26
Net Ice Generation and Food Storage								-6	-20	-26
Proposed Uses										
Mid-Rise Apartments[4]		ITE 223	240	DU	0.23	0.16	0.39	55	39	94
(Reduction for transit trips) -	15%							-8	-6	-14
Net Apartments								47	33	80
Retail[5,6,7,8]		ITE 820	7,240	SF	1.78	1.93	3.71	13	14	27
(Reduction for internal trips) -	10%							-1	-2	-3
(Reduction for transit trips) -	15%							-2	-2	-4
(Reduction for pass-by trips) -	50%							-5	-5	-10
Net Retail								5	5	10
Restaurant[9,10,11]		ITE 932	6,300	SF	5.91	3.94	9.85	38	24	62
(Reduction for internal trips) -	10%							-4	-3	-8
(Reduction for transit trips) -	15%							-5	-3	-8
(Reduction for pass-by trips) -	20%							-6	-3	-10
Net Restaurant								23	15	38
Total Net								69	33	102

1. ITE trip rates from Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC, 2012 except otherwise noted.
2. Trip rates for Ice Generation and Food Storage not available. Trip rate from ITE 150 - Warehousing was used.
3. Daily trip rate for ITE 223 - Mid-Rise Apartment are not available. Daily trip rate from ITE 220 - Apartment was used.
4. Residential land use was adjusted to account for transit trips (15%) per LADOT *Traffic Study Policies and Procedures*, Transit Credit, May 2012.
5. Source: Average trip rates for ITE 820 - Shopping Center.
6. Retail land use was adjusted to account for transit trips (15%) per LADOT Traffic Study Policies and Procedures, Transit Credit, May 2012.
7. Retail/creative office space and/or live/work units were analyzed as retail space as this use generates the most trips; therefore, the analysis is the most conservative.
8. Retail land use was adjusted to account for pass-by trips (50%) per LADOT Traffic Study Policies and Procedures. Attachment H - LADOT Policy on Pass-By Trips, May 2012.
9. Source: Average trip rates for ITE 932 - High Turnover Restaurant.
10. High Turnover Restaurant land use was adjusted to account for transit trips (15%) per LADOT Traffic Study Policies and Procedures, Transit Credit, May 2012.
11. High Turnover Restaurant land use was adjusted to account for pass-by trips (20%) per LADOT Traffic Study Policies and Procedures, Attachment H - LADOT Policy on Pass-By Trips, May 2012.

Note: Some numbers do not add up perfectly due to rounding.



LOHA

LEVEL ONE - GROUND FLOOR
1525 INDUSTRIAL ST LOS ANGELES CA 90021
March 25, 2013

Figure 1.2
Project Site Plan

LADOT Approval Letter for
Traffic Study Addendum Dated September 2013

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1525 E. Industrial St
DOT Case No. CEN 13-41113

Date: October 21, 2013

To: Karen Hoo, City Planner
Department of City Planning

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 1525 EAST INDUSTRIAL STREET**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by The Mobility Group, dated August 15, 2013, and an addendum to the report, dated September 16, 2013, for the proposed mixed-use development project located on the northeast corner of Alameda Street and Industrial Street. Based on DOT's traffic impact criteria[1], the traffic study included the detailed analysis of six intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis, which adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1.**

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to develop two parcels. Parcel 1 would construct 229 apartment units, 11 live/work units (considered 12,353 square-feet of office for trip generation), 7,240 square-feet of retail uses, and 4,800 square-feet of restaurant uses on a site that currently houses light industrial and warehouse uses. Parcel 2 would include a dog park for residents and 1,500 square-feet of restaurant space. The number of parking spaces to be provided by the project was not disclosed in the traffic study. Vehicular access will be provided via a two-way driveway on Industrial Street and a two-way, right-turn only ingress/egress driveway on Alameda Street that would be gated and only accessible to residents of the project. The project is expected to be completed by 2017.

B. Trip Generation

The project is estimated to generate a net increase of approximately 1,729 daily trips, 96 trips during the a.m. peak hour and 113 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." DOT's traffic study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site, and for the internal-trip making opportunities that are afforded by mixed-use projects. Consistent with these guidelines, the estimated trip generation includes trip

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credits to account for the mixed-use nature of the project and for the expected transit mode share. A copy of the trip generation table from the traffic study can be found in **Attachment 2.**

PROJECT REQUIREMENTS

A. Construction Impacts
DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements
Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage, **Alameda Street** is classified as a Major Highway Class II which requires a 40-foot half-width roadway on a 52-foot half-width right-of-way and **Industrial Street** and **Mill Street** are classified as Collector Streets which require a 22-foot half-width roadway within a 32-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

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The traffic study did not indicate the number of parking spaces that would be provided by the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation
The conceptual site plan for the project (Illustrated in **Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading shall take place on site with no vehicles having to back into the project via one of the proposed project driveways.

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applicable fees per this ordinance.

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Attachments

Letters\CEN13-41113_1525 Industrial St mixed-use ts ltr2.wpd

c: Tanner Blackman, Council District No. 14
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The **Mobility** Group
Transportation Strategies & Solutions

Table A.2 Future With Project Conditions - Intersection Level of Service AM Peak Hour

Intersection	AM Peak Hour				Change in V / C	Significant Impact
	Future Without Project		Future With Project			
	V / C	LOS	V / C	LOS		
1. 6th Street & Central Avenue	0.442	A	0.443	A	0.001	No
2. 6th Street & Alameda Street	0.538	A	0.545	A	0.007	No
3. 6th Street & Mateo Street	0.369	A	0.371	A	0.002	No
4. 7th Street & Central Avenue	0.535	A	0.537	A	0.002	No
5. 7th Street & Alameda Street	0.583	A	0.591	A	0.008	No
6. 7th Street & Mateo Street	0.395	A	0.398	A	0.003	No

Table A.3 Future With Project Conditions - Intersection Level of Service PM Peak Hour

Intersection	PM Peak Hour				Change in V / C	Significant Impact
	Future Without Project		Future With Project			
	V / C	LOS	V / C	LOS		
1. 6th Street & Central Avenue	0.706	C	0.707	C	0.001	No
2. 6th Street & Alameda Street	0.652	B	0.657	B	0.005	No
3. 6th Street & Mateo Street	0.429	A	0.431	A	0.002	No
4. 7th Street & Central Avenue	0.614	B	0.617	B	0.003	No
5. 7th Street & Alameda Street	0.667	B	0.672	B	0.005	No
6. 7th Street & Mateo Street	0.425	A	0.433	A	0.008	No

Attachment 2

1525 Industrial St

Table A.1 Camden Arts Mixed-Use Project - Addendum - Trip Generation Estimates

Daily Trips

Land Use Assumptions		Source [1] & Code	Quantity	Units	Daily			
						Trip Rate		Total Trips
Existing Uses								
Ice Generation and Food Storage[2]		ITE 150	81,194	SF		3.56		-289
Net Ice Generation and Food Storage								-289
Proposed Uses								
Mid-Rise Apartments[3,4]		ITE 223	229	DU		6.65		1,523
(Reduction for transit trips) -	15%							-228
Net Apartments								1,294
General Office[5,6]		ITE 710	12,353	SF		11.03		136
(Reduction for transit trips) -	15%							-20
Net Apartments								116
Retail [7,8,9,10]		ITE 820	7,240	SF		42.70		309
(Reduction for internal trips) -	10%							-31
(Reduction for transit trips) -	15%							-42
(Reduction for pass-by trips) -	50%							-118
Net Retail								118
Restaurant[11,12,13]		ITE 932	6,300	SF		127.15		801
(Reduction for internal trips) -	10%							-80
(Reduction for transit trips) -	15%							-108
(Reduction for pass-by trips) -	20%							-123
Net Restaurant								490
Total Net								1,729

AM Peak

Land Use Assumptions		Source [1] & Code	Quantity	Units	AM Peak Hour					
					Trip Rate			Total Trips		
					In	Out	Total	In	Out	Total
Existing Uses										
Ice Generation and Food Storage[2]		ITE 150	81,194	SF	0.24	0.06	0.30	-19	-5	-24
Net Ice Generation and Food Storage								-19	-5	-24
Proposed Uses										
Mid-Rise Apartments[4]		ITE 223	229	DU	0.09	0.21	0.30	21	48	69
(Reduction for transit trips) -	15%							-3	-7	-10
Net Apartments								18	41	59
General Office[5,6]		ITE 710	12,353	SF	1.37	0.19	1.56	17	2	19
(Reduction for transit trips) -	15%							-3	0	-3
Net Apartments								14	2	16
Retail [7,8,9,10]		ITE 820	7,240	SF	0.60	0.36	0.96	4	3	7
(Reduction for internal trips) -	10%							0	0	0
(Reduction for transit trips) -	15%							-1	0	-1
(Reduction for pass-by trips) -	50%							-2	-1	-3
Net Retail								1	2	3
Restaurant[11,12,13]		ITE 932	6,300	SF	5.95	4.86	10.81	37	31	68
(Reduction for internal trips) -	10%							-4	-3	-7
(Reduction for transit trips) -	15%							-5	-4	-9
(Reduction for pass-by trips) -	20%							-5	-5	-10
Net Restaurant								23	19	42
Total Net								37	59	96

Table A.1 Camden Arts Mixed-Use Project - Addendum - Trip Generation Estimates

PM Peak

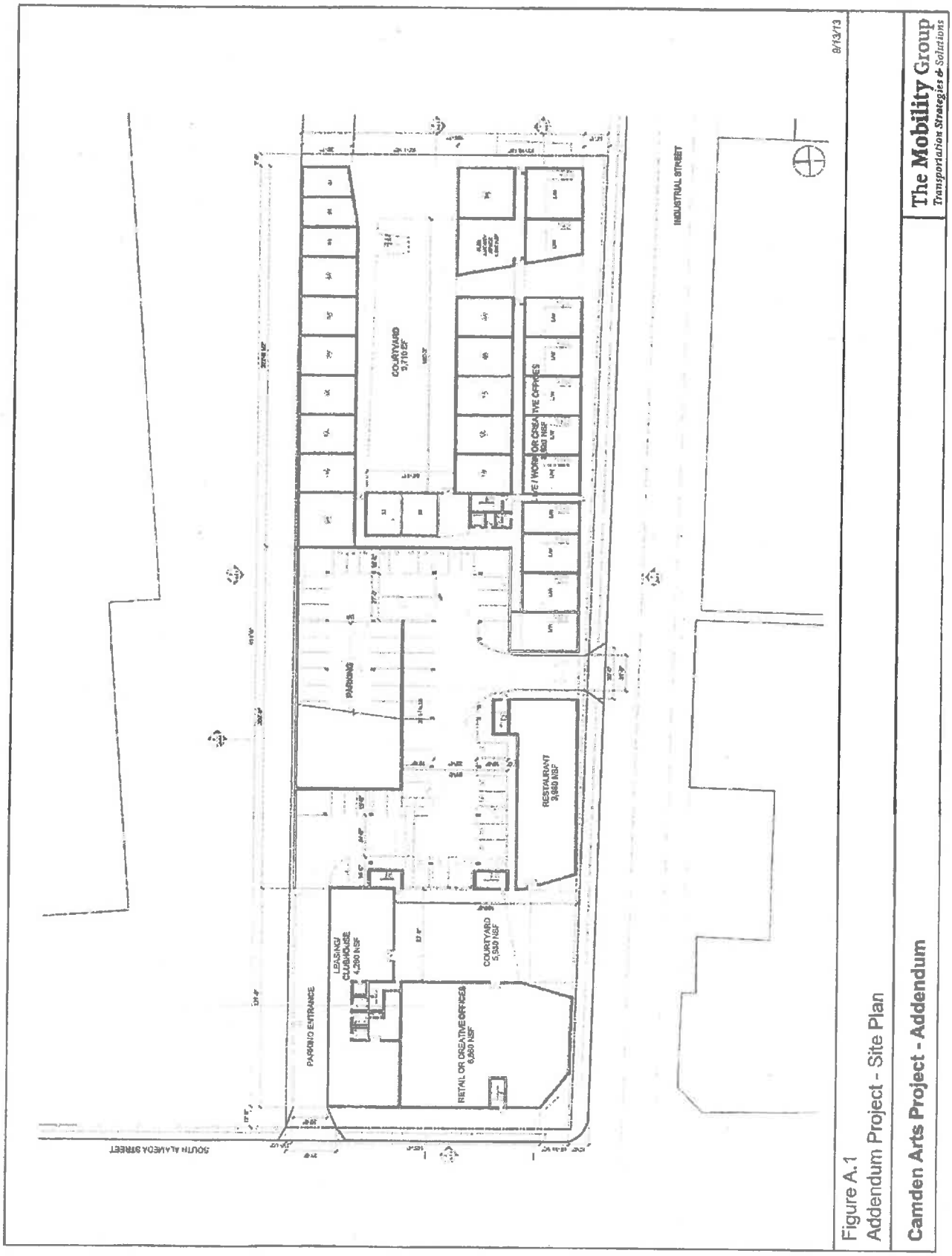
Land Use Assumptions		Source [1] & Code	Quantity	Units	PM Peak Hour					
					Trip Rate			Total Trips		
					In	Out	Total	In	Out	Total
Existing Uses										
Ice Generation and Food Storage[2]		ITE 150	81.194	SF	0.08	0.24	0.32	-6	-20	-26
Net Ice Generation and Food Storage								-6	-20	-26
Proposed Uses										
Mid-Rise Apartments [4]		ITE 223	229	DU	0.23	0.16	0.39	52	37	89
(Reduction for transit trips) -	15%							-8	-5	-13
Net Apartments								44	32	76
General Office[5,6]		ITE 710	12,353	SF	0.25	1.24	1.49	3	15	18
(Reduction for transit trips) -	15%							0	-3	-3
Net Apartments								3	12	15
Retail [7,8,9,10]		ITE 820	7,240	SF	1.78	1.93	3.71	13	14	27
(Reduction for internal trips) -	10%							-1	-2	-3
(Reduction for transit trips) -	15%							-2	-2	-4
(Reduction for pass-by trips) -	50%							-5	-5	-10
Net Retail								5	5	10
Restaurant[11,12,13]		ITE 932	6,300	SF	5.91	3.94	9.85	38	24	62
(Reduction for internal trips) -	10%							-4	-2	-6
(Reduction for transit trips) -	15%							-5	-3	-8
(Reduction for pass-by trips) -	20%							-6	-4	-10
Net Restaurant								23	15	38
Total Net								69	44	113

1. ITE trip rates from Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC, 2012 except otherwise noted.
2. Trip rates for Ice Generation and Food Storage not available. Trip rate from ITE 150 - Warehousing was used.
3. Daily trip rate for ITE 223 - Mid-Rise Apartment are not available. Daily trip rate from ITE 220 - Apartment was used.
4. Residential land use was adjusted to account for transit trips (15%) per LADOT*Traffic Study Policies and Procedures* , Transit Credit, May 2012.
5. Source: Average trip rates for ITE 710 - General Office.
6. Office land use was adjusted to account for transit trips (15%) per LADOT Traffic Study Policies and Procedures, Transit Credit, May 2012.
7. Source: Average trip rates for ITE 820 - Shopping Center.
8. Retail land use was adjusted to account for transit trips (15%) per LADOT Traffic Study Policies and Procedures, Transit Credit, May 2012.
9. Retail/creative office space and/or live/work units were analyzed as retail space as this use generates the most trips; therefore, the analysis is the most conservative.
10. Retail land use was adjusted to account for pass-by trips (50%) per LADOT Traffic Study Policies and Procedures, Attachment H - LADOT Policy on Pass-By Trips, May 2012.
11. Source: Average trip rates for ITE 932 - High Turnover Restaurant.
12. High Turnover Restaurant land use was adjusted to account for transit trips (15%) per LADOT Traffic Study Policies and Procedures, Transit Credit, May 2012.
13. High Turnover Restaurant land use was adjusted to account for pass-by trips (20%) per LADOT Traffic Study Policies and Procedures, Attachment H - LADOT Policy on Pass-By Trips, May 2012.

Note: Some numbers do not add up perfectly due to rounding.

Attachment 3

1525 Industrial St



LADOT Approval Letter for
Revised Traffic Study Dated January 2014

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1525 E. Industrial St
DOT Case No. CEN 13-41113

Date: February 13, 2014

To: Karen Hoo, City Planner
Department of City Planning

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **REVISED TRAFFIC IMPACT STUDY FOR A MIXED-USE PROJECT LOCATED AT 1525 EAST INDUSTRIAL STREET**

The Department of Transportation (DOT) has reviewed the revised traffic analysis, dated January 24, 2014, and prepared by The Mobility Group, for the proposed mixed-use project located on the northeast corner of Alameda Street and Industrial Street. This project was the subject of a traffic study prepared in August 2013 and of a DOT report dated October 21, 2013. The scope of the project has not changed from what was originally proposed. The traffic analysis was revised to include an updated "cumulative projects" list. However, this revision does not affect the findings or recommendations of DOT's original letter.

According to the traffic impact study from August 2013, the original project was not expected to result in any significant traffic impacts at the six intersections identified for detailed analysis. The revised analysis evaluated the original six study intersections and determined that none of the study intersections would be significantly impacted by project related traffic. The revised traffic analysis adequately evaluated the project's impacts on the surrounding community.

DOT concurs with the findings of the revised traffic analysis. **All of the project requirements that are identified in DOT's original letter, dated October 21, 2013 (attached for reference), should remain in effect.**

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

s:\letters\CEN13-41113_1525 industrial mixed-use_rev proj.wpd

Attachment (DOT Project Assessment Report dated October 21, 2013)

c: Tanner Blackman, Council District 14
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Carl Mills, Central District, BOE
Mike Bates, The Mobility Group

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1525 E. Industrial St
DOT Case No. CEN 13-41113

Date: October 21, 2013

To: Karen Hoo, City Planner
Department of City Planning

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 1525 EAST INDUSTRIAL STREET**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by The Mobility Group, dated August 15, 2013, and an addendum to the report, dated September 16, 2013, for the proposed mixed-use development project located on the northeast corner of Alameda Street and Industrial Street. Based on DOT's traffic impact criteria[1], the traffic study included the detailed analysis of six intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis, which adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to develop two parcels. Parcel 1 would construct 229 apartment units, 11 live/work units (considered 12,353 square-feet of office for trip generation), 7,240 square-feet of retail uses, and 4,800 square-feet of restaurant uses on a site that currently houses light industrial and warehouse uses. Parcel 2 would include a dog park for residents and 1,500 square-feet of restaurant space. The number of parking spaces to be provided by the project was not disclosed in the traffic study. Vehicular access will be provided via a two-way driveway on Industrial Street and a two-way, right-turn only ingress/egress driveway on Alameda Street that would be gated and only accessible to residents of the project. The project is expected to be completed by 2017.

B. Trip Generation

The project is estimated to generate a net increase of approximately 1,729 daily trips, 96 trips during the a.m. peak hour and 113 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." DOT's traffic study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site, and for the internal-trip making opportunities that are afforded by mixed-use projects. Consistent with these guidelines, the estimated trip generation includes trip

[1] Per DOT's Traffic Study Polices and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

credits to account for the mixed-use nature of the project and for the expected transit mode share. A copy of the trip generation table from the traffic study can be found in **Attachment 2.**

PROJECT REQUIREMENTS

A. Construction Impacts
DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements
Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage, **Alameda Street** is classified as a Major Highway Class II which requires a 40-foot half-width roadway on a 52-foot half-width right-of-way and **Industrial Street** and **Mill Street** are classified as Collector Streets which require a 22-foot half-width roadway within a 32-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements
The traffic study did not indicate the number of parking spaces that would be provided by the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation
The conceptual site plan for the project (illustrated in **Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading shall take place on site with no vehicles having to back into the project via one of the proposed project driveways.

E. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any

applicable fees per this ordinance.

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Attachments

Letters\CEN13-41113_1525 Industrial St mixed-use ts ltr2.wpd

c: Tanner Blackman, Council District No. 14
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Carl Mills, Central District, BOE
Mike Bates, The Mobility Group

The **Mobility** Group
Transportation Strategies & Solutions

Table A.2 Future With Project Conditions - Intersection Level of Service AM Peak Hour

Intersection	AM Peak Hour				Change in V / C	Significant Impact
	Future Without Project		Future With Project			
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2. 6th Street & Alameda Street	0.538	A	0.545	A	0.007	No
3. 6th Street & Mateo Street	0.369	A	0.371	A	0.002	No
4. 7th Street & Central Avenue	0.535	A	0.537	A	0.002	No
5. 7th Street & Alameda Street	0.583	A	0.591	A	0.008	No
6. 7th Street & Mateo Street	0.395	A	0.398	A	0.003	No

Table A.3 Future With Project Conditions - Intersection Level of Service PM Peak Hour

Intersection	PM Peak Hour				Change in V / C	Significant Impact
	Future Without Project		Future With Project			
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1. 6th Street & Central Avenue	0.706	C	0.707	C	0.001	No
2. 6th Street & Alameda Street	0.652	B	0.657	B	0.005	No
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4. 7th Street & Central Avenue	0.614	B	0.617	B	0.003	No
5. 7th Street & Alameda Street	0.667	B	0.672	B	0.005	No
6. 7th Street & Mateo Street	0.425	A	0.433	A	0.008	No

Attachment 2
1525 Industrial St

Table A.1 Camden Arts Mixed-Use Project - Addendum - Trip Generation Estimates

Daily Trips

Land Use Assumptions		Source [1] & Code	Quantity	Units	Daily			
						Trip Rate		Total Trips
Existing Uses								
Ice Generation and Food Storage[2]		ITE 150	81,194	SF		3.56		-289
Net Ice Generation and Food Storage								-289
Proposed Uses								
Mid-Rise Apartments [3,4]		ITE 223	229	DU		6.65		1,523
(Reduction for transit trips) -	15%							-228
Net Apartments								1,294
General Office [5,6]		ITE 710	12,353	SF		11.03		136
(Reduction for transit trips) -	15%							-20
Net Apartments								116
Retail [7,8,9,10]		ITE 820	7,240	SF		42.70		309
(Reduction for internal trips) -	10%							-31
(Reduction for transit trips) -	15%							-42
(Reduction for pass-by trips) -	50%							-118
Net Retail								118
Restaurant [11,12,13]		ITE 932	6,300	SF		127.15		801
(Reduction for internal trips) -	10%							-80
(Reduction for transit trips) -	15%							-108
(Reduction for pass-by trips) -	20%							-123
Net Restaurant								490
Total Net								1,729

AM Peak

Land Use Assumptions		Source [1] & Code	Quantity	Units	AM Peak Hour					
					Trip Rate			Total Trips		
					In	Out	Total	In	Out	Total
Existing Uses										
Ice Generation and Food Storage[2]		ITE 150	81,194	SF	0.24	0.06	0.30	-19	-5	-24
Net Ice Generation and Food Storage								-19	-5	-24
Proposed Uses										
Mid-Rise Apartments [4]		ITE 223	229	DU	0.09	0.21	0.30	21	48	69
(Reduction for transit trips) -	15%							-3	-7	-10
Net Apartments								18	41	59
General Office [5,6]		ITE 710	12,353	SF	1.37	0.19	1.56	17	2	19
(Reduction for transit trips) -	15%							-3	0	-3
Net Apartments								14	2	16
Retail [7,8,9,10]		ITE 820	7,240	SF	0.60	0.36	0.96	4	3	7
(Reduction for internal trips) -	10%							0	0	0
(Reduction for transit trips) -	15%							-1	0	-1
(Reduction for pass-by trips) -	50%							-2	-1	-3
Net Retail								1	2	3
Restaurant [11,12,13]		ITE 932	6,300	SF	5.95	4.86	10.81	37	31	68
(Reduction for internal trips) -	10%							-4	-3	-7
(Reduction for transit trips) -	15%							-5	-4	-9
(Reduction for pass-by trips) -	20%							-5	-5	-10
Net Restaurant								23	19	42
Total Net								37	59	96

Table A.1 Camden Arts Mixed-Use Project - Addendum - Trip Generation Estimates

PM Peak

Land Use Assumptions		Source [1] & Code	Quantity	Units	PM Peak Hour					
					Trip Rate			Total Trips		
					In	Out	Total	In	Out	Total
Existing Uses										
Ice Generation and Food Storage[2]		ITE 150	81,194	SF	0.08	0.24	0.32	-6	-20	-26
Net Ice Generation and Food Storage								-6	-20	-26
Proposed Uses										
Mid-Rise Apartments[4]		ITE 223	229	DU	0.23	0.16	0.39	52	37	89
(Reduction for transit trips) -	15%							-8	-5	-13
Net Apartments								44	32	76
General Office[5,6]		ITE 710	12,353	SF	0.25	1.24	1.49	3	15	18
(Reduction for transit trips) -	15%							0	-3	-3
Net Apartments								3	12	15
Retail [7,8,9,10]		ITE 820	7,240	SF	1.78	1.93	3.71	13	14	27
(Reduction for internal trips) -	10%							-1	-2	-3
(Reduction for transit trips) -	15%							-2	-2	-4
(Reduction for pass-by trips) -	50%							-5	-5	-10
Net Retail								5	5	10
Restaurant[11,12,13]		ITE 932	6,300	SF	5.91	3.94	9.85	38	24	62
(Reduction for internal trips) -	10%							-4	-2	-6
(Reduction for transit trips) -	15%							-5	-3	-8
(Reduction for pass-by trips) -	20%							-6	-4	-10
Net Restaurant								23	15	38
Total Net								69	44	113

1. ITE trip rates from Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC, 2012 except otherwise noted.
2. Trip rates for Ice Generation and Food Storage not available. Trip rate from ITE 150 - Warehousing was used.
3. Daily trip rate for ITE 223 - Mid-Rise Apartment are not available. Daily trip rate from ITE 220 - Apartment was used.
4. Residential land use was adjusted to account for transit trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, May 2012.
5. Source: Average trip rates for ITE 710 - General Office.
6. Office land use was adjusted to account for transit trips (15%) per LADOT Traffic Study Policies and Procedures, Transit Credit, May 2012.
7. Source: Average trip rates for ITE 820 - Shopping Center.
8. Retail land use was adjusted to account for transit trips (15%) per LADOT Traffic Study Policies and Procedures, Transit Credit, May 2012.
9. Retail/creative office space and/or live/work units were analyzed as retail space as this use generates the most trips; therefore, the analysis is the most conservative.
10. Retail land use was adjusted to account for pass-by trips (50%) per LADOT Traffic Study Policies and Procedures, Attachment H - LADOT Policy on Pass-By Trips, May 2012.
11. Source: Average trip rates for ITE 932 - High Turnover Restaurant.
12. High Turnover Restaurant land use was adjusted to account for transit trips (15%) per LADOT Traffic Study Policies and Procedures, Transit Credit, May 2012.
13. High Turnover Restaurant land use was adjusted to account for pass-by trips (20%) per LADOT Traffic Study Policies and Procedures, Attachment H - LADOT Policy on Pass-By Trips, May 2012.

