Appendix O

Alternatives

Appendix O.1

Impacts of Project Alternative and Zanja Madre

Memorandum

Date	Thursday, March 27, 2025
To	Jenny Pham Lincoln Property Company
Project	18091 Buena Vista
Total Pages	2
From	Taek Kim
Re	Impacts of Project Alternative and Zanja Madre

Dear Jenny,

We have evaluated the feasibility of reducing the building footprint on the South Parcel to avoid the Zanja Madre alignment. This memorandum outlines the significant constraints and impracticalities associated with such a design adjustment.

Given the critical implications on parking, urban connectivity, public safety, and project feasibility, the proposed development footprint should remain as planned.

1. Impact on Parking, Residential Yield, and Views
The Zanja Madre runs diagonally across the South Parcel, meaning any effort to reduce the building footprint to avoid this feature would have the following cascading effects:

- **Loss of Parking Capacity:** Reducing the footprint would lead to a substantial decrease in the on-site parking supply, directly affecting the feasibility of the mixed-use program. Since the project relies on structured parking, the loss of parking spaces at-grade and above-grade would necessitate additional below-grade parking levels to compensate for the shortfall.
- **Environmental and Cost Implications of Below-Grade Parking:** Additional excavation for underground parking would result in significantly higher construction costs, increased environmental impact due to deeper soil disturbance, and potential groundwater management challenges. These factors would not only complicate permitting but also extend construction timelines.
- **Reduction in Residential Units and Skyline Impact:** The decrease in the building footprint would directly reduce the number of residential units, adversely affecting the project's economic viability and its contribution to housing availability. Additionally, reconfiguring the residential towers to compensate for lost square footage could disrupt carefully planned view corridors toward the Downtown Los Angeles skyline, diminishing the architectural and urban design value of the project.

2. Fire Department Access and Emergency Response Limitations

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One of the most critical concerns of reducing the building footprint is the potential impact on emergency response access:

- **Disconnection from North Broadway:** A reduction in the building footprint would create a physical detachment between the South Parcel development and North Broadway, a primary thoroughfare. This detachment would significantly limit direct access for the Los Angeles Fire Department (LAFD), hampering emergency response times and fire protection capabilities.
- **Code Compliance and Public Safety Risks:** Fire codes require adequate ingress and egress for emergency vehicles, and any restriction in access could pose compliance challenges. In the event of an emergency, particularly in a high-density mixed-use development, the ability of fire and emergency personnel to access all areas efficiently is paramount.

3. Urban Connectivity and Transit Accessibility Constraints
The proposed project has been designed to foster a pedestrian-friendly environment that seamlessly integrates with the surrounding urban fabric. Reducing the footprint in response to the Zanja Madre would compromise this key objective:

- **Elimination of a Critical Pedestrian Link:** The proposed site plan provides a publicly accessible outdoor promenade connecting North Broadway to the Metro Chinatown Station. A reduction in the building footprint would sever this connection, forcing pedestrians to take less direct, less safe, and less convenient alternative routes.
- **Disruption of Walkability Goals:** The project is designed to promote active transportation, enhance pedestrian mobility, and encourage transit-oriented development (TOD). Removing a direct pedestrian link would contradict these planning principles, making the project less supportive of sustainable mobility goals established in regional planning frameworks.

Given the substantial challenges outlined above, reducing the building footprint on the South Parcel to avoid the Zanja Madre is neither practical nor beneficial to the overall success of the mixed-use community.

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Appendix O.2

Transportation Analysis of Project Alternatives

Gibson transportation consulting, inc.

MEMORANDUM

TO: Ashley Wright, Eyestone Environmental

FROM: Sarah Drobis, P.E., Casey Le, P.E., and Eliza Hy

DATE: February 6, 2025

RE: Transportation Analysis of Project Alternatives for the Buena Vista Project
Los Angeles, California **Ref:** J1542

This memorandum presents the findings of the California Environmental Quality Act (CEQA) analysis of the land use alternatives (Alternatives) to the proposed development of the Buena Vista (Project) located generally east of North Broadway (Project Site) in the *Central City North Community Plan* (Los Angeles Department of City Planning [LADCP], Updated 2016) area of the City of Los Angeles, California (City). The Project involves subdivision of the approximately 8.08-acre Project Site into "South Parcel" and "North Parcel" master lots and airspace lots for residential and commercial purposes. The analysis of Alternatives is based on the City's *Transportation Assessment Guidelines* (Los Angeles Department of Transportation [LADOT], August 2022) (TAG) addressing the CEQA guidelines and thresholds.