Note: Some numbers do not add up perfectly due to rounding.

Attachment 3
1525 Industrial St

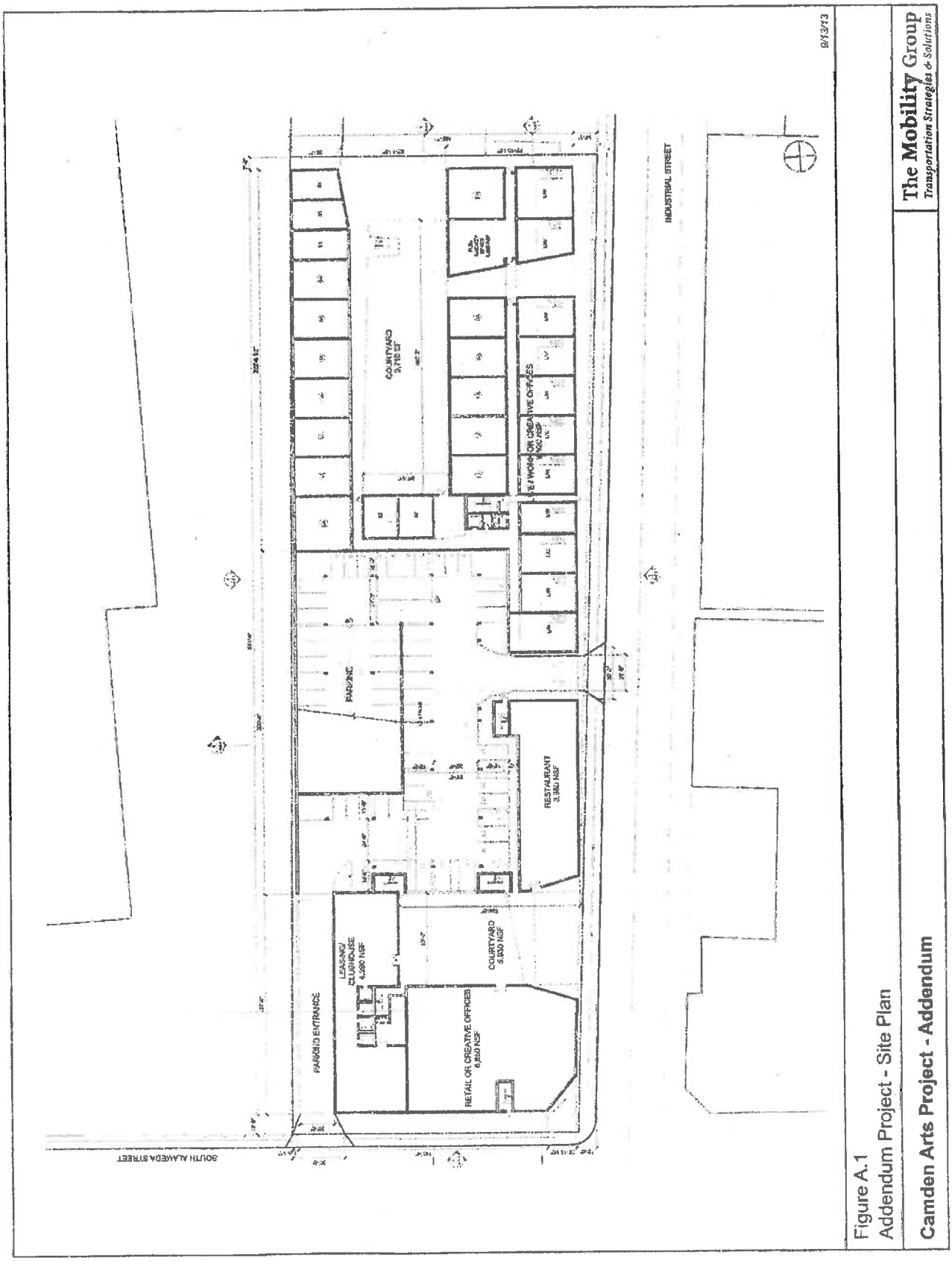


Figure A.1
Addendum Project - Site Plan

Camden Arts Project - Addendum

The Mobility Group
Transportation Strategies & Solutions

LADOT Approval Letter for
Second Revised Traffic Study Dated March 2014

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1525 Industrial St
DOT Case No. CEN 13-41113

Date: April 11, 2014

To: Karen Hoo, City Planner
Department of City Planning

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **REVISED TRAFFIC IMPACT STUDY FOR THE PROPOSED MIXED-USE PROJECT AT 1525 EAST INDUSTRIAL STREET**

The Department of Transportation (DOT) has reviewed the revised traffic analysis, dated March 21, 2014, and prepared by The Mobility Group, for the proposed mixed-use project located on the northeast corner of Alameda Street and Industrial Street. This project was the subject of a traffic study prepared in October 2013 and of a revised study prepared in January 2014. A second revision dated March 21, 2014 has been submitted to DOT for additional review. The scope of the project has not changed from what was originally proposed. The traffic analysis was revised to include an updated "cumulative projects" list. However, this revision does not affect the findings or recommendations of DOT's original letter.

According to the original traffic impact study from October 15, 2013, the original project was not expected to result in any significant traffic impacts at the six intersections identified for detailed analysis. The revised analysis evaluated the same six study intersections and determined that none of the study intersections would be significantly impacted by project related traffic.

DOT concurs with the findings of the revised traffic analysis. **All of the project requirements that are identified in DOT's original letter, dated October 21, 2013 (attached for reference), should remain in effect.**

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

s:\letters\CEN13-41113_1525 industrial mixed-use_rev2 proj.wpd

Attachment (DOT Project Assessment Report dated October 21, 2013)

c: Tanner Blackman, Council District No. 14
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Gregg Vandergriff, Central District, BOE
Matthew Simons, The Mobility Group

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1525 E. Industrial St
DOT Case No. CEN 13-41113

Date: October 21, 2013

To: Karen Hoo, City Planner
Department of City Planning

W. M. for

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 1525 EAST INDUSTRIAL STREET**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by The Mobility Group, dated August 15, 2013, and an addendum to the report, dated September 16, 2013, for the proposed mixed-use development project located on the northeast corner of Alameda Street and Industrial Street. Based on DOT's traffic impact criteria[1], the traffic study included the detailed analysis of six intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis, which adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to develop two parcels. Parcel 1 would construct 229 apartment units, 11 live/work units (considered 12,353 square-feet of office for trip generation), 7,240 square-feet of retail uses, and 4,800 square-feet of restaurant uses on a site that currently houses light industrial and warehouse uses. Parcel 2 would include a dog park for residents and 1,500 square-feet of restaurant space. The number of parking spaces to be provided by the project was not disclosed in the traffic study. Vehicular access will be provided via a two-way driveway on Industrial Street and a two-way, right-turn only ingress/egress driveway on Alameda Street that would be gated and only accessible to residents of the project. The project is expected to be completed by 2017.

B. Trip Generation

The project is estimated to generate a net increase of approximately 1,729 daily trips, 96 trips during the a.m. peak hour and 113 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." DOT's traffic study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site, and for the internal-trip making opportunities that are afforded by mixed-use projects. Consistent with these guidelines, the estimated trip generation includes trip

---

[1] Per DOT's Traffic Study Polices and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

credits to account for the mixed-use nature of the project and for the expected transit mode share. A copy of the trip generation table from the traffic study can be found in **Attachment 2.**

PROJECT REQUIREMENTS

A. Construction Impacts
DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements
Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage, **Alameda Street** is classified as a Major Highway Class II which requires a 40-foot half-width roadway on a 52-foot half-width right-of-way and **Industrial Street** and **Mill Street** are classified as Collector Streets which require a 22-foot half-width roadway within a 32-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements
The traffic study did not indicate the number of parking spaces that would be provided by the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation
The conceptual site plan for the project (illustrated in **Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading shall take place on site with no vehicles having to back into the project via one of the proposed project driveways.

E. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any

applicable fees per this ordinance.

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Attachments

Letters\CEN13-41113_1525 Industrial St mixed-use ts ltr2.wpd

c: Tanner Blackman, Council District No. 14
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Carl Mills, Central District, BOE
Mike Bates, The Mobility Group

The **Mobility** Group
Transportation Strategies & Solutions

Table A.2 Future With Project Conditions - Intersection Level of Service
AM Peak Hour

Intersection	AM Peak Hour				Change in V / C	Significant Impact
	Future Without Project		Future With Project			
	V / C	LOS	V / C	LOS		
1. 6th Street & Central Avenue	0.442	A	0.443	A	0.001	No
2. 6th Street & Alameda Street	0.538	A	0.545	A	0.007	No
3. 6th Street & Mateo Street	0.369	A	0.371	A	0.002	No
4. 7th Street & Central Avenue	0.535	A	0.537	A	0.002	No
5. 7th Street & Alameda Street	0.583	A	0.591	A	0.008	No
6. 7th Street & Mateo Street	0.395	A	0.398	A	0.003	No

Table A.3 Future With Project Conditions - Intersection Level of Service
PM Peak Hour

Intersection	PM Peak Hour				Change in V / C	Significant Impact
	Future Without Project		Future With Project			
	V / C	LOS	V / C	LOS		
1. 6th Street & Central Avenue	0.706	C	0.707	C	0.001	No
2. 6th Street & Alameda Street	0.652	B	0.657	B	0.005	No
3. 6th Street & Mateo Street	0.429	A	0.431	A	0.002	No
4. 7th Street & Central Avenue	0.614	B	0.617	B	0.003	No
5. 7th Street & Alameda Street	0.667	B	0.672	B	0.005	No
6. 7th Street & Mateo Street	0.425	A	0.433	A	0.008	No

Attachment 2
1525 Industrial St

Table A.1 Camden Arts Mixed-Use Project - Addendum - Trip Generation Estimates

Daily Trips

Land Use Assumptions		Source [1] & Code	Quantity	Units	Daily			
						Trip Rate		Total Trips
Existing Uses								
Ice Generation and Food Storage[2]		ITE 150	81,194	SF		3.56		-289
Net Ice Generation and Food Storage								-289
Proposed Uses								
Mid-Rise Apartments [3,4]		ITE 223	229	DU		6.65		1,523
(Reduction for transit trips) -	15%							-228
Net Apartments								1,294
General Office [5,6]		ITE 710	12,353	SF		11.03		136
(Reduction for transit trips) -	15%							-20
Net Apartments								116
Retail [7,8,9,10]		ITE 820	7,240	SF		42.70		309
(Reduction for internal trips) -	10%							-31
(Reduction for transit trips) -	15%							-42
(Reduction for pass-by trips) -	50%							-116
Net Retail								118
Restaurant [11,12,13]		ITE 932	6,300	SF		127.15		801
(Reduction for internal trips) -	10%							-80
(Reduction for transit trips) -	15%							-108
(Reduction for pass-by trips) -	20%							-123
Net Restaurant								490
Total Net								1,729

AM Peak

Land Use Assumptions		Source [1] & Code	Quantity	Units	AM Peak Hour					
					Trip Rate			Total Trips		
					In	Out	Total	In	Out	Total
Existing Uses										
Ice Generation and Food Storage[2]		ITE 150	81,194	SF	0.24	0.06	0.30	-19	-5	-24
Net Ice Generation and Food Storage								-19	-5	-24
Proposed Uses										
Mid-Rise Apartments [4]		ITE 223	229	DU	0.09	0.21	0.30	21	48	69
(Reduction for transit trips) -	15%							-3	-7	-10
Net Apartments								18	41	59
General Office [5,6]		ITE 710	12,353	SF	1.37	0.19	1.56	17	2	19
(Reduction for transit trips) -	15%							-3	0	-3
Net Apartments								14	2	16
Retail [7,8,9,10]		ITE 820	7,240	SF	0.60	0.36	0.96	4	3	7
(Reduction for internal trips) -	10%							0	0	0
(Reduction for transit trips) -	15%							-1	0	-1
(Reduction for pass-by trips) -	50%							-2	-1	-3
Net Retail								1	2	3
Restaurant [11,12,13]		ITE 932	6,300	SF	5.95	4.86	10.81	37	31	68
(Reduction for internal trips) -	10%							-4	-3	-7
(Reduction for transit trips) -	15%							-5	-4	-9
(Reduction for pass-by trips) -	20%							-5	-5	-10
Net Restaurant								23	19	42
Total Net								37	59	96

Table A.1 Camden Arts Mixed-Use Project - Addendum - Trip Generation Estimates

PM Peak

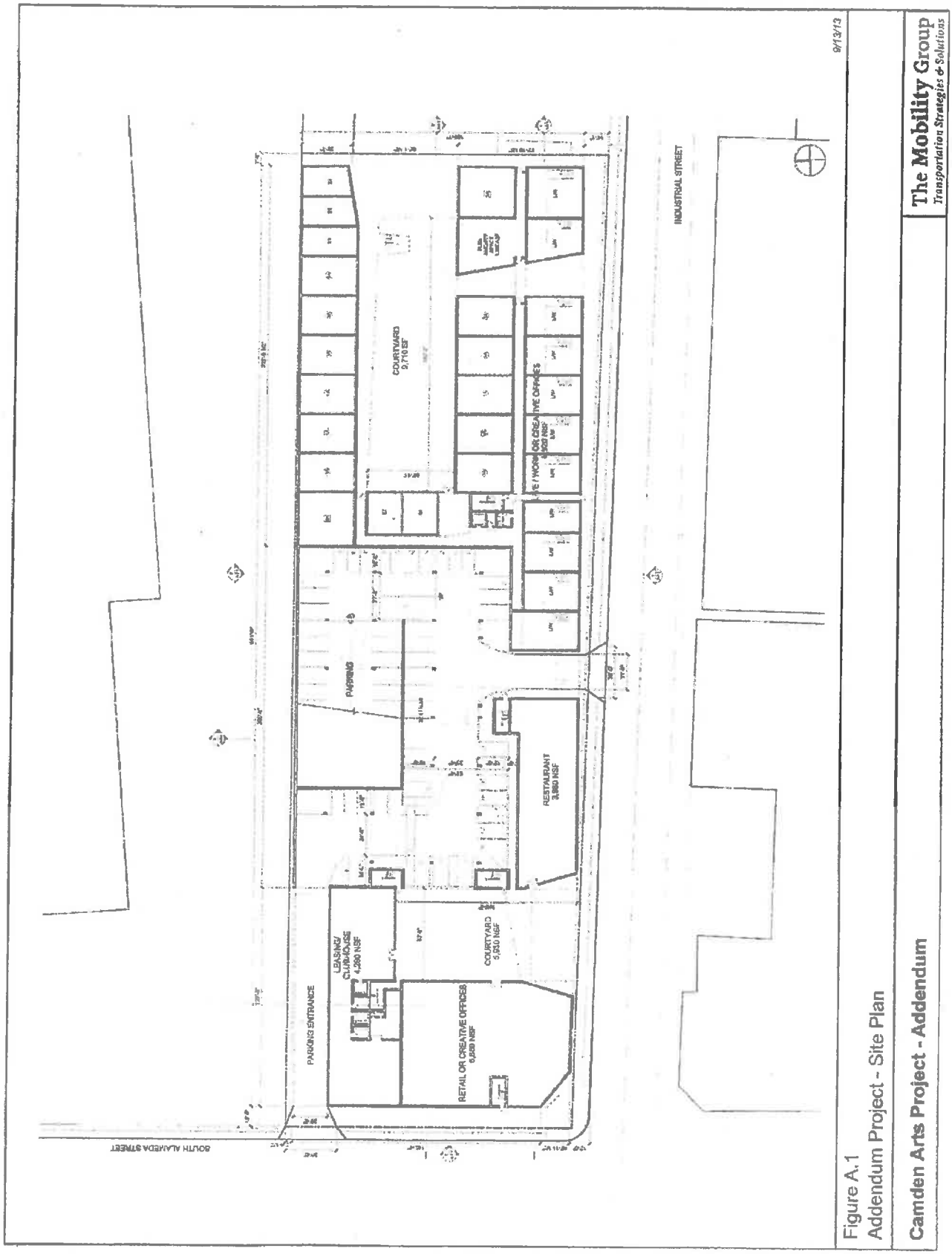
Land Use Assumptions		Source [1] & Code	Quantity	Units	PM Peak Hour					
					Trip Rate			Total Trips		
					In	Out	Total	In	Out	Total
Existing Uses										
Ice Generation and Food Storage[2]		ITE 150	81.194	SF	0.08	0.24	0.32	-6	-20	-26
Net Ice Generation and Food Storage								-6	-20	-26
Proposed Uses										
Mid-Rise Apartments [4]		ITE 223	229	DU	0.23	0.16	0.39	52	37	89
(Reduction for transit trips) -	15%							-8	-5	-13
Net Apartments								44	32	76
General Office[5,6]		ITE 710	12,353	SF	0.25	1.24	1.49	3	15	18
(Reduction for transit trips) -	15%							0	-3	-3
Net Apartments								3	12	15
Retail [7,8,9,10]		ITE 820	7,240	SF	1.78	1.93	3.71	13	14	27
(Reduction for internal trips) -	10%							-1	-2	-3
(Reduction for transit trips) -	15%							-2	-2	-4
(Reduction for pass-by trips) -	50%							-5	-5	-10
Net Retail								5	5	10
Restaurant[11,12,13]		ITE 932	6,300	SF	5.91	3.94	9.85	38	24	62
(Reduction for internal trips) -	10%							-4	-2	-6
(Reduction for transit trips) -	15%							-5	-3	-8
(Reduction for pass-by trips) -	20%							-6	-4	-10
Net Restaurant								23	15	38
Total Net								69	44	113

1. ITE trip rates from Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC, 2012 except otherwise noted.
2. Trip rates for Ice Generation and Food Storage not available. Trip rate from ITE 150 - Warehousing was used.
3. Daily trip rate for ITE 223 - Mid-Rise Apartment are not available. Daily trip rate from ITE 220 - Apartment was used.
4. Residential land use was adjusted to account for transit trips (15%) per LADOT*Traffic Study Policies and Procedures* , Transit Credit, May 2012.
5. Source: Average trip rates for ITE 710 - General Office.
6. Office land use was adjusted to account for transit trips (15%) per LADOT Traffic Study Policies and Procedures, Transit Credit, May 2012.
7. Source: Average trip rates for ITE 820 - Shopping Center.
8. Retail land use was adjusted to account for transit trips (15%) per LADOT Traffic Study Policies and Procedures, Transit Credit, May 2012.
9. Retail/creative office space and/or live/work units were analyzed as retail space as this use generates the most trips; therefore, the analysis is the most conservative.
10. Retail land use was adjusted to account for pass-by trips (50%) per LADOT Traffic Study Policies and Procedures, Attachment H - LADOT Policy on Pass-By Trips, May 2012.
11. Source: Average trip rates for ITE 932 - High Turnover Restaurant.
12. High Turnover Restaurant land use was adjusted to account for transit trips (15%) per LADOT Traffic Study Policies and Procedures, Transit Credit, May 2012.
13. High Turnover Restaurant land use was adjusted to account for pass-by trips (20%) per LADOT Traffic Study Policies and Procedures, Attachment H - LADOT Policy on Pass-By Trips, May 2012.

Note: Some numbers do not add up perfectly due to rounding.

Attachment 3

1525 Industrial St



LADOT Approval Letter for
Supplemental Traffic Study Dated August 29, 2014

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1525 E. Industrial St
DOT Case No. CEN 14-42487

Date: October 8, 2014

To: Karen Hoo, City Planner
Department of City Planning

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **REVISED TRAFFIC IMPACT STUDY FOR A MIXED-USE PROJECT AT 1525 EAST INDUSTRIAL STREET**

On October 21, 2013, February 13, 2014, and April 7, 2014, the Department of Transportation issued traffic assessment reports to the Department of City Planning on the proposed mixed-use project located at 1525 East Industrial Street. However, since these reports were released, the traffic analysis was revised to reflect an updated project description. A supplemental traffic impact analysis was submitted to reflect these changes. Therefore, DOT resubmits the traffic impact assessment report in its entirety. Please replace the three previous DOT assessments with this report.

The Department of Transportation (DOT) has reviewed the supplemental traffic analysis, dated September 3, 2014, prepared by The Mobility Group, for the mixed-use project located on the northeast corner of Alameda Street and Industrial Street. This analysis represents a revision to the project since the original scope was first submitted to DOT. The original project was the subject of a traffic study prepared on August 15, 2013. The original study determined that none of the six analyzed intersections would be significantly impacted by project related traffic, the supplemental analysis determined that, based on DOT's traffic impact criteria[1], there would be no changes to the results of the original study. The results of the revised traffic analysis, which adequately evaluated the revised project's impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to develop two parcels. Parcel 1 would construct 360 live/work apartment units, approximately 6,400 square-feet of retail uses, and 4,200 square-feet of restaurant uses on a site that currently houses light industrial and warehouse uses. Of the proposed live-work units, eight units would be located on the ground floor and may be utilized as 8,800 square-feet of work space for artists. Also, 24 units may be utilized as creative office space. Therefore, for a conservative traffic analysis, the eight ground floor

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[1]Per the DOT Traffic Study Polices and Procedures Revised March, 2002, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.010 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

units were analyzed as 8,800 square-feet of manufacturing space and the 24 units were analyzed as 18,500 square-feet of general office space. Parcel 2 would include a dog park for residents, open space and 1,500 square-feet of restaurant space.

The number of parking spaces to be provided by the project was not disclosed in the traffic study. Vehicular access to the project's parking facilities would be provided via a two-way driveway on Industrial Street and a two-way, right-turn only ingress/egress driveway on Alameda Street that would be gated and only accessible to residents of the project. The project is expected to be completed by 2017.

B. Trip Generation

The project is estimated to generate a net increase of approximately 2,228 daily trips, 125 trips during the a.m. peak hour and 148 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." DOT's traffic study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site, and for the internal-trip making opportunities that are afforded by mixed-use projects. Consistent with these guidelines, the estimated trip generation includes trip credits to account for the mixed-use nature of the project and for the expected transit mode share. A copy of the trip generation table from the traffic study can be found in **Attachment 2**.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements

Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage, **Alameda Street** is classified as a Major Highway Class II which requires a 40-foot half-width roadway on a 52-foot half-width right-of-way and **Industrial Street** and **Mill Street** are classified as Collector Streets which require a 22-foot half-width roadway within a 32-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study did not indicate the number of parking spaces that would be provided by the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation
The conceptual site plan for the project (illustrated in **Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading shall take place on site with no vehicles having to back into the project via one of the proposed project driveways.

E. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Attachments

Letters\CEN14-42487_1525 industrial mixed-use_rev proj ltr4.wpd

c: Tanner Blackman, Council District No. 14
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Carl Mills, Central District, BOE
Mike Bates, The Mobility Group

Table 4.2 Future With Project Conditions - Intersection Level of Service AM Peak Hour

Intersection	AM Peak Hour				Change in V / C	Significant Impact
	Future Without Project		Future With Project			
	V / C	LOS	V / C	LOS		
1. 6th Street & Central Avenue	0.459	A	0.459	A	0.000	No
2. 6th Street & Alameda Street	0.588	A	0.597	A	0.009	No
3. 6th Street & Mateo Street	0.387	A	0.390	A	0.003	No
4. 7th Street & Central Avenue	0.535	A	0.537	A	0.002	No
5. 7th Street & Alameda Street	0.607	B	0.617	B	0.010	No
6. 7th Street & Mateo Street	0.405	A	0.410	A	0.005	No

Table 4.3 Future With Project Conditions - Intersection Level of Service PM Peak Hour

Intersection	PM Peak Hour				Change in V / C	Significant Impact
	Future Without Project		Future With Project			
	V / C	LOS	V / C	LOS		
1. 6th Street & Central Avenue	0.715	C	0.717	C	0.002	No
2. 6th Street & Alameda Street	0.702	C	0.709	C	0.007	No
3. 6th Street & Mateo Street	0.454	A	0.456	A	0.002	No
4. 7th Street & Central Avenue	0.611	B	0.613	B	0.002	No
5. 7th Street & Alameda Street	0.773	C	0.779	C	0.006	No
6. 7th Street & Mateo Street	0.597	A	0.607	B	0.010	No

Attachment 2
1525 Industrial St

Table 4.1 Camden Arts Mixed-Use Project - Trip Generation Estimates

8/20/2014

Daily Trips

Land Use Assumptions	Source [1] & Code	Quantity	Units	Daily			
					Trip Rate		Total Trips
Existing Uses							
Ice Generation and Food Storage [2]	ITE 150	81,194	SF		3.56		-289
Net Ice Generation and Food Storage							-289
Proposed Uses							
Mid-Rise Apartments [3,4]	ITE 223	327	DU		6.65		2,175
(Reduction for transit/walk trips) - 15%							-326
Net Apartments							1,849
General Office [5,6,7]	ITE 710	18,500	SF		11.03		204
(Reduction for transit/walk trips) - 15%							-31
Net Office							173
Manufacturing [8,9,10]	ITE 140	8,800	SF		3.82		34
(Reduction for transit/walk trips) - 15%							-5
Net Manufacturing							29
Retail [11,12,13]	ITE 820	6,400	SF		42.70		273
(Reduction for internal trips) - 10%							-27
(Reduction for transit/walk trips) - 15%							-41
(Reduction for pass-by trips) - 50%							-137
Net Retail							68
Restaurant [14,15,16]	ITE 932	5,700	SF		127.15		725
(Reduction for internal trips) - 10%							-73
(Reduction for transit/walk trips) - 15%							-109
(Reduction for pass-by trips) - 20%							-145
Net Restaurant							398
Total Net							2,228

AM Peak

Land Use Assumptions	Source [1] & Code	Quantity	Units	AM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Ice Generation and Food Storage [2]	ITE 150	81,194	SF	0.24	0.06	0.30	-19	-5	-24
Net Ice Generation and Food Storage							-19	-5	-24
Proposed Uses									
Mid-Rise Apartments [4]	ITE 223	327	DU	0.09	0.21	0.30	29	69	98
(Reduction for transit/walk trips) - 15%							-4	-11	-15
Net Apartments							25	58	83
General Office [5,6,7]	ITE 710	18,500	SF	1.37	0.19	1.56	25	4	29
(Reduction for transit/walk trips) - 15%							-4	-1	-4
Net Office							22	3	25
Manufacturing [8,9,10]	ITE 140	8,800	SF	0.57	0.16	0.73	5	1	6
(Reduction for transit/walk trips) - 15%							-1	0	-1
Net Manufacturing							4	1	5
Retail [11,12,13]	ITE 820	6,400	SF	0.60	0.36	0.96	4	2	6
(Reduction for internal trips) - 10%							-1	0	-1
(Reduction for transit/walk trips) - 15%							-1	0	-1
(Reduction for pass-by trips) - 50%							-2	-1	-3
Net Retail							0	1	1
Restaurant [14,15,16]	ITE 932	5,700	SF	5.95	4.86	10.81	34	28	62
(Reduction for internal trips) - 10%							-3	-3	-6
(Reduction for transit/walk trips) - 15%							-5	-4	-9
(Reduction for pass-by trips) - 20%							-6	-6	-12
Net Restaurant							20	15	35
Total Net							52	73	125

Table 4.1 Camden Arts Mixed-Use Project - Trip Generation Estimates

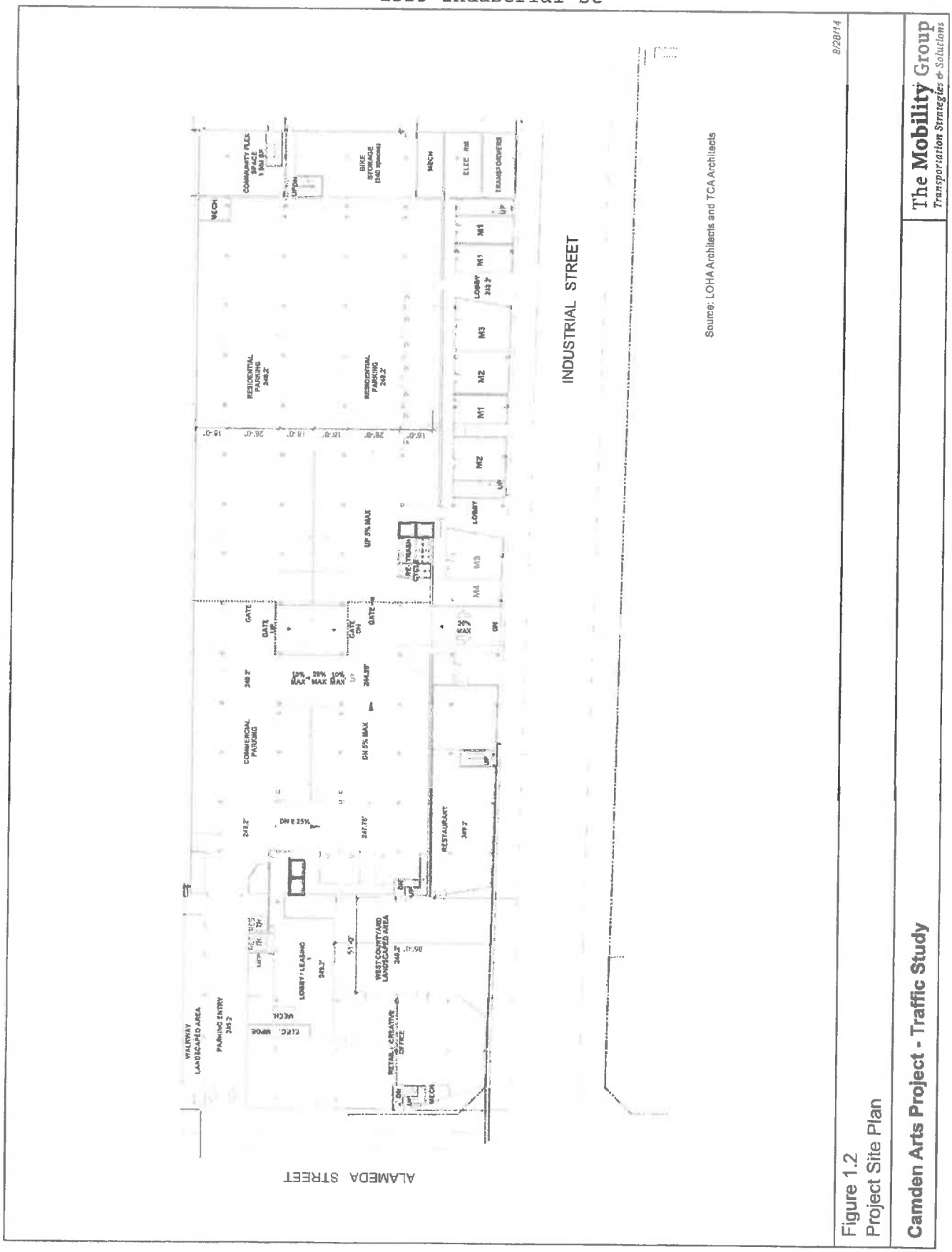
8/20/2014

PM Peak

Land Use Assumptions	Source [1] & Code	Quantity	Units	PM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Ice Generation and Food Storage [2]	ITE 150	61,194	SF	0.08	0.24	0.32	-6	-20	-26
Net Ice Generation and Food Storage							-6	-20	-26
Proposed Uses									
Mid-Rise Apartments [4]	ITE 223	327	DU	0.23	0.16	0.39	75	52	128
(Reduction for transit/walk trips) - 15%							-11	-8	-19
Net Apartments							64	44	108
General Office [5,6,7]	ITE 710	18,500	SF	0.25	1.24	1.49	5	23	28
(Reduction for transit/walk trips) - 15%							-1	-3	-4
Net Office							4	20	24
Manufacturing [8,9,10]	ITE 710	8,800	SF	0.26	0.47	0.73	2	4	6
(Reduction for transit/walk trips) - 15%							0	-1	-1
Net Manufacturing							2	3	5
Retail [11,12,13]	ITE 820	6,400	SF	1.78	1.93	3.71	12	12	24
(Reduction for internal trips) - 10%							-1	-1	-2
(Reduction for transit/walk trips) - 15%							-2	-2	-4
(Reduction for pass-by trips) - 50%							-6	-6	-12
Net Retail							3	3	6
Restaurant [14,15,16]	ITE 932	5,700	SF	5.91	3.94	9.85	34	22	56
(Reduction for internal trips) - 10%							-3	-2	-5
(Reduction for transit/walk trips) - 15%							-5	-3	-8
(Reduction for pass-by trips) - 20%							-7	-5	-12
Net Restaurant							19	12	31
Total Net							86	62	148

1. ITE trip rates from Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC, 2012 except otherwise noted.
2. Trip rates for Ice Generation and Food Storage not available. Trip rate from ITE 150 - Warehousing was used.
3. Daily trip rate for ITE 223 - Mid-Rise Apartment are not available. Daily trip rate from ITE 220 - Apartment was used.
4. Residential land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
5. A total of 24 residential live/work units (approximately 18,500 sq. ft.) could potentially be utilized as General office space once the Project is constructed. To ensure the most conservative analysis was conducted, this space was analyzed as General Office space.
6. Source: Average trip rates for ITE 710 - General Office.
7. Office land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
8. A total of 9 residential live/work units (approximately 8,800 sq. ft.) could potentially be utilized as Manufacturing space once the Project is constructed. To ensure the most conservative analysis was conducted, this space was analyzed as Manufacturing space.
9. Source: Average trip rates for ITE 140 - Manufacturing.
10. Manufacturing land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
11. Source: Average trip rates for ITE 820 - Shopping Center.
12. Retail land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
13. Retail land use was adjusted to account for pass-by trips (50%) per LADOT *Traffic Study Policies and Procedures* , Attachment I - LADOT Policy on Pass-By Trips, June 2013.
14. Source: Average trip rates for ITE 932 - High Turnover Restaurant.
15. High Turnover Restaurant land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
16. High Turnover Restaurant land use was adjusted to account for pass-by trips (20%) per LADOT *Traffic Study Policies and Procedures* , Attachment I - LADOT Policy on Pass-By Trips, June 2013.

Attachment 3
1525 Industrial St



July 2015 Traffic Review
Trip Generation Estimates

Table 4.1 Camden Arts Mixed-Use Project - Trip Generation Estimates

8/4/2015

Daily Trips

Land Use Assumptions	Source [1] & Code	Quantity	Units	Daily			
					Trip Rate		Total Trips
Existing Uses							
Ice Generation and Food Storage [2]	ITE 150	81,194	SF		3.56		-289
Net Ice Generation and Food Storage							-289
Proposed Uses							
Mid-Rise Apartments [3,4]	ITE 223	328	DU		6.65		2,181
(Reduction for transit/walk trips) - 15%							-327
Net Apartments							1,855
General Office [5,6,7]	ITE 710	27,300	SF		11.03		301
(Reduction for transit/walk trips) - 15%							-45
Net Office							256
Retail [11,12,13]	ITE 820	6,400	SF		42.70		273
(Reduction for internal trips) - 10%							-27
(Reduction for transit/walk trips) - 15%							-41
(Reduction for pass-by trips) - 50%							-137
Net Retail							68
Restaurant [14,15,16]	ITE 932	5,700	SF		127.15		725
(Reduction for internal trips) - 10%							-73
(Reduction for transit/walk trips) - 15%							-109
(Reduction for pass-by trips) - 20%							-145
Net Restaurant							398
Total Net							2,288

AM Peak

Land Use Assumptions	Source [1] & Code	Quantity	Units	AM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Ice Generation and Food Storage [2]	ITE 150	81,194	SF	0.24	0.06	0.30	-19	-5	-24
Net Ice Generation and Food Storage							-19	-5	-24
Proposed Uses									
Mid-Rise Apartments [4]	ITE 223	328	DU	0.09	0.21	0.30	30	69	98
(Reduction for transit/walk trips) - 15%							-4	-10	-15
Net Apartments							26	57	83
General Office [5,6,7]	ITE 710	27,300	SF	1.37	0.19	1.56	37	6	43
(Reduction for transit/walk trips) - 15%							-6	-1	-7
Net Office							31	5	36
Retail [11,12,13]	ITE 820	6,400	SF	0.60	0.36	0.96	4	2	6
(Reduction for internal trips) - 10%							-1	0	-1
(Reduction for transit/walk trips) - 15%							-1	0	-1
(Reduction for pass-by trips) - 50%							-2	-1	-3
Net Retail							0	1	1
Restaurant [14,15,16]	ITE 932	5,700	SF	5.95	4.86	10.81	34	28	62
(Reduction for internal trips) - 10%							-3	-3	-6
(Reduction for transit/walk trips) - 15%							-5	-4	-9
(Reduction for pass-by trips) - 20%							-6	-6	-12
Net Restaurant							20	15	35
Total Net							58	73	131

Table 4.1 Camden Arts Mixed-Use Project - Trip Generation Estimates

8/4/2015

PM Peak

Land Use Assumptions		Source [1] & Code	Quantity	Units	PM Peak Hour					
					Trip Rate			Total Trips		
					In	Out	Total	In	Out	Total
Existing Uses										
Ice Generation and Food Storage [2]		ITE 150	81,194	SF	0.08	0.24	0.32	-6	-20	-26
Net Ice Generation and Food Storage								-6	-20	-26
Proposed Uses										
Mid-Rise Apartments [4]		ITE 223	328	DU	0.23	0.16	0.39	75	53	128
(Reduction for transit/walk trips) -	15%							-11	-8	-19
Net Apartments								64	45	109
General Office [5,6,7]		ITE 710	27,300	SF	0.25	1.24	1.49	7	34	41
(Reduction for transit/walk trips) -	15%							-1	-5	-6
Net Office								6	29	35
Retail [11,12,13]		ITE 820	6,400	SF	1.78	1.93	3.71	12	12	24
(Reduction for internal trips) -	10%							-1	-1	-2
(Reduction for transit/walk trips) -	15%							-2	-2	-4
(Reduction for pass-by trips) -	50%							-6	-6	-12
Net Retail								3	3	6
Restaurant [14,15,16]		ITE 932	5,700	SF	5.91	3.94	9.85	34	22	56
(Reduction for internal trips) -	10%							-3	-2	-5
(Reduction for transit/walk trips) -	15%							-5	-3	-8
(Reduction for pass-by trips) -	20%							-7	-5	-12
Net Restaurant								19	12	31
Total Net								86	69	155

1. ITE trip rates from Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC, 2012 except otherwise noted.
2. Trip rates for Ice Generation and Food Storage not available. Trip rate from ITE 150 - Warehousing was used.
3. Daily trip rate for ITE 223 - Mid-Rise Apartment are not available. Daily trip rate from ITE 220 - Apartment was used.
4. Residential land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
5. A total of 24 residential live/work units (approximately 18,500 sq. ft.) could potentially be utilized as General office space once the Project is constructed. To ensure the most conservative analysis was conducted, this space was analyzed as General Office space.
6. Source: Average trip rates for ITE 710 - General Office.
7. Office land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
8. A total of 9 residential live/work units (approximately 8,800 sq. ft.) could potentially be utilized as Manufacturing space once the Project is constructed. To ensure the most conservative analysis was conducted, this space was analyzed as Manufacturing space.
9. Source: Average trip rates for ITE 140 - Manufacturing.
10. Manufacturing land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
11. Source: Average trip rates for ITE 820 - Shopping Center.
12. Retail land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
13. Retail land use was adjusted to account for pass-by trips (50%) per LADOT *Traffic Study Policies and Procedures* , Attachment I - LADOT Policy on Pass-By Trips, June 2013.
14. Source: Average trip rates for ITE 932 - High Turnover Restaurant.
15. High Turnover Restaurant land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
16. High Turnover Restaurant land use was adjusted to account for pass-by trips (20%) per LADOT *Traffic Study Policies and Procedures* , Attachment I - LADOT Policy on Pass-By Trips, June 2013.

Camden Arts Mixed-Use Project

Traffic Study

August 29, 2014

Prepared by

The Mobility Group

Camden Arts Mixed-Use Project

Traffic Study

August 29, 2014

Prepared by

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1. Introduction

This report documents a traffic impact analysis for the proposed Camden Arts Mixed-Use Project in the City of Los Angeles. The Project is generally bounded by Alameda Street to the west, Industrial Street to the south, and private property to the north and east. The Project location is shown in Figure 1.1.

1.1 Project Description

The Project Site will be comprised of two parcels. Parcel 1 is located in the northeastern corner of the Alameda Street and Industrial Street intersection. It is currently developed and includes an 81,194 sq. ft. ice production and cold storage facility to be demolished. The land uses to be located on this parcel will consist of approximately 360 live/work residential apartments, approximately 6,400 sq. ft. of retail space and approximately 4,200 sq. ft. of restaurant space fronting on Industrial Street. Of the 360 live/work units, approximately 8 units will be located on the ground floor and may be utilized as up to approximately 8,800 sq. ft. of artist work spaces for artists or others who create art or goods. An additional 24 units (18,500 sq. ft.) may also be utilized as creative office space. To ensure the traffic study is a conservative analysis, the 8 ground floor units were analyzed as 8,800 sq. ft. of manufacturing space and the 24 units were analyzed as general office use.

Parcel 2 will consist of a recreational "spline" that extends from the northeastern corner of Parcel 1 east to Mill Street. This area will consist of a dog park for project residents, an open area consisting of concrete pavers and a structure containing approximately 1,500 sq. ft. of restaurant space fronting on Mill Street.

A ground floor plan is shown in Figure 1.2. Vehicular access to Parcel 1 is to be provided from driveways located on Alameda Street and Industrial Street. Access to Parcel 2 is to be provided from Mill Street.

1.2 Study Scope

The scope and methodology of this analysis was determined in conjunction with the City of Los Angeles Department of Transportation (LADOT) and conducted in accordance with the LADOT Traffic Study Guidelines.

The analysis addresses the following time periods:

- AM peak hour
- PM peak hour

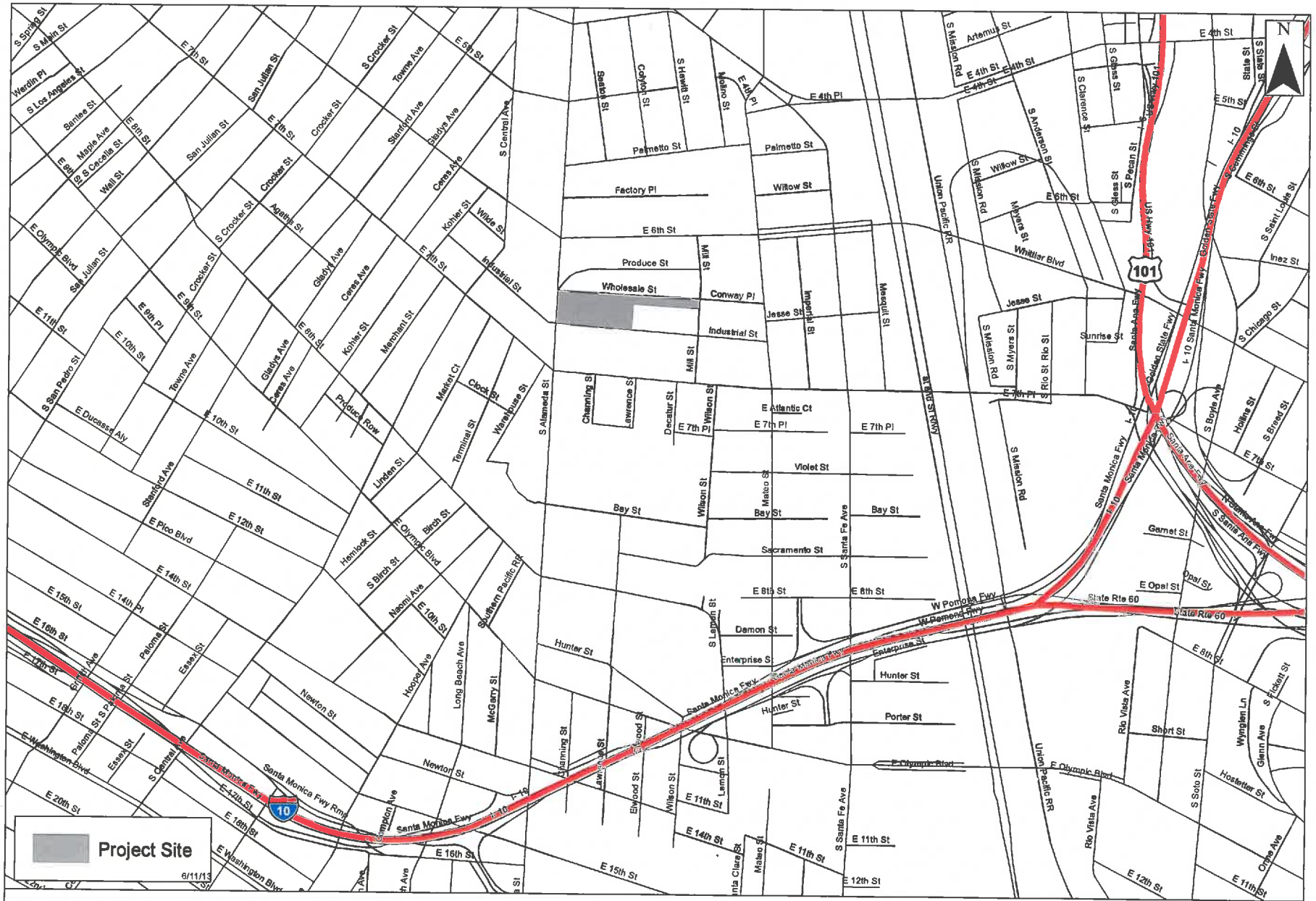
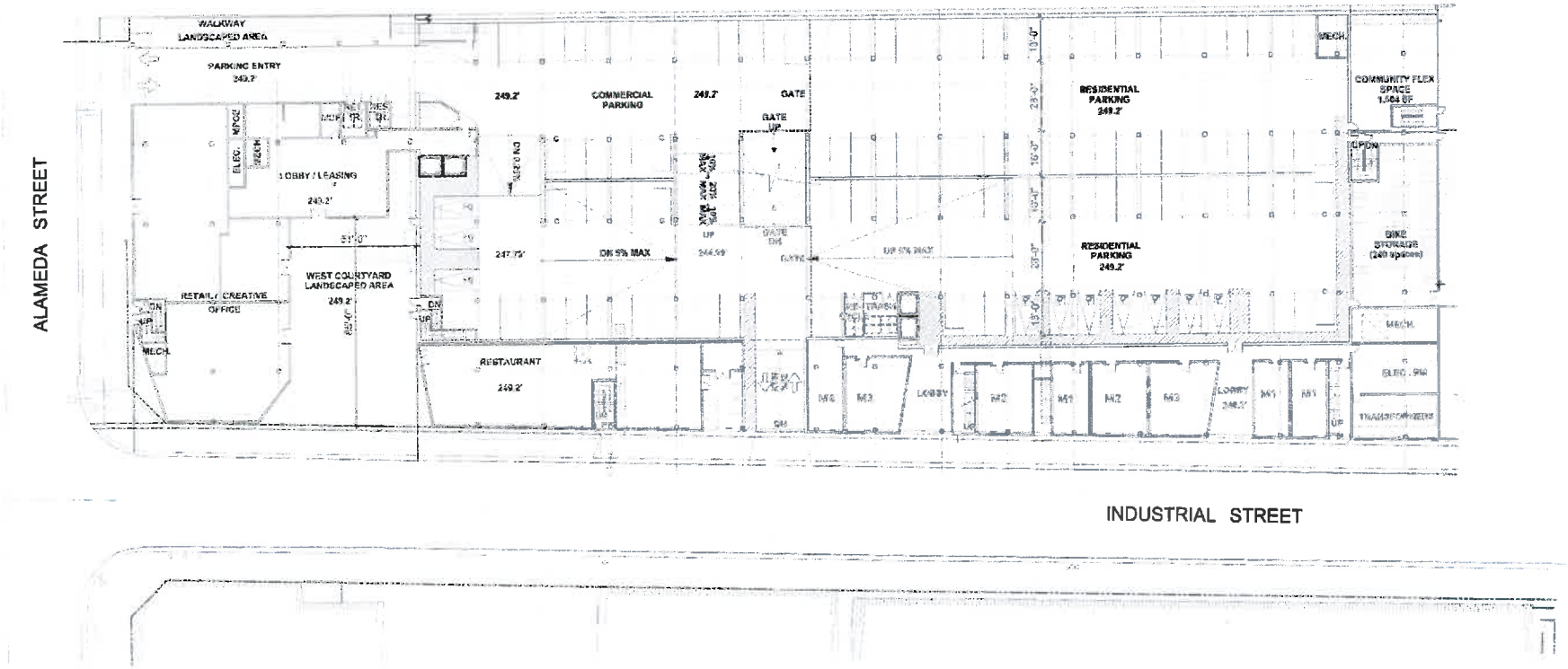


Figure 1.1
Project Location

Camden Arts Project - Traffic Study

The Mobility Group
Transportation Strategies & Solutions



Source: LOHA Architects and TCA Architects

8/28/14

Figure 1.2
Project Site Plan

The analysis also addresses the following scenarios:

- Existing Conditions
- Future Without Project Conditions
- Future With Project Conditions
- Existing With Project Conditions

The analysis assumes completion of the project by the end of 2017. The impact analysis therefore addresses the year 2017 for the project.

1.3 Organization of this Report

The remainder of this report is organized as follows. Chapter 2 describes the existing transportation conditions in the area of the Project. Chapter 3 addresses future conditions (year 2017) without the Project and sets the future cumulative baseline for analysis of Project impacts. Chapter 4 provides a description of the proposed Project and its transportation characteristics, including trip generation, distribution of Project trips, and analyzes potential transportation impacts of the Project, including traffic, transit, and a Congestion Management Program evaluation. Chapter 5 identifies any proposed transportation mitigation measures for the Project.

2. Existing Conditions

2.1 Roadway System

Regional Access

The Project Site is served by an extensive freeway network. Primary regional access to the site is provided by the Santa Monica Freeway (I-10) and the Santa Ana/Golden State Freeway (I-5/US-101). The Santa Monica Freeway runs in an east-west direction south of the Project Site, while the Santa Ana/Golden State Freeway runs north-south east of the site. These two facilities also provide access to the Hollywood (US-101) freeway to the north, and to the San Bernardino (I-10) and Pomona (SR-60) freeways to the east.