This CEQA analysis of Alternatives was prepared consistent with the methodology, assumptions, and analysis presented in *Transportation Assessment for the Buena Vista Project, Los Angeles, California* (Gibson Transportation Consulting, Inc. [GTC], December 2022) and the supplemental analysis detailed in *Supplemental Transportation Assessment for the Buena Vista Project, Los Angeles, California* (GTC, August 14, 2024), herein referred to as the Approved Transportation Assessment. The Approved Transportation Assessment was reviewed and approved by LADOT via inter-departmental memoranda to LADCP dated June 6, 2022 and September 18, 2024.

PROJECT DESCRIPTION

As detailed in the Approved Transportation Assessment, the Project proposes 986 residential units and approximately 38,800 square feet (sf) of commercial square footage across the two parcels. The South Parcel would consist of 105 affordable housing units and two live-work units within its 631-unit residential component, 15,800 sf of restaurant space, and 10,000 sf of retail space and would be completed in Phase 1 by Year 2031. The North Parcel would consist of 95 affordable housing units and five live-work units within its 355-unit residential component, 8,000 sf of restaurant space, and 5,000 sf of retail space and would be completed in Phase 2 by Year 2034.

Vehicular access to the South Parcel's parking garage would be provided via one unsignalized driveway on Broadway that aligns with Cottage Home Street and one unsignalized driveway via an existing easement on Spring Street located beneath the elevated Los Angeles County

Metropolitan Transportation Authority (Metro) A Line (formerly L Line) tracks. Vehicular access to the North Parcel's parking garage would be provided via three driveways on Broadway, including one primary signalized driveway that aligns with Solano Avenue and two secondary unsignalized driveways that align with Casanova Street and Elysian Park Drive. A signalized pedestrian crosswalk across Broadway is also proposed adjacent to the most northeastern driveway location. Pedestrian and bicycle access to the Project Site would be provided along Broadway and Spring Street. The Project would also provide short-term and long-term bicycle parking spaces, in compliance with the Los Angeles Municipal Code (LAMC).

ALTERNATIVES

The following five Alternative land use configurations for the Project were identified:

- Alternative 1, No Build/No Project Alternative would retain the existing uses currently occupying the site and no new development would occur. This Alternative would not generate additional vehicle trips nor result in significant traffic impacts and, therefore, no CEQA analysis for this Alternative was conducted.

- Alternative 2, Existing Zoning Alternative proposes a development program alternative that adheres to the parameters set forth by the existing zoning on the Project Site and includes 44,500 sf of light industrial use on the South Parcel and 29,900 sf of light industrial use on the North Parcel. Under Alternative 2, access to the South Parcel would not be provided along Broadway; access would only be provided at the unsignalized driveway via Spring Street. Access to the North Parcel would only be provided at the signalized driveway along Broadway that aligns with Solano Avenue.

- Alternative 3, 20% Reduced Alternative proposes an approximately 20% reduced development program alternative. Under Alternative 3, the South Parcel would consist of 505 residential units, including 127 affordable housing units, 12,640 sf of restaurant, and 8,000 sf of retail. The North Parcel would consist of 284 residential units, including 73 affordable housing units, 6,400 sf of restaurant, and 4,000 sf of retail. Under Alternative 3, access to the Project Site would be consistent with the Project.

- Alternative 4, 30% Reduced Alternative proposes an approximately 30% reduced development program alternative. Under Alternative 4, the South Parcel would consist of 442 residential units, including 127 affordable housing units, 11,060 sf of restaurant, and 7,000 sf of retail. The North Parcel would consist of 249 residential units, including 73 affordable housing units, 5,600 sf of restaurant, and 3,500 sf of retail. Under Alternative 4, access to the Project Site would be consistent with the Project.

- Alternative 5, DTLA 2040 Alternative proposes a development program alternative that is consistent with *Downtown Community Plan*(LADCP, January 2025). Under Alternative 5, the South Parcel would consist of 822 residential units, including 127 affordable housing units, 15,800 sf of restaurant, and 10,000 sf of retail. The North Parcel would consist of 387 residential units, including 73 affordable housing units, 8,000 sf of restaurant, and 5,000 sf of retail. Under Alternative 5, access to the Project Site would be consistent with the Project.

TRIP GENERATION

Consistent with the Approved Transportation Assessment, trip generation estimates for each Alternative were developed using published rates from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers [ITE], 2021). Allowable trip generation reductions were applied to account for public transit usage/walking arrivals, internal capture, and pass-by trips.

Project

The trip generation estimates for the Project are detailed in Table 1. The South Parcel is anticipated to generate 264 net new morning peak hour trips (93 inbound, 171 outbound) and 250 net new afternoon peak hour trips (171 inbound, 79 outbound). The North Parcel is anticipated to generate 162 net new morning peak hour trips (55 inbound, 107 outbound) and 140 net new afternoon peak hour trips (94 inbound, 46 outbound). In total, the Project would generate 426 net new morning peak hour trips (148 inbound, 278 outbound) and 390 net new afternoon peak hour trips (265 inbound, 125 outbound).