North-South Streets

Alameda Street: Alameda Street is a two-way street providing four travel lanes in the vicinity of the Project Site. It is classified as a Modified Major Highway II. No on-street parking is allowed.

Central Avenue: Central Avenue is a two-way street providing four travel lanes in the vicinity of the Project Site. It is classified as a Major Highway Class II. On-street metered parking is provided with some restrictions.

Mateo Street: Mateo Street is a two-way street providing one travel lane in each direction in the vicinity of the Project Site. It is classified as a Secondary Highway. On-street parking is provided with some restrictions.

Mill Street: Mill Street is a two-way street providing one travel lane in each direction in the vicinity of the Project Site. It is classified as a Collector Street. On-street parking is provided with some restrictions.

East-West Streets

6th Street: 6th Street is a two-way street providing two travel lanes in each direction in the vicinity of the Project Site. It is classified as a Secondary Highway. On-street parking is generally not allowed.

7th Street: 7th Street is a two-way street providing two travel lanes in the vicinity of the Project Site. It is classified as a Secondary Highway. On-street parking is provided with some restrictions.

Industrial Street: Industrial Street is a two-way street providing one travel lane in each direction in the vicinity of the Project Site, west of Mill Street. East of Mill Street, it is a one-way westbound street providing one travel lane. It is classified as a Collector Street. On-street parking is provided with some restrictions.

2.2 Study Intersections

A total of six study intersections were identified, in conjunction with LADOT staff, for inclusion in the traffic analysis. The analyzed locations are shown in Figure 2.1 and correspond to locations where potential traffic impacts from the project are most likely to occur. The intersections identified for analysis are as follows:

1. 6th Street & Central Avenue
2. 6th Street & Alameda Street
3. 6th Street & Mateo Street
4. 7th Street & Central Avenue
5. 7th Street & Alameda Street
6. 7th Street & Mateo Street

All of these intersections are signalized and currently operate under the City's ATSAC system (Automated Traffic Surveillance and Control) which is a centralized control system that provides for the coordination of traffic signal timing to maximize the street capacities and to minimize traffic delays on City streets. The existing lane configurations for these six analyzed intersections are shown in Figure 2.2.

2.3 Existing Intersection Conditions

Existing Traffic Volumes

New traffic counts were conducted at all of the analyzed intersections to obtain existing turning movement counts. The traffic counts were conducted in April of 2013, for both the AM and the PM peak periods (between 7:00 and 10:00 am and between 3:00 and 6:00 pm). These counts were then factored by 1% to reflect 2014 conditions. The existing peak hour traffic volumes are illustrated in Figures 2.3 and 2.4 for the AM and PM peak hours respectively.

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F, with each level defined by a range of volume/capacity (V/C) ratios. Table 2.1 defines the ranges of V/C

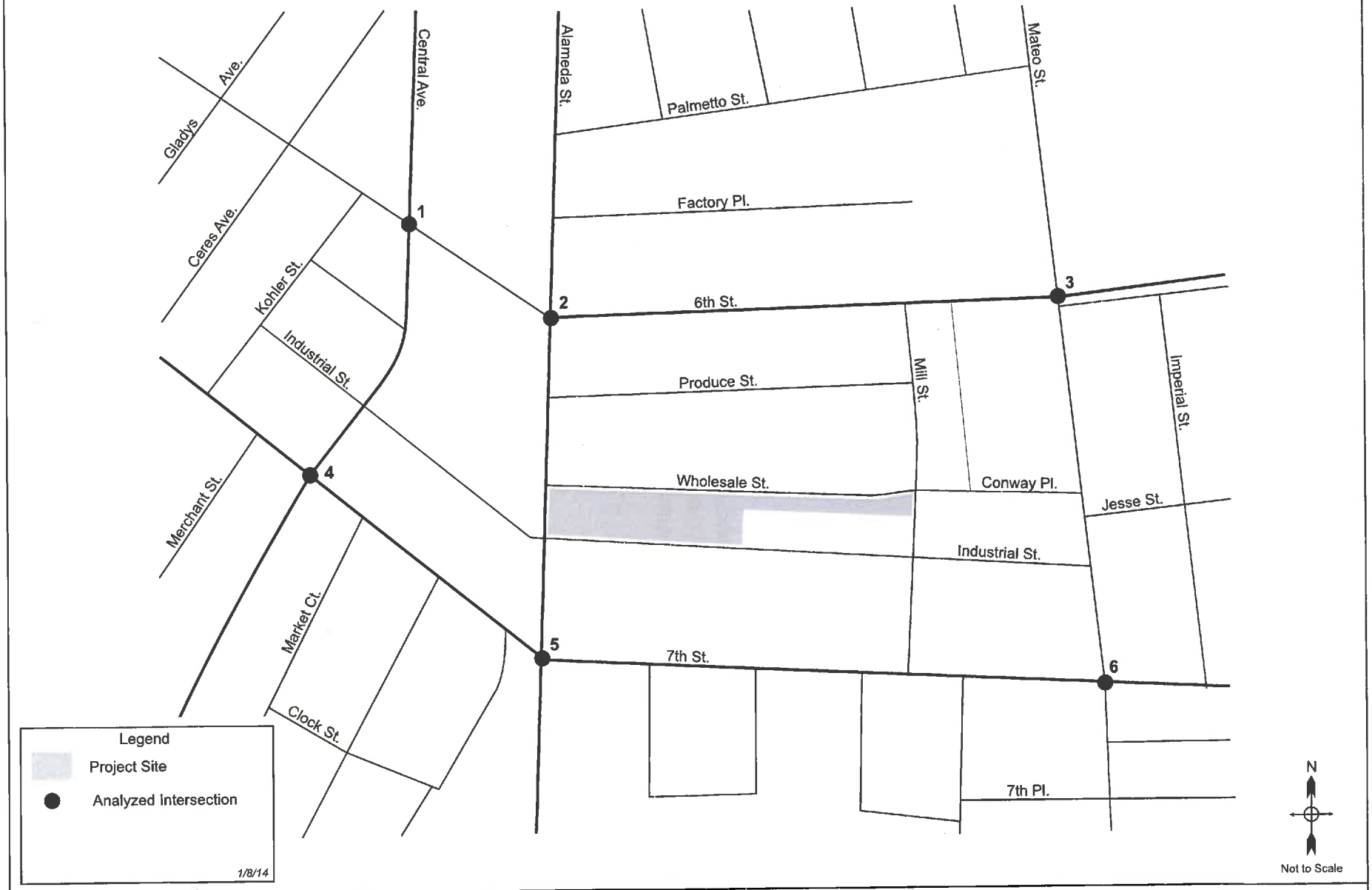


Figure 2.1
Intersection Analysis Locations

Camden Arts Project - Traffic Study

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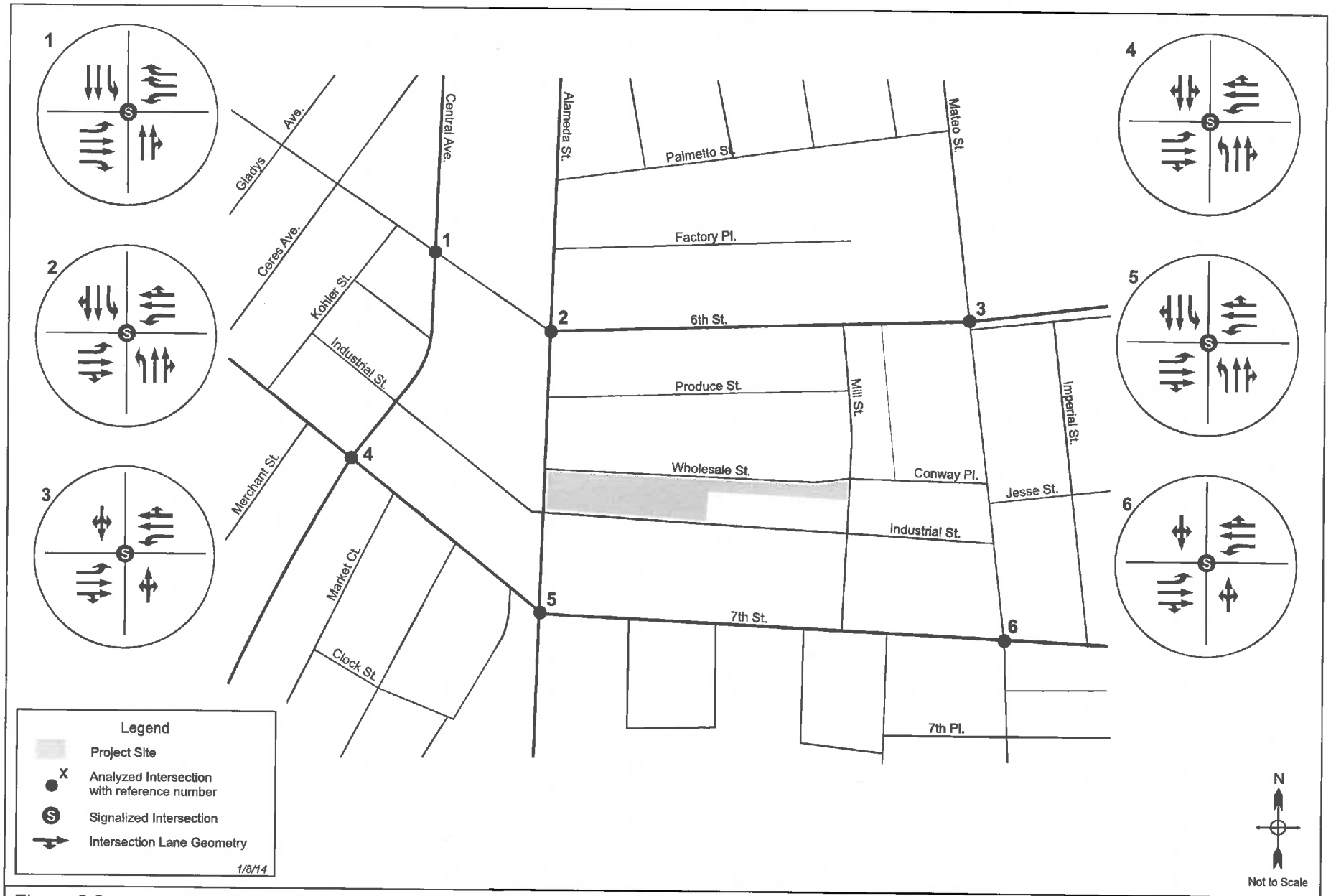

Figure 2.2
Configuration of Analyzed Intersections

Figure 2.3
Existing Traffic Volumes - AM Peak Hour

Camden Arts Project - Traffic Study

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Figure 2.4
Existing Traffic Volumes - PM Peak Hour

Camden Arts Project - Traffic Study

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Table 2.1 Level of Service Definitions for Signalized Intersections

Level of Service	Description	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	<0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 – 0.700
C	Good operation. Occasionally drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 – 0.800
D	Fair operation. Cars are sometimes required to wait for more than 60 seconds during short peaks. There is no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 – 0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901 – 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersections approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	Over 1.000

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, MCHRP Circular 212, 1982.

ratios and their corresponding levels of service for signalized intersections. LOS D is typically recognized as the satisfactory service level in urban areas, and LOS E is often recognized as the standard in downtown areas.

Intersection analysis was conducted using the "Critical Movement Analysis (Planning Method)" as described in "Transportation Research Circular 212, Transportation Research Board, Washington D.C. 1980", to obtain volume/capacity (V/C) ratios for each intersection.

Existing Peak Hour Levels of Service

Table 2.2 summarizes the existing AM and PM peak hour V/C ratios and corresponding levels of service at the analyzed intersections.

AM Peak Hour

All of the studied intersections currently operate at LOS A during the AM peak hour.

PM Peak Hour

All of the studied intersections currently operate at LOS B or better during the PM peak hour.

Table 2.2 Existing Conditions – Intersection Level of Service

Intersection	Existing Conditions			
	AM Peak Hour		PM Peak Hour	
	V / C	LOS	V / C	LOS
1. 6th Street & Central Avenue	0.409	A	0.616	B
2. 6th Street & Alameda Street	0.517	A	0.563	A
3. 6th Street & Mateo Street	0.360	A	0.358	A
4. 7th Street & Central Avenue	0.530	A	0.587	A
5. 7th Street & Alameda Street	0.565	A	0.607	B
6. 7th Street & Mateo Street	0.379	A	0.386	A

2.4 Existing Transit Service

The Project Site is located near significant levels of transit and inter-city bus service. The Project Area is currently served by one local transit operator.

Summary of Transit Service on Major Streets in the Project Vicinity

7th Street

Located one block south of the Project Site, 7th Street carries one Metro Rapid line (760) and two Metro Bus lines (60, 62) in an east-west direction. The Greyhound Bus Terminal is also located one block south of the Project Site on 7th Street, with inter-city bus service to various locations outside of the Los Angeles area.

6th Street

Located one block north of the Project Site, 6th Street carries one Metro Rapid line (720), and one Metro Local line (18) in an east-west direction.

Central Avenue

Located one block west of the Project Site, Central Avenue carries one Metro Local Bus line (53) in a north-south direction.

3. Future Conditions Without The Project

3.1 Traffic Forecasts

In order to evaluate the potential traffic impacts of the Project, it was necessary to first estimate and then analyze future traffic conditions without the project. The year selected for this analysis was 2017 which is the expected year of completion of the proposed project.

Future traffic forecasts were estimated by forecasting two separate components of traffic growth in the study area.

The first component represents the ambient growth that is a general growth in traffic volumes due to minor new developments in the project area, and regional growth and development outside the study area. A growth rate of 1% per year was assumed for this ambient traffic growth in conjunction with LADOT. The existing traffic counts were therefore adjusted upward by a total of 4% to represent the ambient growth to the project completion year.

The second component of future growth relates to specific development projects located in the study area that are either under construction, approved, or under formal planning consideration and potentially could be in place by the year 2017 when the proposed project will be completed. The following section of this chapter describes the process of estimating traffic from these cumulative projects.

This approach is conservative in that not all of the related projects may be ultimately built, and not all may be built by 2017 (the buildout year of the subject project). Along with the fact that the analysis includes both a list of specific related projects and a general background growth factor, the analysis likely overstates the future growth in traffic without the subject project.

3.2 Cumulative Projects

Project List

A list of proposed development projects that could affect traffic conditions in the project area was prepared based on information obtained from a variety of sources including the City of Los Angeles, other studies and reports, and field verification and observations. A total of 73 potential development projects were identified, in conjunction with LADOT, the locations of which are shown in Figure 3.1 and are listed in Table 3.1.

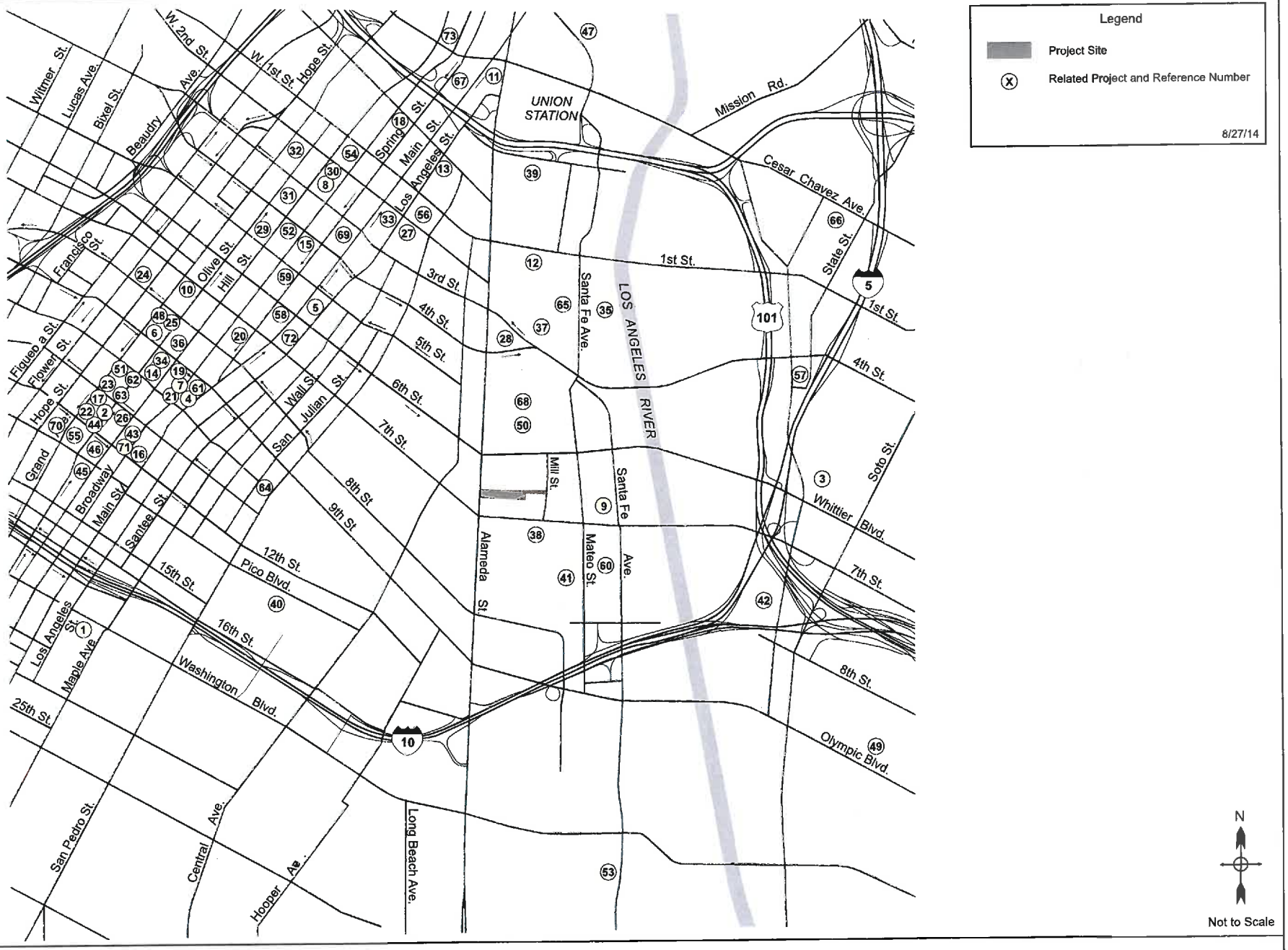

Figure 3.1
Location of Related Projects

Camden Arts Project - Traffic Study

The Mobility Group
Transportation Strategies & Solutions

Table 3.1 Related Project List and Trip Generation Estimates

8/21/2014

Project List	Project Name - EAF # / DOT Case #	Location / Address	Project Description		Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	Washington Bl Opportunity MU (Mercy Hsg) 2009-CEN-5050	220 E Washington Blvd	230 DU 32 DU 19,000 sf	Residential Units Renovate Residential Units Specialty Retail/Restaurant	2,113	38	118	156	125	53	178
2	Mixed-Use ENV 2005-1049	1101 S. Olive Street (Olive / 11th)	105 D.U 4,500 s.f	Condominiums Retail	810	10	41	51	45	27	72
3	Linda Vista Senior Housing and Medical Office	610 S. St. Louis St.	100 D.U 33,000 s.f	Condominiums Medical Office	1,530	65	24	89	41	89	130
4	Mixed-Use	928 S Broadway	670 D.U 17 D.U 58,800 s.f	Apartments Condominiums Retail	4,715	21	229	250	272	109	381
5	Mixed-Use	534 S Main St.	160 D.U 18,000 s.f 3,500 s.f 3,500 s.f	Apartments Retail Other Other	2,213	52	75	127	87	58	145
6	9th / Olive Project	840/888 S. Olive St.	303 DU 9,680 sf 1,500 sf	Apartments Retail Restaurant	3,007	81	166	247	174	96	270
7	Restaurant & Bar EAF2010-2899; 2011-CEN-5626	220 W 9th St	23,000 s.f	Restaurant/Bar	1,582	0	0	0	87	43	130
8	ISAF	201 S Broadway	27,675 sf	Restaurant, Retail, office, and bar	700	-40	-41	-81	53	17	70
9	AMP Lofts	695 S Santa Fe Ave, Los Angeles, CA	320 DU 15,000 sf 5,000 sf	Apartments Retail Restaurant	2,310	17	127	144	145	64	208
10	8th & Grand Mixed-Use Project 2005-CEN-2528	710 S Grand Ave.	700 D.U 27,000 s.f 5,000 s.f	Condominiums Retail Restaurants	3,131	37	144	181	162	100	262

Table 3.1 Related Project List and Trip Generation Estimates

8/21/2014

Project List	Project Name - EAF # / DOT Case #	Location / Address	Project Description		Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
11	Alameda District Plan (Excluding development to date)	Alameda St. / Los Angeles St.	22 DU 7,443,200 s.f 645,000 s.f 750 Rooms 20,000 s.f 70,000 s.f	Residential Office Retail Hotel Restaurant Museum	25,312	1,438	878	2,316	1,083	1,800	2,883
12	Mega Toys Residences (SCI-Arc Lot) 2006-CEN-3546	905 E. 2nd St (West of SCI-Arc at Santa Fe Avenue)	320 D.U 18,716 s.f.	Condominiums Retail	1,207	-6	70	64	69	23	92
13	Prop Q & F Public Safety Civic Ctr Facility Plan 2005-CEN-1959	Los Angeles St. / Temple St.	179,000 s.f. 30,000 s.f. 210 spaces	Jail Government Building Parking Structure	3,600	313	60	373	122	272	394
14	Olympic / Hill Project	Northwest corner of Olympic / Hill	300 DU 14,500 sf 8,500 sf	Apartments Retail Restaurant	2,496	30	104	134	143	82	225
15	400 S Broadway Mixed-Use Project	400-416 Broadway	450 DU 7,500 sf	Apartments Retail	2,266	36	147	183	139	73	212
16	Mixed-Use (Herald Examiner) 2005-CEN-1907 CEN-13-41710	146 W 11th (11th St. / Broadway)	391 D.U 39,720 s.f 40,000 s.f	Apartments Office Retail	5,198	144	176	319	258	274	532
17	1001 S Olive	1001 S Olive St	225 DU 5,000 sf	Apartments Restaurant	1,581	22	79	100	94	51	145
18	Hall of Justice 2004-CEN-1011	211 W Temple Street (Temple Street / Spring St.)	30 Empls. 1,000 Space	Net increase in number of employees from 1630 to 1660 Parking Structure	1,052	133	19	152	25	121	146
19	Hill Mixed	920 S Hill	216 D.U 3,900 sf	Apartments Retail	1,311	21	76	97	78	44	122
20	Mixed-use Development 2006-CEN-3596	745 S. Spring (Spring/8th St.)	247 D.U 10,675 s.f	Condominiums Retail	1,543	23	67	90	80	60	140

Table 3.1 Related Project List and Trip Generation Estimates

8/21/2014

Project List	Project Name - EAF # / DOT Case #	Location / Address	Project Description		Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
21	Broadway Mixed	955 S Broadway	201 D.U	Apartments	1,275	21	72	93	74	43	117
			6,000 sf	Retail							
22	Mixed-use residential, retail and restaurant 2006-CEN-3912	1150 S Grand Ave	374 D.U	Condominiums	2,074	47	114	160	109	70	179
			9,844 s.f	Retail							
			7,600 s.f	Restaurant							
23	Mixed-Use ENV2008-4679EA; 2008-CEN-4802	1050 S. Grand Ave (Grand Ave. / 11th St.)	128 DU	Condominiums	676	8	33	41	38	23	61
			3,472 s.f	Retail							
			2,200 s.f	Restaurant							
24	Mixed-use Residential, Retail and Restaurant 2007-CEN-3970	609 W. 8th (8th/Grand /Hope Project)	225 D.U	Condominiums	4,908	90	104	194	242	159	401
			200 Rooms	Hotel							
			30,000 s.f	Retail							
			32,000 s.f	Restaurant							
25	801 S Olive Street Project	801 S Olive St.	363 D.U	Apartments	2,557	33	129	162	149	83	232
			2,500 sf	Retail							
			7,500 sf	Restaurant							
26	Mixed-Use Residential and Retail 2007-CEN-3969	1115 S. Hill St. (Hill/11th)	172 D.U	Condominiums	543	-45	40	-5	50	-7	43
			6,850 s.f	Retail							
27	Little Tokyo Block 8 Project 2005-CEN-1993	200 S. Los Angeles St. (Los Angeles / 2nd St)	510 D.U	Condominiums	4,331	59	189	248	187	147	334
			280 D.U	Apartments							
			50,000 s.f	Retail							
28	Alameda & 4th Project	350 Alameda St.	350 DU	Apartments	689	20	35	55	38	21	59
			3,000 sf	Restaurant							
29	Park/Fifth Project 2006-CEN-3234	427 W 5th St.	615 D.U	Apartments	3,134	42	115	158	164	97	261
			16,309 s.f	Restaurant							

Table 3.1 Related Project List and Trip Generation Estimates

8/21/2014

Project List	Project Name - EAF # / DOT Case #	Location / Address	Project Description		Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
30	Kawada Tower	250 S Hill St.	330 D.U	Condominiums	1,551	21	103	124	92	46	138
	2008-CEN-4803		12,000 s.f	Retail							
31	Bunker Hill Design & Development Program EIR - Parcel Y	Block bounded by 3rd St., Olive St., Hill St., & 4th St.	960,000 s.f	Office	8,004	473	74	547	188	660	848
			100,000 s.f	Retail							
32	Grand Avenue Project	Parcel Q and Parcel W - Bounded by 1st Street, Grand Avenue, Hill Street, & Upper 2nd Street. Parcel L/M-2 - Bounded by GTK Way, Hope Street, & Upper 2nd Street	1,648 D.U	Condominiums	22,601	919	632	1,551	1,120	1,344	2,464
	2006-CEN-3022		412 D.U	Apartments							
			681,000 s.f	County Office Building							
			53,000 s.f	Super Market							
			67,000 s.f	Restaurant							
			225,250 s.f	Retail							
			250 Seats	Event Facility							
			50,000 s.f	Health Club							
			275 Rooms	Hotel							
33	Condominiums	221 S. Los Angeles St.	300 D.U	Condominiums	1,910	88	136	224	75	52	127
	ENV2005-8446, 2006-CEN-3110	(Los Angeles St./2nd St.)	3,400 s.f	Retail							
34	Olive & Olympic	960 S Olive	263 DU	Apartments	2,266	25	91	116	133	70	203
			14,500 sf	Restaurant							
35	One Santa Fe Project (Mixed-Use)	300 S. Santa Fe Av. (2nd St. / Santa Fe Ave.)	420 D.U	Apartment	2,443	58	150	208	139	90	229
	2006-CEN-2977		7,500 sf	Quality Restaurant							
			7,500 s.f	Fast-food Restaurant							
36	Mixed Use	820 S Olive St	589 DU	Apartments	3,309	63	202	263	195	106	301
			4,500 sf	Retail							
37	Mixed-Use	963 E 4th St.	7,860 sf	Office	2,512	106	22	128	113	138	251
			25,000 sf	Retail							
			20,000 s.f	Restaurant							
38	Mixed-Use Project	1800 E 7th St.	110 DU	Apartments	1,074	16	48	64	54	38	92
			8,000 sf	Retail							

Table 3.1 Related Project List and Trip Generation Estimates

8/21/2014

Project List	Project Name - EAF # / DOT Case #	Location / Address	Project Description		Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
39	Bus Maintenance & Inspection Facility 2005-CEN-2784	454 E Commercial St	2 Acre	Bus maintenance & inspection facility	69	12	18	30	5	5	10
40	Stanford Regency Plaza	810 E Pico Blvd	181,620 sf	Retail	1,889	54	34	88	59	63	122
41	Industrial Park 2007-CEN-4582	1005 S Mateo St	94,849 s.f	Industrial Park	426	40	9	49	10	39	49
42	Warehouse/Office/Manufacturing 2007-CEN-4561	1115 S Boyle Av	295,000 s.f 77,000 s.f 66,000 s.f	Warehouse Office Manufacturing	1,125	55	19	74	27	88	115
43	Mixed Use	1148 S Broadway	94 DU 2,500 sf	Apartments Retail	553	8	30	38	32	18	50
44	DTLA South Park - Site 1	1120 S Grand Ave	461 DU 300 Rooms 8,700 sf	High-rise Apt Hotel Retail	3,878	110	143	252	167	136	303
45	Condominiums ENV2008-0432EA; 2008-CEN-4671	1340 S Olive St	150 DU	Condominiums	879	11	56	67	53	26	79
46	DTLA South Park - Site 4	1230 S Olive St.	362 DU 4,000 sf	Apartments Retail	2,114	31	126	157	127	69	196
47	MTA Bus Facility 2008-CEN-4450	920 N Vignes St	271 buses 647 employees	Bus maintenance & inspection facility	2,277	33	52	85	57	31	88
48	Embassy Tower 2008-CEN-4779	848 S Grand Av	420 DU 38,500 s.f	Hi-rise Condominiums Market	3,882	66	144	210	212	165	377
49	Wyvernwood/Boyle Heights Mixed-Use Project - Master Plan ENV-2008-2141-EIR Phase - I	2901 E Olympic Bl.	-331 DU 959 DU 75 s.f 161 s.f 25 s.f	Apartment Residential Condo/Townhome Office Shopping Center Medical Office	12,013	284	304	588	537	557	1,094
50	Palmetto	1147 Palmetto Street & 527 Colyton Street	120 D.U 141 Rooms 10,000 sf 10,000 s.f	Apartments Hotel Retail Restaurant	3,190	103	121	224	140	106	246

Table 3.1 Related Project List and Trip Generation Estimates

8/21/2014

Project List	Project Name - EAF # / DOT Case #	Location / Address	Project Description		Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
51	Restaurant Project	1036 S Grand Ave	7,149 sf	Restaurant	492	2	3	5	27	14	41
52	Clark Hotel	426 S Hill St.	347 Rooms	Hotel	2,835	118	76	194	109	96	205
53	Restaurant/Entertainment Facility ENV2008-1103EA; 2008-CEN-4796	2309 S Santa Fe Av	37,320 s.f	Restaurant	3,357	24	8	32	188	92	280
54	Federal Courthouse	southwest corner of 1st St. and Broadway	600,000 sf	Courthouse	903	257	32	289	112	249	361
55	G/12 Project	North of Pico b/w Grand and Olive	640 DU 30,000 sf 10,000 sf	Apartments Retail Restaurant	4,886	92	148	240	181	134	315
56	Los Angeles Street Civic Center Project	150 N Los Angeles Street	712,500 sf 35,000 sf 2,500 sf	Government Office Retail Child Care Facility	13,534	930	118	1,048	435	942	1,374
57	Renovate California American African Museum 2009-CEN-5089	600 S State St	24,000 s.f 77,000 s.f	Renovate Existing Museum New Museum Construction	154	14	1	15	2	34	36
58	SB OMEGA	601 S Main St.	432 DU 28,400 s.f	Apartments Retail	2,957	45	154	199	170	104	274
59	Spring Street Garage & Apartments	Spring St South of 5th St.	120 DU	Apartment	798	12	49	61	48	26	74
60	Ford Building	7th & Santa Fe	244,000 sf 15,000 s.f	Office Retail	1,038	125	11	136	51	234	285
61	Sparkle Factory	908 S Broadway	11,900 s.f 11,900 sf	Office Retail	639	24	6	30	24	38	62
62	1000 Grand Project	1000 Grand Ave.	274 DU 12,000 sf	Apartments Restaurant	2,216	27	94	121	130	69	199
63	1027 S Olive Project	1027 S Olive St.	100 DU	Apartment	420	8	22	30	21	14	35
64	City Market Project	San Pedro Street b/w 9th St and 12th St.	254,500 sf 176,733 s.f 744 Seats 945 DU 210 Rooms 294,641 GSF	Office Shopping Center Cinema Apartments Hotel Office	16,089	837	434	1,271	632	957	1,591

Table 3.1 Related Project List and Trip Generation Estimates

8/21/2014

Project List	Project Name - EAF # / DOT Case #	Location / Address	Project Description		Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
65	SCI-ARC	950 E 3rd St.	635 DU	Apartments	6,372	162	177	339	245	213	458
			30,062 sf	Retail							
			532 Students	School							
66	Medical Office Expansion	1828 E Cesar Chavez Ave.	49,542 sf	Medical Office	1,168	58	16	74	30	82	112
67	LA Plaza Cultura Village	527 N Spring St.	384 DU	Apartments	4,689	69	175	244	244	180	424
		555 N Broadway	50,000 sf	Retail							
68	Barker Block	430 S Hewitt St.	72 D.U	Condo	552	7	28	35	31	18	49
69	Hellman / Banco Building	354 S Spring St.	212 D.U	Apartments	1,410	22	86	108	85	46	131
70	Apartments	1247 S Grand Ave	118 DU	Apartments	763	10	41	51	42	25	67
71	Case Hotel	1106 S Broadway	151 Rooms	Hotel	1,234	47	33	80	46	45	91
72	Mixed-Use Development (Pacific Electric Building)	610 S. Main St.	13,921 s.f	Restaurants	1,429	11	11	22	78	39	117
	ENV2005-7019; 2005-CEN-2780		726 s.f	Retail							
73	Chinatown Gateway Project	Cesar Chaves Ave./ Broadway	280 DU	Apartments	2,665	40	112	152	145	102	247
	2005-CEN-2348		22,000 s.f	Retail							
				Total	**236,429**	**8,227**	**7,739**	**15,961**	**10,944**	**11,692**	**22,634**

F:\Projects 2013\Camden Arts (1525 Industrial)\Auguest 2014 Analysis\Related projects\[Table 3.1 Camden Arts Related Project List & TG - 8-20-14.xlsx]Camden Arts 8-20-14

It should also be noted that, (again) for purposes of preparing a conservative worst case analysis, no potential street improvements or transportation mitigation measures that might be associated with any of the cumulative projects were included in the future conditions traffic analysis.

Project Trip Generation and Distribution

Trip generation estimates for the related projects were prepared, as also shown in Table 3.1. These were generally taken from the environmental and/or traffic studies prepared for the individual projects. Where the information was not available from previous reports, the trip generation was estimated using trip rates developed by the Institute of Transportation Engineers (ITE). Similarly, trip distribution estimates were also taken from previous studies where available or were estimated based on an understanding of the type of the project, its location, and the downtown roadway and circulation system.

As shown in Table 3.1, the related projects would generate a total of about 15,961 vehicle trips in the AM peak hour and about 22,634 vehicle trips in the PM peak hour. It should be noted that because of the large geographic distribution of these projects, that not all of these trips would travel through the study area and traverse the study intersections.

Future Traffic Forecasts for 2017 Without Project Condition

The trip estimates shown in Table 3.1 were then added to the roadway network and combined with existing volumes and ambient traffic growth (described earlier) to provide forecasts of future traffic conditions in the study area in 2017, for both the AM and PM peak periods, representing the future without Proposed Project conditions.

The future without Project peak hour traffic volumes are illustrated in Figures 3.2 and 3.3 for the AM and PM peak hours respectively.

3.3 Transportation System Improvement Projects

The following roadway infrastructure projects will be implemented prior to 2017.

Adaptive Traffic Control System – ATCS (LADOT)

As described in Section 2.2 of this report, ATCS is a second generation computer-based traffic signal control system to enhance ATSAC, that utilizes enhances surveillance and control technologies to adapt traffic signal timing to respond to actual traffic conditions, and to further enhance the effectiveness of the ATSAC system by minimizing the number of stops

Figure 3.2
Future Without Project Traffic Volumes - AM Peak Hour

Camden Arts Project - Traffic Study

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Figure 3.3
Future Without Project Traffic Volumes - PM Peak Hour

Camden Arts Project - Traffic Study

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and the amount of delay throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional 3 percent over those operating under the ATSAC system alone. The City of Los Angeles has state funding to implement ATCS at all signalized intersections in the city. Per LADOT procedures, all study intersections were assumed to operate with ATCS in the future.

3.4 Future Intersection Conditions

Future Without Project Intersection Level of Service

The future without Project traffic forecasts were evaluated to determine the V/C ratio and LOS for the analyzed intersections for both the AM peak hour and the PM peak hour. The results are shown in Table 3.2, which summarizes the intersection levels of service calculated for the future without project conditions, and compares them to existing conditions levels of service.

AM Peak Hour

All studied intersections would operate at LOS B or better during the AM peak hour in the future.

PM Peak Hour

All studied intersections would operate at LOS C or better during the PM peak hour in the future.

Table 3.2 Future Without Project Conditions - Intersection Level of Service

Intersection	Future Without Project			
	AM Peak Hour		PM Peak Hour	
	V / C	LOS	V / C	LOS
1. 6th Street & Central Avenue	0.459	A	0.715	C
2. 6th Street & Alameda Street	0.588	A	0.702	C
3. 6th Street & Mateo Street	0.387	A	0.454	A
4. 7th Street & Central Avenue	0.535	A	0.611	B
5. 7th Street & Alameda Street	0.607	B	0.773	C
6. 7th Street & Mateo Street	0.405	A	0.597	A

4. Future With Project Conditions

This section of the report describes the transportation characteristics of the proposed project and documents the analysis of potential project traffic impacts in the study area.

4.1 Project Transportation Characteristics

The Project Site will be comprised of two parcels. Parcel 1 is located in the northeastern corner of the Alameda Street and Industrial Street intersection. It is currently developed and includes an 81,194 sq. ft. ice production and cold storage facility to be demolished. The land uses to be located on this parcel will consist of approximately 360 live/work residential apartments, approximately 6,400 sq. ft. of retail space and approximately 4,200 sq. ft. of restaurant space fronting on Industrial Street. Of the 360 live/work units, approximately 8 units will be located on the ground floor and may be utilized as up to approximately 8,800 sq. ft. of artist work spaces for artists or others who create art or goods. An additional 24 units (18,500 sq. ft.) may also be utilized as creative office space. To ensure the traffic study is a conservative analysis, the 8 ground floor units were analyzed as 8,800 sq. ft. of manufacturing space and the 24 units were analyzed as general office use.

Parcel 2 will consist of a recreational "spline" that extends from the northeastern corner of Parcel 1 east to Mill Street. This area will consist of a dog park for project residents, an open area consisting of concrete pavers and a structure containing approximately 1,500 sq. ft. of restaurant space fronting on Mill Street.

Vehicular access to Parcel 1 is to be provided from driveways located on Alameda Street and Industrial Street. Access to Parcel 2 is to be provided from Mill Street, as shown in Section 1.1.

Project Trip Generation

Trip generation from the project was estimated using trip rates from *Trip Generation Manual – 9th Edition* (Institute of Transportation Engineers, 2012). Table 4.1 summarizes the trip generation estimates for the daily, AM peak & PM peak hour periods respectively.

Because of its downtown location near transit, employment and entertainment destinations, a number of Project trips would be expected to be walk or transit trips rather than auto vehicle trips. Similarly, because the commercial components of the Project will be primarily locally serving to the Project and the surrounding area, some of the trips might be expected to be walk-ins either from the Project or the surrounding area. Certain adjustments to the trip

Table 4.1 Camden Arts Mixed-Use Project - Trip Generation Estimates

8/20/2014

Daily Trips

Land Use Assumptions	Source [1] & Code	Quantity	Units	Daily			
					Trip Rate		Total Trips
Existing Uses							
Ice Generation and Food Storage [2]	ITE 150	81,194	SF		3.56		-289
Net Ice Generation and Food Storage							-289
Proposed Uses							
Mid-Rise Apartments [3,4]	ITE 223	327	DU		6.65		2,175
(Reduction for transit/walk trips) - 15%							-326
Net Apartments							1,849
General Office [5,6,7]	ITE 710	18,500	SF		11.03		204
(Reduction for transit/walk trips) - 15%							-31
Net Office							173
Manufacturing [8,9,10]	ITE 140	8,800	SF		3.82		34
(Reduction for transit/walk trips) - 15%							-5
Net Manufacturing							29
Retail [11,12,13]	ITE 820	6,400	SF		42.70		273
(Reduction for internal trips) - 10%							-27
(Reduction for transit/walk trips) - 15%							-41
(Reduction for pass-by trips) - 50%							-137
Net Retail							68
Restaurant [14,15,16]	ITE 932	5,700	SF		127.15		725
(Reduction for internal trips) - 10%							-73
(Reduction for transit/walk trips) - 15%							-109
(Reduction for pass-by trips) - 20%							-145
Net Restaurant							398
Total Net							2,228

AM Peak

Land Use Assumptions	Source [1] & Code	Quantity	Units	AM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Ice Generation and Food Storage [2]	ITE 150	81,194	SF	0.24	0.06	0.30	-19	-5	-24
Net Ice Generation and Food Storage							-19	-5	-24
Proposed Uses									
Mid-Rise Apartments [4]	ITE 223	327	DU	0.09	0.21	0.30	29	69	98
(Reduction for transit/walk trips) - 15%							-4	-11	-15
Net Apartments							25	58	83
General Office [5,6,7]	ITE 710	18,500	SF	1.37	0.19	1.56	25	4	29
(Reduction for transit/walk trips) - 15%							-4	-1	-4
Net Office							22	3	25
Manufacturing [8,9,10]	ITE 140	8,800	SF	0.57	0.16	0.73	5	1	6
(Reduction for transit/walk trips) - 15%							-1	0	-1
Net Manufacturing							4	1	5
Retail [11,12,13]	ITE 820	6,400	SF	0.60	0.36	0.96	4	2	6
(Reduction for internal trips) - 10%							-1	0	-1
(Reduction for transit/walk trips) - 15%							-1	0	-1
(Reduction for pass-by trips) - 50%							-2	-1	-3
Net Retail							0	1	1
Restaurant [14,15,16]	ITE 932	5,700	SF	5.95	4.86	10.81	34	28	62
(Reduction for internal trips) - 10%							-3	-3	-6
(Reduction for transit/walk trips) - 15%							-5	-4	-9
(Reduction for pass-by trips) - 20%							-6	-6	-12
Net Restaurant							20	15	35
Total Net							52	73	125

Table 4.1 Camden Arts Mixed-Use Project - Trip Generation Estimates

8/20/2014

PM Peak

Land Use Assumptions	Source [1] & Code	Quantity	Units	PM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Ice Generation and Food Storage [2]	ITE 150	81,194	SF	0.08	0.24	0.32	-6	-20	-26
Net Ice Generation and Food Storage							-6	-20	-26
Proposed Uses									
Mid-Rise Apartments [4]	ITE 223	327	DU	0.23	0.16	0.39	75	52	128
(Reduction for transit/walk trips) - 15%							-11	-8	-19
Net Apartments							64	44	108
General Office [5,6,7]	ITE 710	18,500	SF	0.25	1.24	1.49	5	23	28
(Reduction for transit/walk trips) - 15%							-1	-3	-4
Net Office							4	20	24
Manufacturing [8,9,10]	ITE 710	8,800	SF	0.26	0.47	0.73	2	4	6
(Reduction for transit/walk trips) - 15%							0	-1	-1
Net Manufacturing							2	3	5
Retail [11,12,13]	ITE 820	6,400	SF	1.78	1.93	3.71	12	12	24
(Reduction for internal trips) - 10%							-1	-1	-2
(Reduction for transit/walk trips) - 15%							-2	-2	-4
(Reduction for pass-by trips) - 50%							-6	-6	-12
Net Retail							3	3	6
Restaurant [14,15,16]	ITE 932	5,700	SF	5.91	3.94	9.85	34	22	56
(Reduction for internal trips) - 10%							-3	-2	-5
(Reduction for transit/walk trips) - 15%							-5	-3	-8
(Reduction for pass-by trips) - 20%							-7	-5	-12
Net Restaurant							19	12	31
Total Net							86	62	148

1. ITE trip rates from Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC, 2012 except otherwise noted.
2. Trip rates for Ice Generation and Food Storage not available. Trip rate from ITE 150 - Warehousing was used.
3. Daily trip rate for ITE 223 - Mid-Rise Apartment are not available. Daily trip rate from ITE 220 - Apartment was used.
4. Residential land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
5. A total of 24 residential live/work units (approximately 18,500 sq. ft.) could potentially be utilized as General office space once the Project is constructed. To ensure the most conservative analysis was conducted, this space was analyzed as General Office space.
6. Source: Average trip rates for ITE 710 - General Office.
7. Office land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
8. A total of 9 residential live/work units (approximately 8,800 sq. ft.) could potentially be utilized as Manufacturing space once the Project is constructed. To ensure the most conservative analysis was conducted, this space was analyzed as Manufacturing space.
9. Source: Average trip rates for ITE 140 - Manufacturing.
10. Manufacturing land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
11. Source: Average trip rates for ITE 820 - Shopping Center.
12. Retail land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
13. Retail land use was adjusted to account for pass-by trips (50%) per LADOT *Traffic Study Policies and Procedures* , Attachment I - LADOT Policy on Pass-By Trips, June 2013.
14. Source: Average trip rates for ITE 932 - High Turnover Restaurant.
15. High Turnover Restaurant land use was adjusted to account for transit/walk trips (15%) per LADOT *Traffic Study Policies and Procedures* , Transit Credit, June 2013.
16. High Turnover Restaurant land use was adjusted to account for pass-by trips (20%) per LADOT *Traffic Study Policies and Procedures* , Attachment I - LADOT Policy on Pass-By Trips, June 2013.

generation were therefore made, with LADOT approval, to reflect these conditions. The trips generated by all land use components of the Project (residential, office, manufacturing, retail and restaurant) were reduced by 15% to allow for use of transit[1] to and from the Project Site. For the retail and restaurant uses, a reduction of 10% for internal trips from the Project and the surrounding area was also applied. For retail uses, a pass-by rate of 50%[1] was applied and for the restaurant component of the Project, a pass-by rate of 20%[1] was applied.

As shown in Table 4.1, the analysis estimates that the Project would generate a total of 2,228 daily vehicle trips, 125 AM peak hour vehicle trips and 148 PM peak hour vehicle trips.

Trip Distribution

The likely distribution of project trips was identified based on the type of land uses in the Project, the likely origins and destinations of Project residents and visitors, and the characteristics of the street system in the area of the Project. The following distribution was assumed:

- 25% of the trips towards the north
- 20% of the trips towards the south
- 20% of the trips towards the east
- 35% of the trips towards the west

Traffic generated by the Project was added to the future without project traffic volumes to obtain future traffic volumes with the project for both peak periods at each of the study intersections.

The project only peak hour traffic volumes are illustrated in Figures 4.1 and 4.2 for the AM and PM peak hours respectively and the total future with project conditions peak hour traffic volumes are illustrated in Figures 4.3 and 4.4 for the AM and PM peak hours.

4.2 Project Impacts

Significant Impact Thresholds

LADOT has established criteria to determine if project impacts are significant at an intersection. These criteria are shown below.

[1] Per LADOT Traffic Study Guidelines.

Figure 4.1
Project Only Traffic Volumes - AM Peak Hour

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Figure 4.2
Project Only Traffic Volumes - PM Peak Hour

Figure 4.3
Future With Project Traffic Volumes - AM Peak Hour

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Figure 4.4
Future With Project Traffic Volumes - PM Peak Hour

Camden Arts Project - Traffic Study

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Definition of Significant Impact at Intersection

With Project Traffic		Project-Related Increase in V/C Ratio
LOS	V/C Ratio	
C	0.701 – 0.800	equal to or greater than 0.040
D	0.801 – 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the volume/capacity (V/C) ratio is less than 0.040. However, in another example, if the intersection is operating at LOS E or LOS F and the incremental change in V/C ratio is 0.010 or greater, then the project would be considered to have a significant impact at that location.

Project Impact Analysis - Future With Project Intersection Level of Service

The intersection level of service analysis for the future with Project conditions is summarized in Table 4.2 for the AM peak hour and in Table 4.3 for the PM peak hour. These tables also compare the level of service for without Project and with Project conditions, show the increase in V/C ratios at each intersection due to the Project, and identify if the increase constitutes a significant impact.

The analysis summarized in Table 4.2 indicates that for the AM peak hour, the addition of project traffic would not cause the level of service to change at any of the study intersections, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur.

The analysis summarized in Table 4.3 indicates that for the PM peak hour, the addition of project traffic would cause the level of service to change at one of the study intersections (7^{th} Street & Mateo Street) from LOS A to LOS B, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur.

It is therefore concluded that the Project would not cause any significant traffic impacts in either the AM or PM peak hour.

Project Driveways

LADOT Traffic Study guidelines indicate that unsignalized intersections adjacent to the Project or integral to the Project's site access and circulation should be evaluated solely to

Table 4.2 Future With Project Conditions - Intersection Level of Service AM Peak Hour

Intersection	AM Peak Hour				Change in V / C	Significant Impact
	Future Without Project		Future With Project			
	V / C	LOS	V / C	LOS		
1. 6th Street & Central Avenue	0.459	A	0.459	A	0.000	No
2. 6th Street & Alameda Street	0.588	A	0.597	A	0.009	No
3. 6th Street & Mateo Street	0.387	A	0.390	A	0.003	No
4. 7th Street & Central Avenue	0.535	A	0.537	A	0.002	No
5. 7th Street & Alameda Street	0.607	B	0.617	B	0.010	No
6. 7th Street & Mateo Street	0.405	A	0.410	A	0.005	No

Table 4.3 Future With Project Conditions - Intersection Level of Service PM Peak Hour

Intersection	PM Peak Hour				Change in V / C	Significant Impact
	Future Without Project		Future With Project			
	V / C	LOS	V / C	LOS		
1. 6th Street & Central Avenue	0.715	C	0.717	C	0.002	No
2. 6th Street & Alameda Street	0.702	C	0.709	C	0.007	No
3. 6th Street & Mateo Street	0.454	A	0.456	A	0.002	No
4. 7th Street & Central Avenue	0.611	B	0.613	B	0.002	No
5. 7th Street & Alameda Street	0.773	C	0.779	C	0.006	No
6. 7th Street & Mateo Street	0.597	A	0.607	B	0.010	No

determine the need for installation of a traffic signal or other traffic control device. Additionally, only those intersections where the estimated intersection delay is expected to result in LOS E or F under Future With Project conditions should be evaluated for the potential installation of a new traffic signal.

As previously discussed, and shown in Figure 1.2, access to the Project Site will be provided via a driveway on Industrial Street and a residential-only driveway on Alameda Street. Traffic can access the driveway on Industrial Street from Alameda Street & Industrial Street, 6th Street & Mill Street, and 7th Street & Mill Street, which are all unsignalized intersections.

The Future With Project driveway access volumes are shown in Figure 4.5. A Level of Service (LOS) analysis for these unsignalized intersections was conducted using the Highway Capacity Manual (HCM) method and is shown in Table 4.4. Based on this analysis, the intersection of Alameda Street & Industrial Street would meet the criteria for traffic signal warrant analysis.

The warrant analysis was based on the peak hour traffic volumes. The results of the traffic signal warrant analysis is shown in Table 4.5 for the Future With Project conditions. Based on this analysis, the peak hour traffic volumes would not warrant the installation of a traffic signal at the Alameda Street & Industrial Street intersection.