Alternative 2

As detailed in Table 2, under Alternative 2, the South Parcel is anticipated to generate 28 net new morning peak hour trips (25 inbound, three outbound) and 24 net new afternoon peak hour trips (three inbound, 21 outbound). The North Parcel is anticipated to generate 20 new morning peak hour trips (17 inbound, three outbound) and 17 net new afternoon peak hour trips (three inbound, 14 outbound). In total, Alternative 2 would generate 48 net new morning peak hour trips (42 inbound, six outbound) and 41 net new afternoon peak hour trips (six inbound, 35 outbound).

Alternative 3

As detailed in Table 3, under Alternative 3, the South Parcel is anticipated to generate 219 net new morning peak hour trips (81 inbound, 138 outbound) and 191 net new afternoon peak hour trips (133 inbound, 58 outbound). The North Parcel is anticipated to generate 126 net new morning peak hour trips (45 inbound, 81 outbound) and 106 net new afternoon peak hour trips (73 inbound, 33 outbound). In total, Alternative 3 would generate 345 net new morning peak hour trips (126 inbound, 219 outbound) and 297 net new afternoon peak hour trips (206 inbound, 91 outbound).

Alternative 4

As detailed in Table 4, under Alternative 4, the South Parcel is anticipated to generate 195 net new morning peak hour trips (71 inbound, 124 outbound) and 174 net new afternoon peak hour trips (119 inbound, 55 outbound). The North Parcel is anticipated to generate 116 net new morning peak hour trips (41 inbound, 75 outbound) and 101 net new afternoon peak hour trips (68 inbound, 33 outbound). In total, Alternative 4 would generate 311 net new morning peak hour trips (112 inbound, 199 outbound) and 275 net new afternoon peak hour trips (187 inbound, 88 outbound).

Alternative 5

As detailed in Table 5, under Alternative 5, the South Parcel is anticipated to generate 308 net new morning peak hour trips (106 inbound, 202 outbound) and 294 net new afternoon peak hour trips (208 inbound, 86 outbound). The North Parcel is anticipated to generate 167 net new morning peak hour trips (54 inbound, 113 outbound) and 144 net new afternoon peak hour trips (101 inbound, 43 outbound). In total, Alternative 5 would generate 475 net new morning peak hour trips (160 inbound, 315 outbound) and 438 net new afternoon peak hour trips (309 inbound, 129 outbound).

THRESHOLD T-1: CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES ANALYSIS

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

As detailed in the Approved Transportation Assessment, the Project supports initiatives to create transit-oriented developments by proposing a high-density mixed-use development located in an active commercial area near Chinatown and within proximity of the Metro A Line Chinatown Station, which provides a direct rail connection to Union Station. The Project would improve existing pedestrian facilities including wider sidewalks along Broadway, pedestrian connections throughout the Project Site, street trees and landscaping elements, publicly accessible promenades, courtyards, plazas, and a landscaped central greenspace. The Project would upgrade existing crosswalks and bus stops on Broadway adjacent to the Project Site as needed. The Project would also provide a new signalized pedestrian crosswalk across Broadway to connect to the Portola Trail leading to the adjacent Elysian Park. The Project would provide bicycle parking to encourage bicycling and is located near multiple transit services to promote use of transit and other alternative modes. The Project would provide a three-foot dedication along the Project frontage on Broadway to meet the half- right-of-way (ROW) requirements. No additional dedication or widening is required, and no Waivers of Dedication are requested.

Consistent with the Project, each Alternative would be designed to generally conform with the applicable programs, plans, ordinances, or policies identified in Table 2-1.1 of the TAG related to the circulation system, including transit, roadways, bicycles, and pedestrian facilities. Under Alternative 2, the proposed light industrial use would contribute to job opportunities near residents within an urbanized area that has accessibility to multiple transit options. The signalized pedestrian crosswalk would not be proposed under Alternative 2; however, consistent with the Project, dedications along Broadway would be provided to meet the half-ROW requirements and other pedestrian enhancements would be provided along the Project Site frontage. Under Alternatives 3 through 5, all transportation-related improvements would be provided and consistent with the Project. None of the Alternatives would preclude the City from implementing future improvements to serve the long-term mobility needs of the City. Therefore, none of the Alternatives would result in a significant impact under Threshold T-1.