CMP Analysis

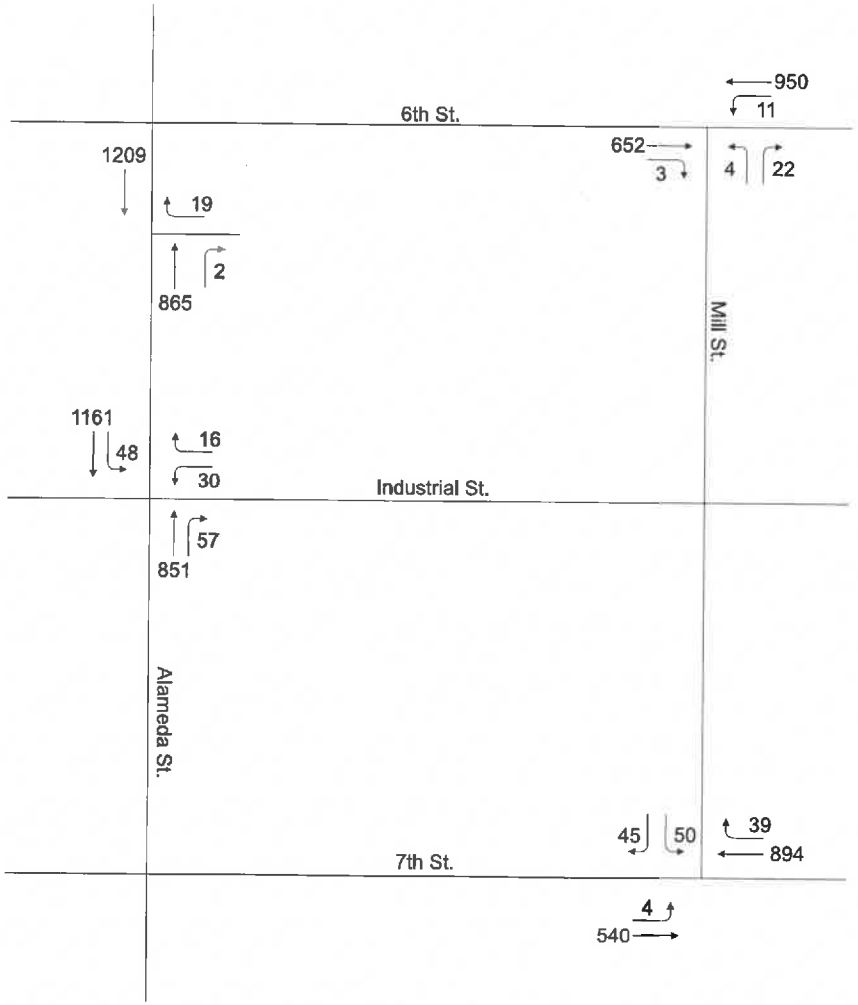
The Los Angeles County Congestion Management Program (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations, if an EIR is prepared for the Project. As an EIR is not being prepared for the Project, no CMP analysis is required. Nevertheless, for purposes of preparing a comprehensive study, a check was conducted against CMP criteria.

When a CMP analysis is needed, the CMP methodology requires that the Traffic Study analyze traffic conditions at all CMP arterial monitoring intersections where the Project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic. The CMP also requires that traffic studies analyze mainline freeway monitoring locations where the project will add 150 or more trips in either direction during either AM or PM weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study, then no further traffic analysis is required.

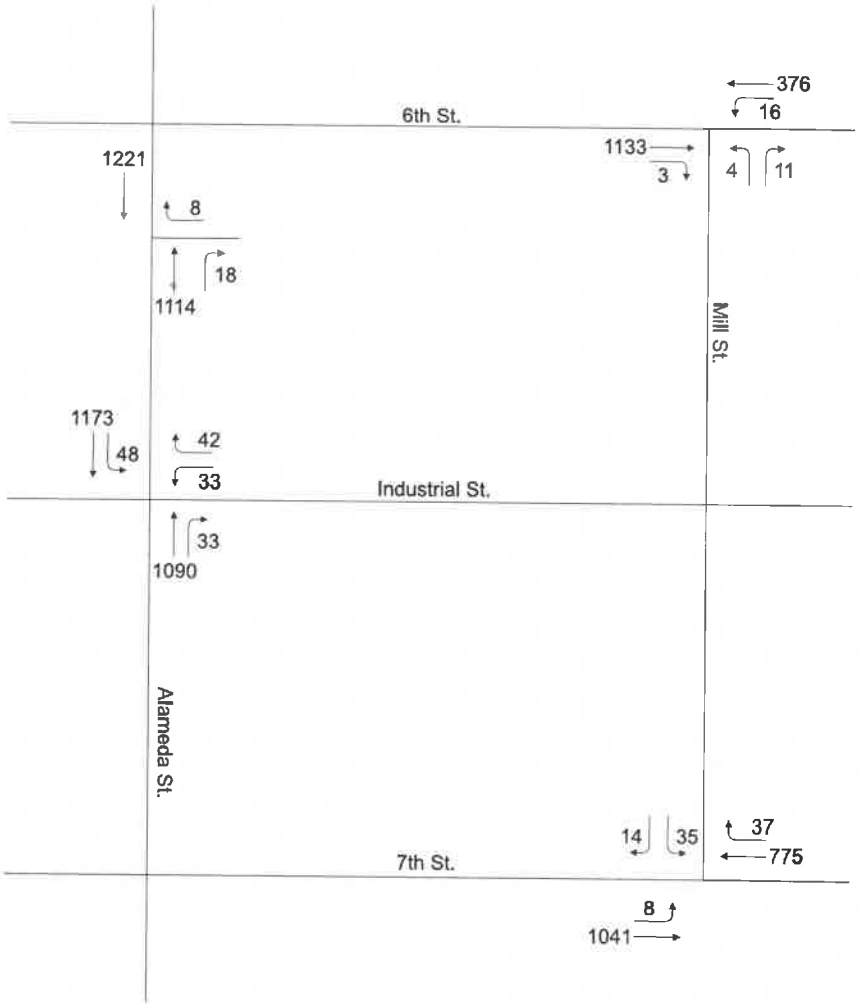
CMP Arterial Monitoring Locations

As shown in Table 4.1, the Project would generate 125 AM peak hour trips and 148 PM peak hour trips. A review of the 2010 CMP indicated the following arterial monitoring stations that are closest to the Project site:

AM Peak Hour



PM Peak Hour



8/25/14

Figure 4.5
Future With Project Peak Hour - Unsignalized (Access) Intersection Traffic Volumes

Table 4.4 Future With Project Conditions
Unsignalized (Access) Intersection Analysis

Unsignalized Intersections[1]	Future With Project AM Peak		Future With Project PM Peak	
	Delay	LOS	Delay	LOS
Alameda Street & Industrial Street				
Southbound Inbound Left Turn	10.1	B	11.2	B
Westbound Outbound Left/Right Turn	42.6	E	62.8	F
Alameda Street Residential Only				
Westbound Outbound Right Turn	11.5	B	12.7	B
6th Street & Mill Street				
Westbound Inbound Left Turn	8.9	A	10.9	B
Northbound Outbound Left/Right Turn	12.9	B	18.3	C
7th Street & Mill Street				
Eastbound Inbound Left Turn	9.9	A	9.4	A
Southbound Outbound Left/Right Turn	25.9	D	30.8	D

[1] Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.

- Washington Boulevard & Alameda Street
- Wilshire Boulevard & Alvarado Street
- Sunset Boulevard & Alvarado Street

As these are some distance from the Project Site, and as the project trips will disperse onto numerous roadways away from the site, it is therefore clear that the project traffic volumes would not exceed the thresholds for analysis. Further, it is estimated that the maximum number of trips that the Project would add to any single CMP monitoring station would be 9 trips in all directions at the Washington Boulevard & Alameda Street station.

CMP Freeway Monitoring Locations

A review of the 2010 CMP also indicated the following freeway segments that are closest to the Project Site:

Table 4.5 **Site Adjacent Intersections - Signal Warrant Analysis - Future With Project Conditions** 8/25/2014

Intersection	Major Street	Minor Street	Peak Hour	Major Street		Minor Street		Minor Street Warrant Threshold Volume [2]	Signal Warranted
				Volume [1] (both approaches)	# of Lanes per Direction	Volume [1] (high volume approach)	# of Lanes per Direction		
1. Alameda & Industrial	Alameda St	Industrial St	AM	2,117	2	46	1	100	No
			PM	2,344	2	75	1	100	No

Note:

1. Future With Project volumes.
2. Caltrans Traffic Manual - Figure 9-8 Peak Hour Volume Warrant (Urban Areas).

- I-10 at Budlong Avenue
- I-10 East of LA city limit
- SR-60 East of Indiana Street
- US-101 North of Vignes Street
- SR-110 South of US-101
- SR-110 North of Alpine Street

These segments are located some considerable distance from the Project Site. Nevertheless, the number of Project vehicle trips expected to pass through these segments was estimated based on the Project trip distribution and the Project trip generation (shown in Table 4.1).

The maximum number of one-way Project trips that would be added to any single freeway segment at these monitoring locations would be 6 eastbound trips at the I-10 at Budlong Avenue station. Besides these CMP monitoring locations, the maximum number of one-way Project trips that would be added to any single freeway segment would be 9 eastbound trips along the I-10 East of LA City Limit segment and 9 southbound trips along the I-5 North of 4th Street segment. With these low incremental volumes, which are below the CMP threshold of 150 trips, it is concluded that the Project would not cause any significant impacts to freeway operations.

CMP Transit Impact Analysis

Although not required because an EIR is not being prepared for the Project, an analysis of potential Project impacts on the transit system was also performed, per the CMP requirements and guidelines.

Significant Impact Thresholds

Based on factors in the *"CEQA Thresholds Guide,"* City of Los Angeles (2006), the following criterion was established to determine if there would be any significant transit impacts due to the Project:

- The capacity of the transit system serving the Project area would be substantially exceeded.

Transit Analysis

The number of transit trips that would be generated by the Project was estimated based on the trip generation methodology described in Chapter 4.

The estimate of base vehicle trips (unadjusted) for each Project land use (from Table 4.1) was converted to person trips by applying a conversion factor of 1.4, as per CMP guidelines. The

person trip numbers were then multiplied by the estimated percent taking transit for each land use, as previously determined and discussed earlier in this Chapter. These numbers are higher in some cases than the default countywide guidelines in the CMP but are more accurate in this instance as they reflect the higher transit use that would occur for the Project because of its downtown location. Because of the nature of the Project land uses, there would be a higher number of transit trips in the PM peak hour.

There would be approximately 30 net additional transit trips (14 inbound trips and 16 outbound trips) in the AM peak hour due to the Project, and approximately 36 additional transit trips (19 inbound and 17 outbound) in the PM peak hour, as shown in Table 4.6. The highest number of additional transit trips would therefore occur in the PM peak hour.

The peak hourly capacity of the transit system serving the area of the Project Site is approximately 2,515 persons. The highest directional volume of peak hour trips added by the Project would be 19 trips. As this would be less than 0.8% of total transit capacity, it is concluded that the Project would not cause the capacity of the transit system to be substantially exceeded and therefore that the Project would not create any significant impacts on the transit systems serving the Project Area.

4.3 Existing With Project Impacts

This section addresses an analysis of potential project impacts for the existing conditions with project scenario. Project traffic was added to existing conditions traffic and the potential for impacts evaluated.

Existing With Project Intersection Level of Service

The total existing with project conditions peak hour traffic volumes are illustrated in Figures 4.6 and 4.7 for the AM and PM peak hours.

Tables 4.6 and 4.7 summarize the level of service for the existing with project conditions at the analyzed intersections for the AM and PM peak hours respectively.

Project Impacts

The analysis summarized in Table 4.7 indicates that for the AM peak hour, the addition of project traffic would not cause the level of service to change at any of the study intersections, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur.

Table 4.6 **Transit Trips Generated by The Project** 8/21/2014

Land Use	Base (Unadjusted)[1] Vehicle Trips		Person Trips[2]		% By Transit[3]		Transit Trips					
							AM Peak Hour			PM Peak Hour		
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	Total	In[4]	Out[4]	Total	In[4]	Out[4]
Existing Uses												
Ice Generation and Food Storage	-24	-26	-34	-36	0%	0%	0	0	0	0	0	0
Proposed Uses												
Apartments	83	108	116	151	15%	15%	17	5	12	23	14	9
Office	25	24	35	34	15%	15%	5	4	1	5	1	4
Manufacturing	5	5	7	7	15%	15%	1	1	0	1	0	1
Retail	1	6	1	8	15%	15%	0	0	0	1	0	1
Restaurant	35	31	49	43	15%	15%	7	4	3	6	4	2
Total	125	148	174	207			30	14	16	36	19	17

1. From Table 4.1 - Trip Generation Estimates.
2. Conversion factor of 1.4 from vehicle trips to person trips, per CMP guidelines.
3. Transit percentage from Table 4.1 - Trip Generation Estimates.
4. In/out distribution from Table 4.1 - Trip Generation Estimates.

Figure 4.6
Existing With Project Traffic Volumes - AM Peak Hour

Camden Arts Project - Traffic Study

The **Mobility** Group
Transportation Strategies & Solutions

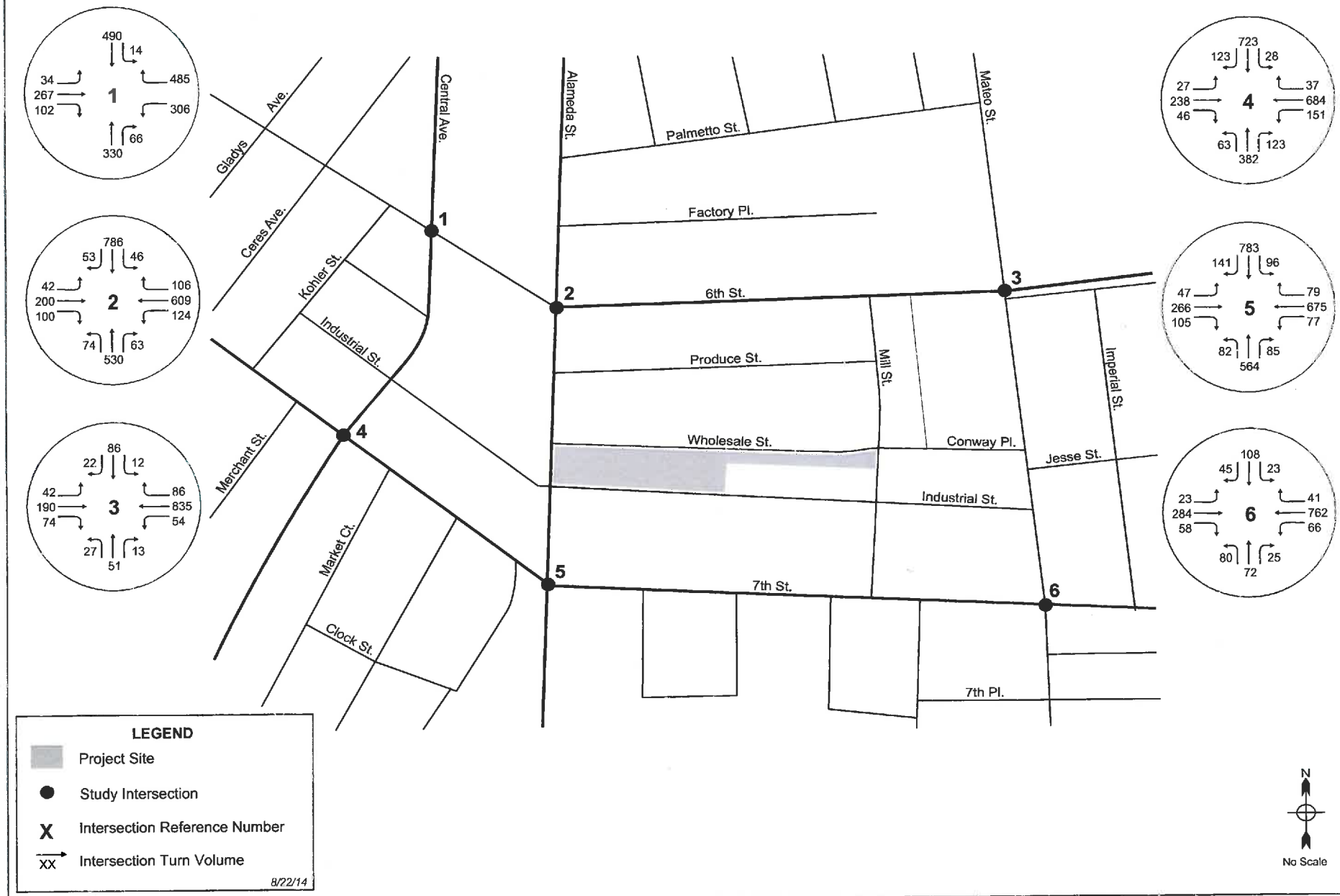


Figure 4.7
Existing With Project Traffic Volumes - PM Peak Hour

Camden Arts Project - Traffic Study

The **Mobility** Group
Transportation Strategies & Solutions

Table 4.7 Existing With Project Conditions - Intersection Level of Service AM Peak Hour

Intersection	AM Peak Hour				Change in V / C	Significant Impact
	Existing		Existing With Project			
	V / C	LOS	V / C	LOS		
1. Central Avenue & 6th Street	0.409	A	0.411	A	0.002	No
2. Central Avenue & 7th Street	0.517	A	0.526	A	0.009	No
3. Alameda Street & 6th Street	0.360	A	0.363	A	0.003	No
4. Alameda Street & 7th Street	0.530	A	0.531	A	0.001	No
5. Mateo Street & 6th Street	0.565	A	0.575	A	0.010	No
6. Mateo Street & 7th Street	0.379	A	0.384	A	0.005	No

Table 4.8 Existing With Project Conditions - Intersection Level of Service PM Peak Hour

Intersection	PM Peak Hour				Change in V / C	Significant Impact
	Existing		Existing With Project			
	V / C	LOS	V / C	LOS		
1. Central Avenue & 6th Street	0.616	B	0.617	B	0.001	No
2. Central Avenue & 7th Street	0.563	A	0.570	A	0.007	No
3. Alameda Street & 6th Street	0.358	A	0.360	A	0.002	No
4. Alameda Street & 7th Street	0.587	A	0.591	A	0.004	No
5. Mateo Street & 6th Street	0.607	B	0.613	B	0.006	No
6. Mateo Street & 7th Street	0.386	A	0.397	A	0.011	No

The analysis summarized in Table 4.8 indicates that for the PM peak hour, the addition of project traffic would not cause the level of service to change at any of the study intersections, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur.

It is therefore concluded that the Project would not cause any significant traffic impacts in either the AM or PM peak hour.

Project Driveways

The LOS for all driveway access intersections are shown in Table 4.9. The LOS for these driveway access intersections were estimated to be LOS D or better in both the AM and PM peak hours. These driveway access intersections would therefore operate satisfactorily with the Project. The existing with project driveway access volumes are shown in Figure 4.8.

Table 4.9 Existing With Project Conditions
Unsignalized (Access) Intersection Analysis

Unsignalized Intersections[1]	Existing With Project AM Peak		Existing With Project PM Peak	
	Delay	LOS	Delay	LOS
Alameda Street & Industrial Street				
Southbound Inbound Left Turn	9.3	A	10.0	A
Westbound Outbound Left/Right Turn	27.5	D	29.9	D
Alameda Street Residential Only				
Westbound Outbound Right Turn	10.6	B	11.5	B
6th Street & Mill Street				
Westbound Inbound Left Turn	8.3	A	9.7	A
Northbound Outbound Left/Right Turn	11.3	B	14.3	B
7th Street & Mill Street				
Eastbound Inbound Left Turn	9.4	A	8.5	A
Southbound Outbound Left/Right Turn	19.4	C	18.7	C

[1] Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.

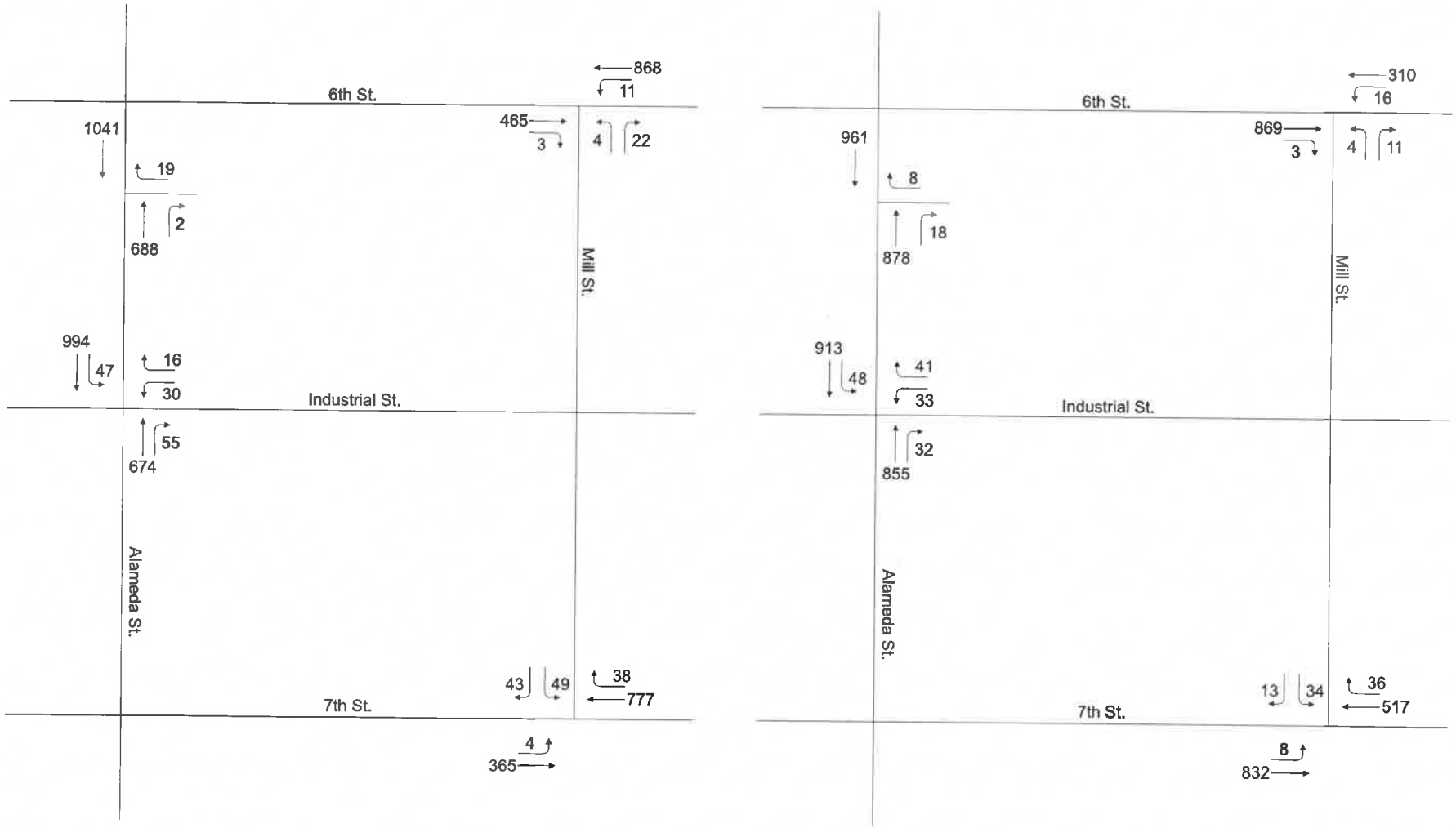


Figure 4.8
Existing With Project Peak Hour - Unsignalized (Access) Intersection Traffic Volumes

5. Mitigation Measures

This report section addresses the need for mitigation measures to address any potential significant impacts from the Project.

As the preceding analysis has determined that there would be no significant traffic impacts at intersections, no access impacts, no CMP or freeway impacts, and no transit impacts caused by the Project, no mitigation measures are necessary.

Appendix A

Traffic Counts (LADOT format)

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South: Central Ave
East/West: 6th St

Day: TUESDAY Date: April 23, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE:

	N/B	S/B	E/B	W/B
DUAL-WHEELED	123	74	111	125
BIKES	45	29	29	28
BUSES	129	15	179	100

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	121	8.30	140	7.45	124	8.00	224	8.00
PM PK 15 MIN	263	17.45	103	16.30	266	17.15	132	17.45
AM PK HOUR	460	8.00	510	7.45	452	7.30	822	7.45
PM PK HOUR	909	17.00	379	16.30	951	17.00	473	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	345	50	395
8-9	0	386	74	460
9-10	0	396	45	441
15-16	0	417	81	498
16-17	0	484	101	585
17-18	0	736	173	909
TOTAL	0	2764	524	3288

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	18	377	0	395
8-9	19	470	0	489
9-10	23	325	0	348
15-16	30	304	0	334
16-17	30	323	0	353
17-18	26	318	0	344
TOTAL	146	2117	0	2263

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
790	23	1	74	5
949	33	1	74	3
789	39	0	50	0
832	35	0	38	0
938	29	0	57	3
1253	33	2	66	1
5551	192	4	359	12

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	32	267	86	385
8-9	42	292	107	441
9-10	49	262	105	416
15-16	77	457	118	652
16-17	79	547	113	739
17-18	122	705	124	951
TOTAL	401	2530	653	3584

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	269	0	434	703
8-9	291	0	510	801
9-10	214	0	299	513
15-16	162	0	208	370
16-17	161	0	215	376
17-18	172	0	301	473
TOTAL	1269	0	1967	3236

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1088	44	4	40	1
1242	33	0	39	1
929	28	0	30	0
1022	34	0	58	0
1115	20	0	34	1
1424	40	1	32	0
6820	199	5	233	3

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Alameda St

East/West 6th St

Day: TUESDAY Date: April 23, 2013 Weather SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day YES District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	384	286	122	131
BIKES	20	26	30	32
BUSES	37	77	129	123

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	195	7.30	261	7.30	110	7.45	231	7.45
PM PK 15 MIN	259	17.15	258	16.30	258	17.15	95	17.00
AM PK HOUR	749	8.15	915	7.30	386	7.45	882	7.30
PM PK HOUR	1003	17.00	966	15.45	915	17.00	347	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	69	549	65	683
8-9	80	591	67	738
9-10	49	563	59	671
15-16	73	769	60	902
16-17	63	755	58	876
17-18	100	827	76	1003
TOTAL	434	4054	385	4873

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	50	776	47	873
8-9	43	764	65	872
9-10	43	738	69	850
15-16	57	753	93	903
16-17	57	769	84	910
17-18	77	652	78	807
TOTAL	327	4452	436	5215

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1556	12	0	24	0
1610	21	0	23	3
1521	28	0	24	1
1805	19	0	38	0
1786	18	1	24	0
1810	11	2	29	1
10088	109	3	162	5

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	52	187	107	346
8-9	56	221	103	380
9-10	67	184	82	333
15-16	81	395	103	579
16-17	104	504	90	698
17-18	116	711	88	915
TOTAL	476	2202	573	3251

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	111	569	114	794
8-9	109	614	89	812
9-10	66	300	66	432
15-16	52	155	59	266
16-17	62	163	43	268
17-18	45	249	53	347
TOTAL	445	2050	424	2919

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1140	13	0	36	5
1192	13	2	28	1
765	12	0	51	34
845	20	1	21	0
966	23	0	24	1
1262	25	1	27	4
6170	106	4	187	45

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South: Mateo St
East/West: 6th St

Day: TUESDAY Date: April 23, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE:

	N/B	S/B	E/B	W/B
DUAL-WHEELED	86	85	145	82
BIKES	14	11	22	25
BUSES	10	11	89	110

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	39	9.15	63	9.00	94	8.00	266	7.45
PM PK 15 MIN	57	17.00	63	15.30	266	17.15	79	17.45
AM PK HOUR	140	8.45	188	9.00	339	7.30	1002	7.30
PM PK HOUR	190	17.00	226	15.15	895	17.00	289	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	38	60	11	109
8-9	38	65	13	116
9-10	35	81	15	131
15-16	23	91	21	135
16-17	23	84	18	125
17-18	50	99	41	190
TOTAL	207	480	119	806

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	10	84	22	116
8-9	14	106	35	155
9-10	15	121	52	188
15-16	30	139	49	218
16-17	42	104	39	185
17-18	35	79	45	159
TOTAL	146	633	242	1021

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
225	20	0	3	0
271	11	0	13	0
319	14	0	8	0
353	5	0	6	0
310	10	0	11	0
349	10	0	4	0
1827	70	0	45	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	22	187	61	270
8-9	54	177	80	311
9-10	37	173	64	274
15-16	66	372	89	527
16-17	42	515	82	639
17-18	72	734	89	895
TOTAL	293	2158	465	2916

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	773	75	899
8-9	48	770	78	896
9-10	23	379	51	453
15-16	13	191	22	226
16-17	13	180	13	206
17-18	24	242	23	289
TOTAL	172	2535	262	2969

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1169	29	0	12	0
1207	33	0	7	0
727	15	0	14	0
753	24	0	8	0
845	21	0	10	0
1184	28	0	12	0
5885	150	0	63	0

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Central Ave
East/West 7th St

Day: TUESDAY Date: April 23, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	191	126	213	220
BIKES	61	53	56	52
BUSES	68	76	156	226

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	176	8.30	237	8.00	121	9.30	250	8.15
PM PK 15 MIN	281	17.30	168	17.15	245	17.00	165	17.30
AM PK HOUR	610	7.45	898	7.45	455	8.45	958	7.30
PM PK HOUR	967	17.00	634	16.30	933	17.00	604	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	60	347	133	540
8-9	63	409	132	604
9-10	79	370	140	589
15-16	74	408	126	608
16-17	55	486	130	671
17-18	56	778	133	967
TOTAL	387	2798	794	3979

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	31	562	107	700
8-9	33	681	140	854
9-10	35	474	99	608
15-16	50	465	74	589
16-17	41	512	62	615
17-18	41	520	59	620
TOTAL	231	3214	541	3986

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1240	24	1	43	1
1458	29	0	52	1
1197	26	0	49	0
1197	54	0	79	0
1286	37	0	60	0
1587	31	0	76	4
7965	201	1	359	6

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	263	44	336
8-9	51	292	52	395
9-10	44	353	50	447
15-16	69	531	66	666
16-17	62	572	79	713
17-18	91	772	70	933
TOTAL	346	2783	361	3490

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	129	676	59	864
8-9	170	704	83	957
9-10	105	601	76	782
15-16	73	399	66	538
16-17	94	340	66	500
17-18	94	450	60	604
TOTAL	665	3170	410	4245

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1200	23	0	30	3
1352	24	0	28	0
1229	19	0	37	0
1204	25	0	43	0
1213	35	0	24	0
1537	22	0	29	0
7735	148	0	191	3

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South: Alameda St

East/West: 7th St

Day: TUESDAY Date: April 23, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE:

	N/B	S/B	E/B	W/B
DUAL-WHEELED	473	358	254	257
BIKES	25	20	41	43
BUSES	28	132	109	143

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	223	8.00	284	7.45	146	9.15	246	7.30
PM PK 15 MIN	265	17.45	255	15 45	257	17.15	164	17.45
AM PK HOUR	827	8.00	1079	7.30	532	8.45	915	7.30
PM PK HOUR	994	17.00	995	15.45	953	17.00	597	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	90	536	89	715
8-9	121	611	95	827
9-10	110	514	85	709
15-16	101	706	101	908
16-17	74	687	73	834
17-18	104	798	92	994
TOTAL	600	3852	535	4987

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	83	806	122	1011
8-9	94	753	164	1011
9-10	105	677	158	940
15-16	115	731	110	956
16-17	99	786	75	960
17-18	103	623	74	800
TOTAL	599	4376	703	5678

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1726	66	7	101	8
1838	54	1	51	2
1649	30	0	43	0
1864	110	5	141	4
1794	58	1	73	2
1794	53	7	86	2
10665	371	21	495	18

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	48	275	119	442
8-9	62	279	115	456
9-10	78	307	135	520
15-16	74	486	133	693
16-17	81	507	172	760
17-18	90	742	121	953
TOTAL	433	2596	795	3824

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	98	679	96	873
8-9	102	680	86	868
9-10	94	509	94	697
15-16	60	325	96	481
16-17	73	337	92	502
17-18	69	414	114	597
TOTAL	496	2944	578	4018

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1315	89	8	92	9
1324	40	3	39	1
1217	31	0	28	0
1174	154	2	107	5
1262	91	0	62	3
1550	68	0	58	7
7842	473	13	386	25

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Mateo St
East/West 7th St

Day: TUESDAY Date: April 23, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	182	159	310	290
BIKES	17	15	30	21
BUSES	8	5	150	129

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	73	9.30	64	8.00	135	9.15	265	7.30
PM PK 15 MIN	69	16.30	65	15.30	248	17.15	138	17.30
AM PK HOUR	220	9.00	225	7.45	484	8.45	959	7.15
PM PK HOUR	224	16.30	208	15.30	916	17.00	474	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	87	76	34	197
8-9	57	97	37	191
9-10	75	100	45	220
15-16	41	84	49	174
16-17	60	70	55	185
17-18	69	105	48	222
TOTAL	389	532	268	1189

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	27	118	49	194
8-9	35	149	37	221
9-10	49	117	43	209
15-16	46	120	39	205
16-17	41	125	32	198
17-18	30	98	43	171
TOTAL	228	727	243	1198

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
391	41	0	15	0
412	11	0	20	0
429	3	0	13	0
379	35	4	12	0
383	38	0	22	0
393	37	0	21	0
2387	165	6	103	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	20	317	52	389
8-9	38	346	60	444
9-10	47	370	62	479
15-16	53	621	73	747
16-17	44	606	49	699
17-18	53	775	88	916
TOTAL	255	3035	384	3674

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	61	839	35	935
8-9	73	731	40	844
9-10	50	589	33	672
15-16	35	360	31	426
16-17	32	340	29	401
17-18	39	412	23	474
TOTAL	290	3271	191	3752

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1324	24	0	28	0
1288	39	0	13	0
1151	9	0	3	0
1173	28	1	19	4
1100	30	0	26	0
1390	31	0	36	0
7426	161	1	125	4

Appendix B

Intersection LOS Analysis Sheets

Level of Service Worksheet

Camden Arts - AM Peak Hour

I/S #:	North-South Street:	Central Avenue	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Eric Ji	Date:	8/21/2014
1	East-West Street:	6th Street	Projection Year:	2017	Peak Hour:	AM	Reviewed by:		Project:	Camden Arts

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--		0	NB--	0 SB--	0	NB--
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--		0	EB--	0 WB--	0	EB--
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through		0							0				0				0	
	Through	330	1	198	0	330	198	26	366	1	221	0	366	1	221		366	1	221
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	7	75	0	75	0	75	0	75		75	0	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	14	1	14		14	14	15	29	1	29	0	29	1	29		29	1	29
	Left-Through		0							0				0				0	
	Through	490	2	245		490	245	16	521	2	261	0	521	2	261		521	2	261
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	34	1	34		34	34		35	1	35		35	1	35		35	1	35
	Left-Through		0							0				0				0	
	Through	264	2	132	3	267	134	159	431	2	216	3	434	2	217		434	2	217
	Through-Right		0							0				0				0	
	Right	102	1	102		102	102		105	1	105		105	1	105		105	1	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	306	1	306		306	306	4	319	1	319		319	1	319		319	1	319
	Left-Through		0							0				0				0	
	Through	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Through-Right		0							0				0				0	
	Right	481	2	258	4	485	260	49	545	2	286	4	549	2	288		549	2	288
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		245	North-South:		245	North-South:			261	North-South:			261	North-South:			261
		East-West:		438	East-West:		440	East-West:			535	East-West:			536	East-West:			536
		SUM:		683	SUM:		685	SUM:			796	SUM:			797	SUM:			797
VOLUME/CAPACITY (V/C) RATIO:				0.479			0.481				0.559				0.559				0.559
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.409			0.411				0.459				0.459				0.459
LEVEL OF SERVICE (LOS):				A			A				A				A				A

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet

Camden Arts - PM Peak Hour

I/S #:	North-South Street:	Central Avenue	Year of Count:	2014	Ambient Growth (%):	1	Conducted by:	Eric Ji	Date:	8/21/2014
1	East-West Street:	6th Street	Projection Year:	2017	Peak Hour:	PM	Reviewed by:		Project:	Camden Arts

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		3			3			3				3					3	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0					0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		1			1			2				2					2	
	Override Capacity		0			0			0				0					0	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through		0							0				0				0	
	Through	722	1	445	0	722	445	30	774	1	478	0	774	1	478		774	1	478
	Through-Right		1							1				1				1	
	Right	168	0	168	0	168	168	9	182	0	182	0	182	0	182		182	0	182
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	26	1	26		26	26	30	57	1	57	0	57	1	57		57	1	57
	Left-Through		0							0				0				0	
	Through	315	2	158		315	158	31	356	2	178	0	356	2	178		356	2	178
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	120	1	120		120	120		124	1	124		124	1	124		124	1	124
	Left-Through		0							0				0				0	
	Through	675	2	338	4	679	340	199	894	2	447	4	898	2	449		898	2	449
	Through-Right		0							0				0				0	
	Right	116	1	116		116	116		120	1	120		120	1	120		120	1	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	168	1	168		168	168	7	180	1	180		180	1	180		180	1	180
	Left-Through		0							0				0				0	
	Through	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Through-Right		0							0				0				0	
	Right	281	2	142	3	284	143	56	346	2	162	3	349	2	164		349	2	164
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		471	North-South:		471	North-South:			535	North-South:			535	North-South:			535
		East-West:		506	East-West:		508	East-West:			627	East-West:			629	East-West:			629
		SUM:		977	SUM:		979	SUM:			1162	SUM:			1164	SUM:			1164
	VOLUME/CAPACITY (V/C) RATIO:			0.686			0.687				0.815				0.817				0.817
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.616			0.617				0.715				0.717				0.717
	LEVEL OF SERVICE (LOS):			B			B				C				C				C

PROJECT IMPACT

Change in v/c due to project:	0.002	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet

Camden Arts - AM Peak Hour

I/S #:	North-South Street:	Alameda Street	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Eric Ji	Date:	8/21/2014
2	East-West Street:	6th Street	Projection Year:	2017	Peak Hour:	AM	Reviewed by:		Project:	Camden Arts

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	70	1	70	4	74	74		72	1	72	4	76	1	76	0	76	1	76
Left-Through		0							0				0				0	
Through	507	1	285	23	530	297	150	672	1	369	23	695	1	380	0	695	1	380
Through-Right		1							1				1				1	
Right	63	0	63		63	63		65	0	65		65	0	65	0	65	0	65
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	46	1	46		46	46	13	60	1	60		60	1	60	0	60	1	60
Left-Through		0							0				0				0	
Through	767	1	410	19	786	420	127	917	1	498	19	936	1	508	0	936	1	508
Through-Right		1							1				1				1	
Right	53	0	53		53	53	24	79	0	79		79	0	79	0	79	0	79
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	42	1	42		42	42	27	70	1	70		70	1	70	0	70	1	70
Left-Through		0							0				0				0	
Through	200	1	149		200	150	154	360	1	230		360	1	232	0	360	1	232
Through-Right		1							1				1				1	
Right	97	0	97	3	100	100		100	0	100	3	103	0	103	0	103	0	103
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	124	1	124		124	124		128	1	128		128	1	128	0	128	1	128
Left-Through		0							0				0				0	
Through	609	1	358		609	358	30	657	1	392		657	1	392	0	657	1	392
Through-Right		1							1				1				1	
Right	106	0	106		106	106	18	127	0	127		127	0	127	0	127	0	127
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		480	North-South:		494	North-South:			570	North-South:			584	North-South:			584
	East-West:		400	East-West:		400	East-West:			462	East-West:			462	East-West:			462
	SUM:		880	SUM:		894	SUM:			1032	SUM:			1046	SUM:			1046
VOLUME/CAPACITY (V/C) RATIO:			0.587			0.596				0.688				0.697				0.697
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.517			0.526				0.588				0.597				0.597
LEVEL OF SERVICE (LOS):			A			A				A				A				A

PROJECT IMPACT

Change in *v/c* due to project: 0.009

Significant impacted? NO

Δ*v/c* after mitigation: 0.009

Fully mitigated? N/A

Level of Service Worksheet

Camden Arts - PM Peak Hour

I/S #:	North-South Street:	Alameda Street	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Eric Ji	Date:	8/21/2014
2	East-West Street:	6th Street	Projection Year:	2017	Peak Hour:	PM	Reviewed by:		Project:	Camden Arts

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0		NB--	0	SB-- 0		NB--	0	SB-- 0		NB--	0	SB-- 0		NB--	0	SB-- 0
	EB--	0	WB-- 0		EB--	0	WB-- 0		EB--	0	WB-- 0		EB--	0	WB-- 0		EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				
Override Capacity			0			0			0			0			0				

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	99	1	99	3	102	102		102	1	102	3	105	1	105	0	105	1	105
Left-Through		0							0				0				0	
Through	817	1	445	19	836	454	201	1043	1	559	19	1062	1	568	0	1062	1	568
Through-Right		1							1				1				1	
Right	72	0	72		72	72		74	0	74		74	0	74	0	74	0	74
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	77	1	77		77	77	23	102	1	102		102	1	102	0	102	1	102
Left-Through		0							0				0				0	
Through	622	1	348	32	654	364	223	864	1	482	32	896	1	498	0	896	1	498
Through-Right		1							1				1				1	
Right	74	0	74		74	74	24	100	0	100		100	0	100	0	100	0	100
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	107	1	107		107	107	32	142	1	142		142	1	142	0	142	1	142
Left-Through		0							0				0				0	
Through	693	1	387		693	389	206	920	1	501		920	1	503	0	920	1	503
Through-Right		1							1				1				1	
Right	80	0	80	4	84	84		82	0	82	4	86	0	86	0	86	0	86
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	40	1	40		40	40		41	1	41		41	1	41	0	41	1	41
Left-Through		0							0				0				0	
Through	230	1	140		230	140	40	277	1	171		277	1	171	0	277	1	171
Through-Right		1							1				1				1	
Right	49	0	49		49	49	14	64	0	64		64	0	64	0	64	0	64
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		522	North-South:		531	North-South:			661	North-South:			670	North-South:			670
	East-West:		427	East-West:		429	East-West:			542	East-West:			544	East-West:			544
	SUM:		949	SUM:		960	SUM:			1203	SUM:			1214	SUM:			1214
VOLUME/CAPACITY (V/C) RATIO:			0.633			0.640				0.802				0.809				0.809
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.563			0.570				0.702				0.709				0.709
LEVEL OF SERVICE (LOS):			A			A				C				C				C

PROJECT IMPACT

Change in v/c due to project: 0.007 — Δv/c after mitigation: 0.007

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet

Camden Arts - AM Peak Hour

I/S #:	North-South Street:	Mateo Street	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Eric Ji	Date:	8/21/2014
3	East-West Street:	6th Street	Projection Year:	2017	Peak Hour:	AM	Reviewed by:		Project:	Camden Arts

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--			NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	0	27		27	27		28	0	28		28	0	28	0	28	0	28
	Left-Through		0							0				0				0	
	Through	51	0	91		51	91	10	63	0	110		63	0	110	0	62	0	109
	Through-Right		0							0				0				0	
	Right	13	0	0		13	0	6	19	0	0		19	0	0	0	19	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	12	0	12		12	12	16	28	0	28		28	0	28	0	28	0	28
	Left-Through		0							0				0				0	
	Through	86	0	119		86	120	16	105	0	155		105	0	156	0	105	0	156
	Through-Right		0							0				0				0	
	Right	21	0	0	1	22	0	0	22	0	0	1	23	0	0	0	23	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	41	1	41	1	42	42	0	42	1	42	1	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	182	1	128	8	190	132	163	351	1	216	8	359	1	220	0	359	1	220
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	5	81	0	81	0	81	0	81	0	81	0	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	1	54		54	54	8	64	1	64		64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	829	1	458	6	835	461	47	901	1	505	6	907	1	508	0	907	1	508
	Through-Right		1							1				1				1	
	Right	86	0	86		86	86	20	109	0	109		109	0	109	0	109	0	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		146	North-South:		147	North-South:			183	North-South:			184	North-South:			184
		East-West:		499	East-West:		503	East-West:			547	East-West:			551	East-West:			551
		SUM:		645	SUM:		650	SUM:			730	SUM:			735	SUM:			735
VOLUME/CAPACITY (V/C) RATIO:				0.430			0.433				0.487				0.490				0.490
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.360			0.363				0.387				0.390				0.390
LEVEL OF SERVICE (LOS):				A			A				A				A				A

PROJECT IMPACT

Change in v/c due to project: 0.003 — Δv/c after mitigation: 0.003

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet

Camden Arts - PM Peak Hour

I/S #:	North-South Street:	Mateo Street	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Eric Ji	Date:	8/21/2014
3	East-West Street:	6th Street	Projection Year:	2017	Peak Hour:	PM	Reviewed by:		Project:	Camden Arts

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		2			2			2				2				2		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0				0		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	0		NB-- 0 SB--	0		NB-- 0 SB--	0			NB-- 0 SB--	0			NB-- 0 SB--	0		
		EB-- 0 WB--	0		EB-- 0 WB--	0		EB-- 0 WB--	0			EB-- 0 WB--	0			EB-- 0 WB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		1			1			2				2				2		
	Override Capacity		0			0			0				0				0		
NORTHBOUND	Left	49	0	49		49	49	1	51	0	51		51	0	51	0	51	0	51
	Left-Through		0							0				0				0	
	Through	87	0	177		87	177	11	101	0	208		101	0	208	0	100	0	207
	Through-Right		0							0				0				0	
	Right	41	0	0		41	0	14	56	0	0		56	0	0	0	56	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	0	35		35	35	21	57	0	57		57	0	57	0	57	0	57
	Left-Through		0							0				0				0	
	Through	78	0	156		78	157	9	89	0	190		89	0	191	0	90	0	192
	Through-Right		0							0				0				0	
	Right	43	0	0	1	44	0	0	44	0	0	1	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	67	1	67	1	68	67	0	69	1	69	1	70	1	69	0	70	1	69
	Left-Through		0							0				0				0	
	Through	724	1	406	7	731	409	227	973	1	533	7	980	1	536	0	980	1	536
	Through-Right		1							1				1				1	
	Right	88	0	88	0	88	88	2	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	1	24		24	24	8	33	1	33		33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	222	1	123	9	231	127	53	282	1	164	9	291	1	168	0	291	1	168
	Through-Right		1							1				1				1	
	Right	23	0	23		23	23	21	45	0	45		45	0	45	0	45	0	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		212	North-South:		212	North-South:			265	North-South:			265	North-South:			264
		East-West:		430	East-West:		433	East-West:			566	East-West:			569	East-West:			569
		SUM:		642	SUM:		645	SUM:			831	SUM:			834	SUM:			833
	VOLUME/CAPACITY (V/C) RATIO:			0.428			0.430				0.554				0.556				0.555
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.358			0.360				0.454				0.456				0.455
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.001

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet

Camden Arts - AM Peak Hour

I/S #:	North-South Street:	Central Avenue	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Eric Ji	Date:	8/21/2014
4	East-West Street:	7th Street	Projection Year:	2017	Peak Hour:	AM	Reviewed by:		Project:	Camden Arts

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	63	1	63		63	63		65	1	65		65	1	65		65	1	65
Left-Through		0							0				0				0	
Through	382	1	252		382	253	33	427	1	277		427	1	278		427	1	278
Through-Right		1							1				1				1	
Right	122	0	122	1	123	123	1	127	0	127	1	128	0	128		128	0	128
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	28	0	28		28	28		29	0	29		29	0	29		29	0	29
Left-Through		1							1				1				1	
Through	723	0	451		723	451	20	765	0	475		765	0	475		765	0	475
Through-Right		1							1				1				1	
Right	123	0	451		123	451		127	0	475		127	0	475		127	0	475
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	27	1	27		27	27		28	1	28		28	1	28		28	1	28
Left-Through		0							0				0				0	
Through	235	1	141	3	238	142	65	307	1	177	3	310	1	179		310	1	179
Through-Right		1							1				1				1	
Right	46	0	46		46	46		47	0	47		47	0	47		47	0	47
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	150	1	150	1	151	151		155	1	155	1	156	1	156		156	1	156
Left-Through		0							0				0				0	
Through	680	1	359	4	684	361	30	731	1	385	4	735	1	387		735	1	387
Through-Right		1							1				1				1	
Right	37	0	37		37	37	0	38	0	38		38	0	38		38	0	38
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		514	*North-South:*		514	*North-South:*			540	*North-South:*			540	*North-South:*			540
	East-West:		386	*East-West:*		388	*East-West:*			413	*East-West:*			415	*East-West:*			415
	SUM:		900	*SUM:*		902	*SUM:*			953	*SUM:*			955	*SUM:*			955
VOLUME/CAPACITY (*V/C*) RATIO:			0.600			0.601				0.635				0.637				0.637
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			0.530			0.531				0.535				0.537				0.537
LEVEL OF SERVICE (LOS):			A			A				A				A				A

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3? NB--	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3? SB--	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3? EB--	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3? WB--	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	1	1	2	2	2
Override Capacity	0	0	0	0	0

PROJECT IMPACT

Change in *v/c* due to project: 0.002

Significant impacted? NO

Δ*v/c* after mitigation: 0.002

Fully mitigated? N/A

Level of Service Worksheet

Camden Arts - PM Peak Hour

I/S #:	North-South Street:	Central Avenue	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Eric Ji	Date:	8/21/2014
4	East-West Street:	7th Street	Projection Year:	2017	Peak Hour:	PM	Reviewed by:		Project:	Camden Arts

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				
Override Capacity			0			0			0			0			0				

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	56		56	56		58	1	58		58	1	58		58	1	58
	Left-Through		0							0				0				0	
	Through	766	1	448		766	449	32	821	1	478		821	1	479		821	1	479
	Through-Right		1							1				1				1	
	Right	129	0	129	2	131	131	1	134	0	134	2	136	0	136		136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	38	0	38		38	38		39	0	39		39	0	39		39	0	39
	Left-Through		1							1				1				1	
	Through	509	0	360		509	360	38	562	0	390		562	0	390		562	0	390
	Through-Right		1							1				1				1	
	Right	59	0	360		59	360		61	0	390		61	0	390		61	0	390
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	80	1	80		80	80		82	1	82		82	1	82		82	1	82
	Left-Through		0							0				0				0	
	Through	749	1	409	5	754	412	62	834	1	453	5	839	1	455		839	1	455
	Through-Right		1							1				1				1	
	Right	69	0	69		69	69		71	0	71		71	0	71		71	0	71
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	91	1	91	1	92	92	2	96	1	96	1	97	1	97		97	1	97
	Left-Through		0							0				0				0	
	Through	431	1	240	4	435	242	71	515	1	286	4	519	1	288		519	1	288
	Through-Right		1							1				1				1	
	Right	48	0	48		48	48	7	56	0	56		56	0	56		56	0	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		486	North-South:		487	North-South:			517	North-South:			518	North-South:			518
		East-West:		500	East-West:		504	East-West:			549	East-West:			552	East-West:			552
		SUM:		986	SUM:		991	SUM:			1066	SUM:			1070	SUM:			1070
VOLUME/CAPACITY (V/C) RATIO:				0.657			0.661				0.711				0.713				0.713
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.587			0.591				0.611				0.613				0.613
LEVEL OF SERVICE (LOS):				A			A				B				B				B

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significant Impacted? NO — Fully mitigated? N/A

Level of Service Worksheet

Camden Arts - AM Peak Hour

I/S #:	North-South Street:	Alameda Street	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Eric Ji	Date:	8/21/2014
5	East-West Street:	7th Street	Projection Year:	2017	Peak Hour:	AM	Reviewed by:		Project:	Camden Arts

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82		82	82	0	84	1	84	0	84	1	84		84	1	84
	Left-Through		0							0				0				0	
	Through	553	1	319	11	564	325	107	677	1	399	11	688	1	404		688	1	404
	Through-Right		1							1				1				1	
	Right	85	0	85	0	85	85	32	120	0	120	0	120	0	120		120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	96	1	96		96	96	41	140	1	140		140	1	140		140	1	140
	Left-Through		0							0				0				0	
	Through	767	1	451	16	783	462	86	876	1	508	16	892	1	519		892	1	519
	Through-Right		1							1				1				1	
	Right	135	0	135	6	141	141		139	0	139	6	145	0	145		145	0	145
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	43	1	43	4	47	47		44	1	44	4	48	1	48		48	1	48
	Left-Through		0							0				0				0	
	Through	266	1	186		266	186	65	339	1	224		339	1	224		339	1	224
	Through-Right		1							1				1				1	
	Right	105	0	105		105	105	1	109	0	109		109	0	109		109	0	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	77	1	77		77	77	22	101	1	101		101	1	101		101	1	101
	Left-Through		0							0				0				0	
	Through	675	1	377		675	377	30	725	1	425		725	1	425		725	1	425
	Through-Right		1							1				1				1	
	Right	79	0	79		79	79	43	124	0	124		124	0	124		124	0	124
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		533	North-South:		544	North-South:			592	North-South:			603	North-South:			603
		East-West:		420	East-West:		424	East-West:			469	East-West:			473	East-West:			473
		SUM:		953	SUM:		968	SUM:			1061	SUM:			1076	SUM:			1076
VOLUME/CAPACITY (V/C) RATIO:				0.635			0.645				0.707				0.717				0.717
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.575				0.607				0.617				0.617
LEVEL OF SERVICE (LOS):				A			A				B				B				B

PROJECT IMPACT

Change in *v/c* due to project: 0.010 — Δ*v/c* after mitigation: 0.010

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet

Camden Arts - PM Peak Hour

I/S #:	North-South Street:	Alameda Street	Year of Count:	2014	Ambient Growth (%):	1	Conducted by:	Eric Ji	Date:	8/21/2014
5	East-West Street:	7th Street	Projection Year:	2017	Peak Hour:	PM	Reviewed by:		Project:	Camden Arts

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases		2				2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0				0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?		0				0			0				2				2	
Override Capacity		1				1			2				2				2	
		0				0			0				0				0	
NORTHBOUND Left	101	1	101		101	101	0	104	1	104		104	1	104		104	1	104
NORTHBOUND Left-Through		0							0				0				0	
NORTHBOUND Through	784	1	437	19	803	447	129	937	1	532	19	956	1	541		956	1	541
NORTHBOUND Through-Right		1							1				1				1	
NORTHBOUND Right	90	0	90		90	90	33	126	0	126		126	0	126		126	0	126
NORTHBOUND Left-Through-Right		0							0				0				0	
NORTHBOUND Left-Right		0							0				0				0	
SOUTHBOUND Left	91	1	91		91	91	81	175	1	175		175	1	175		175	1	175
SOUTHBOUND Left-Through		0							0				0				0	
SOUTHBOUND Through	599	1	332	14	613	342	142	759	1	413	14	773	1	423		773	1	423
SOUTHBOUND Through-Right		1							1				1				1	
SOUTHBOUND Right	65	0	65	5	70	70		67	0	67	5	72	0	72		72	0	72
SOUTHBOUND Left-Through-Right		0							0				0				0	
SOUTHBOUND Left-Right		0							0				0				0	
EASTBOUND Left	88	1	88	7	95	95		91	1	91	7	98	1	98		98	1	98
EASTBOUND Left-Through		0							0				0				0	
EASTBOUND Through	721	1	421		721	421	62	805	1	466		805	1	466		805	1	466
EASTBOUND Through-Right		1							1				1				1	
EASTBOUND Right	121	0	121		121	121	1	126	0	126		126	0	126		126	0	126
EASTBOUND Left-Through-Right		0							0				0				0	
EASTBOUND Left-Right		0							0				0				0	
WESTBOUND Left	66	1	66		66	66	69	137	1	137		137	1	137		137	1	137
WESTBOUND Left-Through		0							0				0				0	
WESTBOUND Through	394	1	254		394	254	80	486	1	337		486	1	337		486	1	337
WESTBOUND Through-Right		1							1				1				1	
WESTBOUND Right	114	0	114		114	114	71	188	0	188		188	0	188		188	0	188
WESTBOUND Left-Through-Right		0							0				0				0	
WESTBOUND Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		528	North-South:		538	North-South:			707	North-South:			716	North-South:			716
	East-West:		487	East-West:		487	East-West:			603	East-West:			603	East-West:			603
	SUM:		1015	SUM:		1025	SUM:			1310	SUM:			1319	SUM:			1319
VOLUME/CAPACITY (V/C) RATIO:			0.677			0.683				0.873				0.879				0.879
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.607			0.613				0.773				0.779				0.779
LEVEL OF SERVICE (LOS):			B			B				C				C				C

PROJECT IMPACT

Change in v/c due to project: 0.006 Δv/c after mitigation: 0.006

Significant impacted? NO Fully mitigated? N/A

Level of Service Worksheet

Camden Arts - AM Peak Hour

I/S #:	North-South Street:	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:
6	Mateo Street	2014	1	Eric Ji	8/21/2014
	East-West Street: 7th Street	Projection Year: 2017	Peak Hour: AM	Reviewed by:	Project: Camden Arts

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	75	0	75	5	80	80	8	85	0	85	5	90	0	90	0	90	0	90
Left-Through		0							0				0				0	
Through	72	0	172		72	177	6	80	0	198		80	0	203	0	80	0	203
Through-Right		0							0				0				0	
Right	25	0	0		25	0	7	33	0	0		33	0	0	0	33	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	23	0	23		23	23		24	0	24		24	0	24	0	24	0	24
Left-Through		0							0				0				0	
Through	108	0	176		108	176	17	128	0	198		128	0	198	0	128	0	198
Through-Right		0							0				0				0	
Right	45	0	0		45	0		46	0	0		46	0	0	0	46	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	23	1	23		23	23		24	1	24		24	1	24	0	24	1	24
Left-Through		0							0				0				0	
Through	275	1	163	9	284	171	84	367	1	241	9	376	1	249	0	376	1	249
Through-Right		1							1				1				1	
Right	51	0	51	7	58	58	62	115	0	115	7	122	0	122	0	122	0	122
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	66	1	66		66	66	55	123	1	123		123	1	123	0	123	1	123
Left-Through		0							0				0				0	
Through	759	1	400	3	762	402	73	855	1	451	3	858	1	453	0	858	1	453
Through-Right		1							1				1				1	
Right	41	0	41		41	41	5	47	0	47		47	0	47	0	47	0	47
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		251	North-South:		256	North-South:			283	North-South:			288	North-South:			288
	East-West:		423	East-West:		425	East-West:			475	East-West:			477	East-West:			477
	SUM:		674	SUM:		681	SUM:			758	SUM:			765	SUM:			765
VOLUME/CAPACITY (V/C) RATIO:			0.449			0.454				0.505				0.510				0.510
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.379			0.384				0.405				0.410				0.410
LEVEL OF SERVICE (LOS):			A			A				A				A				A

	NB--	SB--	EB--	WB--	Existing	Existing + Project	Future W/O Project	Future W/ Project	Future W/ Project W/ Mitigation
No. of Phases					2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?					1	1	2	2	2
Override Capacity					0	0	0	0	0

PROJECT IMPACT

Change in *v/c* due to project: 0.005

Significant impacted? NO

Δ*v/c* after mitigation: 0.005

Fully mitigated? N/A

Level of Service Worksheet

Camden Arts - PM Peak Hour

I/S #:	North-South Street:	Mateo Street	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Eric Ji	Date:	8/21/2014
6	East-West Street:	7th Street	Projection Year:	2017	Peak Hour:	PM	Reviewed by:		Project:	Camden Arts

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		2			2			2					2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0					0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		0			0			0					0				0	
	Override Capacity		1			1			2					2				2	
			0			0			0					0				0	
NORTHBOUND	Left	66	0	66	9	75	75	122	190	0	190	9	199	0	199	0	199	0	199
	Left-Through		0							0				0				0	
	Through	100	0	206		100	215	19	122	0	445		122	0	454	0	122	0	454
	Through-Right		0							0				0				0	
	Right	40	0	0		40	0	92	133	0	0		133	0	0	0	133	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	0	30		30	30	4	35	0	35		35	0	35	0	35	0	35
	Left-Through		0							0				0				0	
	Through	96	0	168		96	168	9	108	0	186		108	0	186	0	108	0	186
	Through-Right		0							0				0				0	
	Right	42	0	0		42	0		43	0	0		43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	49	1	49		49	49		50	1	50		50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	736	1	410	7	743	417	141	899	1	505	7	906	1	512	0	906	1	512
	Through-Right		1							1				1				1	
	Right	84	0	84	6	90	90	24	111	0	111	6	117	0	117	0	117	0	117
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	38	1	38		38	38	21	60	1	60		60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	384	1	204	5	389	206	98	494	1	261	5	499	1	263	0	499	1	263
	Through-Right		1							1				1				1	
	Right	23	0	23		23	23	3	27	0	27		27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		236	North-South:		245	North-South:			480	North-South:			489	North-South:			489
		East-West:		448	East-West:		455	East-West:			565	East-West:			572	East-West:			572
		SUM:		684	SUM:		700	SUM:			1045	SUM:			1061	SUM:			1061
	VOLUME/CAPACITY (V/C) RATIO:			0.456			0.467				0.697				0.707				0.707
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.386			0.397				0.597				0.607				0.607
	LEVEL OF SERVICE (LOS):			A			A				A				B				B

PROJECT IMPACT

Change in *v/c* due to project: 0.010 — Δ*v/c* after mitigation: 0.010

Significant impacted? NO — Fully mitigated? N/A

Appendix C

Driveway LOS Analysis Sheets

Camden Arts - August 2014 Analysis
FWP - AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #50314 Alameda & Industrial

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: E[42.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 1 0			1 0 1 1 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	674	39	22	997	0	0	0	0	5	0	7
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	701	41	23	1037	0	0	0	0	5	0	7
Added Vol:	0	150	16	22	127	0	0	0	0	22	0	26
PasserByVol:	0	0	0	3	-3	0	0	0	0	3	0	-17
Initial Fut:	0	851	57	48	1161	0	0	0	0	30	0	16
User 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
PHF 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
PHF Volume:	0	851	57	48	1161	0	0	0	0	30	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	851	57	48	1161	0	0	0	0	30	0	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	908	xxxx	xxxxx	xxxx	xxxx	xxxxx	1555	2136	454
Potent Cap.:	xxxx	xxxx	xxxxx	756	xxxx	xxxxx	xxxx	xxxx	xxxxx	106	50	559
Move Cap.:	xxxx	xxxx	xxxxx	758	xxxx	xxxxx	xxxx	xxxx	xxxxx	101	47	559
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	141	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	42.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			42.6		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
FWP - Weekday PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #50314 Alameda & Industrial

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: F[62.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	840	21	7	918	0	0	0	0	9	0	24
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	874	22	7	955	0	0	0	0	9	0	25
Added Vol:	0	201	26	36	223	0	0	0	0	19	0	22
PasserByVol:	0	15	-15	5	-5	0	0	0	0	5	0	-5
Initial Fut:	0	1090	33	48	1173	0	0	0	0	33	0	42
User 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
PHF 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
PHF Volume:	0	1090	33	48	1173	0	0	0	0	33	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1090	33	48	1173	0	0	0	0	33	0	42
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1122	xxxx	xxxxx	xxxx	xxxx	xxxxx	1789	2375	561
Potent Cap.:	xxxx	xxxx	xxxxx	630	xxxx	xxxxx	xxxx	xxxx	xxxxx	74	35	476
Move Cap.:	xxxx	xxxx	xxxxx	630	xxxx	xxxxx	xxxx	xxxx	xxxxx	70	32	476
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.48	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	133	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	62.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			62.8		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
FWP - AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #60462 Alameda Driveway - Residential Only

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	681	0	0	1019	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	708	0	0	1060	0	0	0	0	0	0	0
Added Vol:	0	176	0	0	149	0	0	0	0	0	0	0
PasserByVol:	0	-19	2	0	0	0	0	0	0	0	0	19
Initial Fut:	0	865	2	0	1209	0	0	0	0	0	0	19
User 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
PHF 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
PHF Volume:	0	865	2	0	1209	0	0	0	0	0	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	865	2	0	1209	0	0	0	0	0	0	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	434
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	576
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	576
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.5		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
FWP - Weekday PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #60462 Alameda Driveway - Residential Only

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[12.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	864	0	0	925	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	899	0	0	962	0	0	0	0	0	0	0
Added Vol:	0	223	0	0	259	0	0	0	0	0	0	0
PasserByVol:	0	-8	18	0	0	0	0	0	0	0	0	8
Initial Fut:	0	1114	18	0	1221	0	0	0	0	0	0	8
User 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
PHF 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
PHF Volume:	0	1114	18	0	1221	0	0	0	0	0	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1114	18	0	1221	0	0	0	0	0	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	566
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	473
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	473
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.7
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
FWP - AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9711 Mill & 6th

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			0 1 1 0 0		
Volume Module:												
Base Vol:	4	0	12	0	0	0	0	466	3	4	869	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	4	0	12	0	0	0	0	485	3	4	904	0
Added Vol:	0	0	9	0	0	0	0	168	0	6	47	0
PasserByVol:	0	0	1	0	0	0	0	-1	0	1	-1	0
Initial Fut:	4	0	22	0	0	0	0	652	3	11	950	0
User 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
PHF 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
PHF Volume:	4	0	22	0	0	0	0	652	3	11	950	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	0	22	0	0	0	0	652	3	11	950	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1150	1625	327	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	655	xxxx	xxxxx
Potent Cap.:	195	103	674	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	942	xxxx	xxxxx
Move Cap.:	193	102	674	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	942	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	485	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		12.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
EWP - Weekday PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9711 Mill & 6th

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[18.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			0 1 1 0 0		
Volume Module:												
Base Vol:	4	0	3	0	0	0	0	870	3	4	312	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	4	0	3	0	0	0	0	905	3	4	324	0
Added Vol:	0	0	7	0	0	0	0	229	0	10	54	0
PasserByVol:	0	0	1	0	0	0	0	-1	0	2	-2	0
Initial Fut:	4	0	11	0	0	0	0	1133	3	16	376	0
User 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
PHF 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
PHF Volume:	4	0	11	0	0	0	0	1133	3	16	376	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	0	11	0	0	0	0	1133	3	16	376	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1355	1543	568	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1136	xxxx	xxxxx
Potent Cap.:	143	116	471	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	622	xxxx	xxxxx
Move Cap.:	140	113	471	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	622	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	287	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	18.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	B	*	*
ApproachDel:		18.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
FWP - AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10378 Mill & 7th

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: D[25.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	31	0	43	4	367	0	0	778	29
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	32	0	45	4	382	0	0	809	30
Added Vol:	0	0	0	16	0	0	0	160	0	0	86	8
PasserByVol:	0	0	0	2	0	0	0	-2	0	0	-1	1
Initial Fut:	0	0	0	50	0	45	4	540	0	0	894	39
User 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
PHF 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
PHF Volume:	0	0	0	50	0	45	4	540	0	0	894	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	50	0	45	4	540	0	0	894	39
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1192	1462	467	933	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	183	130	548	742	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	182	129	548	742	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.28	0.00	0.08	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	266	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	25.9	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			25.9			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
FWP - Weekday PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10378 Mill & 7th

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: D[30.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	18	0	13	8	834	0	0	520	19
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	19	0	14	8	867	0	0	541	20
Added Vol:	0	0	0	14	0	0	0	176	0	0	237	14
PasserByVol:	0	0	0	2	0	0	0	-2	0	0	-3	3
Initial Fut:	0	0	0	35	0	14	8	1041	0	0	775	37
User 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
PHF 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
PHF Volume:	0	0	0	35	0	14	8	1041	0	0	775	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	35	0	14	8	1041	0	0	775	37
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1331	1851	406	812	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	149	75	600	824	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	147	74	600	824	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	187	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	30.8	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			30.8			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
EWP - AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #50314 Alameda & Industrial

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: D[27.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	674	39	22	997	0	0	0	0	5	0	7
Growth 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
Initial Bse:	0	674	39	22	997	0	0	0	0	5	0	7
Added Vol:	0	0	16	22	0	0	0	0	0	22	0	26
PasserByVol:	0	0	0	3	-3	0	0	0	0	3	0	-17
Initial Fut:	0	674	55	47	994	0	0	0	0	30	0	16
User 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
PHF 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
PHF Volume:	0	674	55	47	994	0	0	0	0	30	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	674	55	47	994	0	0	0	0	30	0	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	729	xxxx	xxxxx	xxxx	xxxx	xxxxx	1293	1790	365
Potent Cap.:	xxxx	xxxx	xxxxx	884	xxxx	xxxxx	xxxx	xxxx	xxxxx	157	82	638
Move Cap.:	xxxx	xxxx	xxxxx	884	xxxx	xxxxx	xxxx	xxxx	xxxxx	151	78	638
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	205	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			27.5		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
EWP - Weekday PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #50314 Alameda & Industrial

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: D[29.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	840	21	7	918	0	0	0	0	9	0	24
Growth 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
Initial Bse:	0	840	21	7	918	0	0	0	0	9	0	24
Added Vol:	0	0	26	36	0	0	0	0	0	19	0	22
PasserByVol:	0	15	-15	5	-5	0	0	0	0	5	0	-5
Initial Fut:	0	855	32	48	913	0	0	0	0	33	0	41
User 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
PHF 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
PHF Volume:	0	855	32	48	913	0	0	0	0	33	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	855	32	48	913	0	0	0	0	33	0	41
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	887	xxxx	xxxxx	xxxx	xxxx	xxxxx	1424	1880	444
Potent Cap.:	xxxx	xxxx	xxxxx	772	xxxx	xxxxx	xxxx	xxxx	xxxxx	129	72	567
Move Cap.:	xxxx	xxxx	xxxxx	772	xxxx	xxxxx	xxxx	xxxx	xxxxx	123	68	567
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	217	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			29.9		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
FWP - AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #60462 Alameda Driveway - Residential Only

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.6]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
Volume Module:																				
Base Vol:	0	681	0			0	1019	0			0	0	0			0	0	0		
Growth 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		
Initial Bse:	0	681	0			0	1019	0			0	0	0			0	0	0		
Added Vol:	0	26	0			0	22	0			0	0	0			0	0	0		
PasserByVol:	0	-19	2			0	0	0			0	0	0			0	0	19		
Initial Fut:	0	688	2			0	1041	0			0	0	0			0	0	19		
User 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		
PHF 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		
PHF Volume:	0	688	2			0	1041	0			0	0	0			0	0	19		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	688	2			0	1041	0			0	0	0			0	0	19		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	3.3		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	345		
Potent Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	657		
Move Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	657		
Volume/Cap:	xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx	0.03		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	0.1		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	10.6		
LOS by Move:	*	*	*			*	*	*			*	*	*			*	*	B		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					10.6				
ApproachLOS:	*					*					*					B				

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
EWP - Weekday PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #60462 Alameda Driveway - Residential Only

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[11.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	864	0	0	925	0	0	0	0	0	0	0
Growth 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
Initial Bse:	0	864	0	0	925	0	0	0	0	0	0	0
Added Vol:	0	22	0	0	36	0	0	0	0	0	0	0
PasserByVol:	0	-8	18	0	0	0	0	0	0	0	0	8
Initial Fut:	0	878	18	0	961	0	0	0	0	0	0	8
User 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
PHF 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
PHF Volume:	0	878	18	0	961	0	0	0	0	0	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	878	18	0	961	0	0	0	0	0	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	448
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	564
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	564
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.5		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
EWP - AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9711 Mill & 6th

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			0 1 1 0 0		
Volume Module:												
Base Vol:	4	0	12	0	0	0	0	466	3	4	869	0
Growth 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
Initial Bse:	4	0	12	0	0	0	0	466	3	4	869	0
Added Vol:	0	0	9	0	0	0	0	0	0	6	0	0
PasserByVol:	0	0	1	0	0	0	0	-1	0	1	-1	0
Initial Fut:	4	0	22	0	0	0	0	465	3	11	868	0
User 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
PHF 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
PHF Volume:	4	0	22	0	0	0	0	465	3	11	868	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	0	22	0	0	0	0	465	3	11	868	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	923	1357	234	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	466	xxxx	xxxxx
Potent Cap.:	273	150	774	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1104	xxxx	xxxxx
Move Cap.:	271	149	774	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1104	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	602	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
EWP - Weekday PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9711 Mill & 6th

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[14.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	1	0	0 1	1	0 0
Volume Module:												
Base Vol:	4	0	3	0	0	0	0	870	3	4	312	0
Growth 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
Initial Bse:	4	0	3	0	0	0	0	870	3	4	312	0
Added Vol:	0	0	7	0	0	0	0	0	0	10	0	0
PasserByVol:	0	0	1	0	0	0	0	-1	0	2	-2	0
Initial Fut:	4	0	11	0	0	0	0	869	3	16	310	0
User 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
PHF 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
PHF Volume:	4	0	11	0	0	0	0	869	3	16	310	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	0	11	0	0	0	0	869	3	16	310	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1058	1213	436	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	872	xxxx	xxxxx
Potent Cap.:	223	184	574	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	782	xxxx	xxxxx
Move Cap.:	220	180	574	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	782	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	401	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		14.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
EWP - AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10378 Mill & 7th

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[19.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		0 1 1	0 0		0 0 1	1 0	
Volume Module:												
Base Vol:	0	0	0	31	0	43	4	367	0	0	778	29
Growth 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
Initial Bse:	0	0	0	31	0	43	4	367	0	0	778	29
Added Vol:	0	0	0	16	0	0	0	0	0	0	0	8
PasserByVol:	0	0	0	2	0	0	0	-2	0	0	-1	1
Initial Fut:	0	0	0	49	0	43	4	365	0	0	777	38
User 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
PHF 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
PHF Volume:	0	0	0	49	0	43	4	365	0	0	777	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	49	0	43	4	365	0	0	777	38
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	987	1169	408	815	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	248	195	599	821	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	247	194	599	821	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.20	0.00	0.07	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	341	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	19.4	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			19.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Camden Arts - August 2014 Analysis
EWP - Weekday PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10378 Mill & 7th

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[18.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	0 1	1	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	18	0	13	8	834	0	0	520	19
Growth 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
Initial Bse:	0	0	0	18	0	13	8	834	0	0	520	19
Added Vol:	0	0	0	14	0	0	0	0	0	0	0	14
PasserByVol:	0	0	0	2	0	0	0	-2	0	0	-3	3
Initial Fut:	0	0	0	34	0	13	8	832	0	0	517	36
User 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
PHF 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
PHF Volume:	0	0	0	34	0	13	8	832	0	0	517	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	34	0	13	8	832	0	0	517	36
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	967	1383	277	553	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	255	145	727	1027	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	254	144	727	1027	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	310	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.7	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			18.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

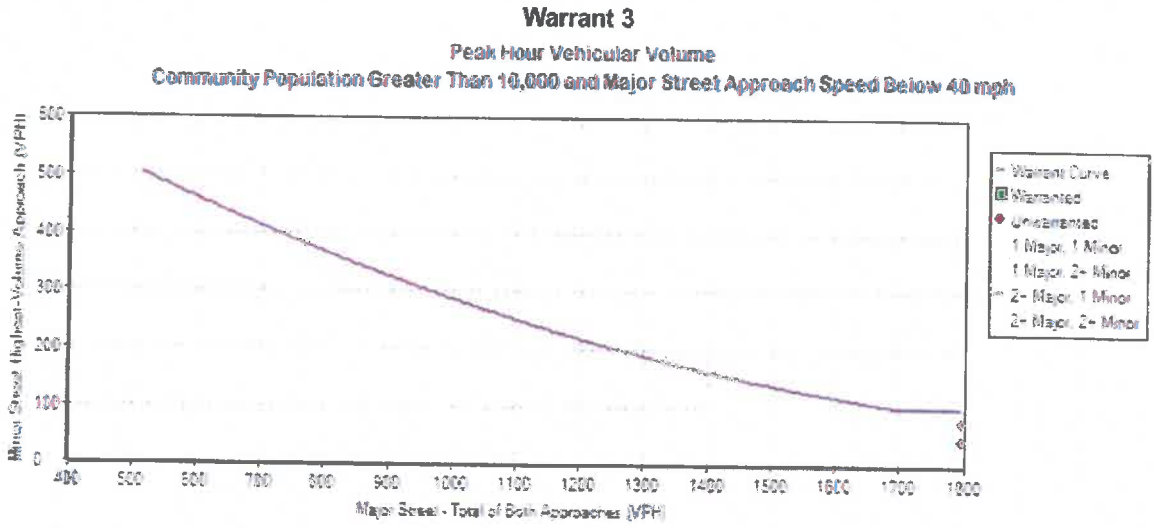
Note: Queue reported is the number of cars per lane.

Appendix D

Traffic Signal Warrant Analysis

Warrant 3: Peak Hour

1: Alameda & Industrial - Future With Project



Note: Please turn over for volume information.