Similar to the Project and the Alternatives, the Related Projects considered in the cumulative analysis would be individually reviewed by the City for consistency and compliance with relevant of programs, plans, policies, and ordinances addressing the circulation system. The Alternatives

would not preclude the City from serving the transportation needs as defined by the City's adopted programs, plans, ordinances, or policies. Consistent with the Project, the Alternatives together with the Related Projects would not result in a cumulative impact.

THRESHOLD T-2.1: CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED (VMT) ANALYSIS

City of Los Angeles VMT Calculator Version 1.4 (LADOT, June 2023) (VMT Calculator) estimates project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits. The VMT Calculator was used to evaluate the VMT of each Alternative and compare it to the VMT impact criteria. The Project Site is located within the Central Area Planning Commission (APC) area; therefore, the household significant impact criteria are 6.0 household VMT per capita and the work significant impact criteria is 7.6 work VMT per employee. The Project Site is located within a compact infill (Zone 3) Travel Behavior Zone; thus, the maximum allowable VMT reduction in the VMT Calculator for the Project is 40%.

VMT Calculator Assumptions

Consistent with the Approved Transportation Assessment, the VMT Calculator was modeled for the South Parcel and North Parcel separately with each Alternative's land use program and respective densities as the primary input. The VMT analysis results for each parcel and total sitewide under each Alternative are detailed in the subsequent tables.

Alternatives 3 through 5 propose a similar mix of land uses as the Project. Alternative 2 proposes light industrial uses only and does not propose any residential uses. Therefore, per *City of Los Angeles VMT Calculator User Guide* (LADOT and LADCP, May 2020), Alternative 2 would not generate any household VMT per capita and would not result in a significant household VMT impact. In addition, per *City of Los Angeles VMT Calculator User Guide,* non-office commercial uses (i.e., small-scale non-office commercial components less than 50,000 sf) are assumed to have a negligible effect on VMT and are not considered for the purpose of identifying significant VMT impacts. Nonetheless, the following VMT analyses account for the local-serving non-office commercial uses as part of the total daily work VMT for a more conservative analysis.

Consistent with the Project, each Alternative would include design features considered as transportation demand management (TDM) strategies to reduce the number of single occupancy vehicle trips to the Project Site, including application of allowable parking reduction rates from standard LAMC requirements, promotions and marketing to inform travelers of alternative transportation modes, and inclusion of LAMC-required bicycle parking.

As detailed below, Alternative 2 may result in a significant VMT impact. Consistent with the Project, Alternatives 3 through 5 would not result in a significant VMT impact and no mitigation measures would be required.

Project

As detailed in Table 6, the VMT Calculator estimates that the total Project would generate 11,458 daily household VMT and 1,051 daily work VMT. Based on the VMT Calculator population assumptions, the total Project would generate an average household VMT per capita of 4.8 and work VMT per employee of 7.2, which are below the Central APC impact thresholds of 6.0 and 7.6, respectively. As such, the Project would not result in a significant VMT impact, and no mitigation measures would be required. Detailed output from the VMT Calculator is provided in Attachment A of the Approved Transportation Assessment.

Alternative 2

As detailed in Table 7A, the VMT Calculator estimates that the total Project Alternative 2 would generate 646 daily work VMT. Based on the VMT Calculator employee assumptions, the total Project Alternative 2 would generate an average work VMT per employee of 8.6, which exceeds the Central APC impact threshold of 7.6. As such, Alternative 2 would result in a significant VMT impact, and mitigation measures would be required.

It should be noted that the TAG allows either the use of the VMT Calculator or the most recent edition of ITE's *Trip Generation Manual* for the VMT screening analysis. For comparative purposes, the daily trip estimates using published rates from *Trip Generation Manual, 11th Edition* were calculated. As detailed in Table 2, the daily trip estimates for the South and North Parcels are 184 net daily trips and 131 net daily trips, respectively. Analyzed separately, the two parcels would not meet the 250-net daily trip threshold to require further detailed VMT analysis.

Nonetheless, the VMT Calculator was set up with a custom land use input based on the daily trip estimates from *Trip Generation Manual, 11th Edition* and the employee population and trip production/attraction assumptions for light industrial use, as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020). As detailed in Table 7B, under this methodology, the VMT Calculator estimated that the total Project Alternative 2 would generate 434 daily work VMT and an average work VMT per employee of 5.8, which is below the Central APC impact threshold of 7.6. Under this methodology, Alternative 2 would not result in a significant VMT impact, and no mitigation measures would be required. Detailed output from the VMT Calculator under both methodologies is provided in Attachment A.

Alternative 3

As detailed in Table 8, the VMT Calculator estimates that the total Project Alternative 3 would generate 9,121 daily household VMT and 867 daily work VMT. Based on the VMT Calculator population assumptions, the total Project Alternative 3 would generate an average household VMT per capita of 4.7 and work VMT per employee of 7.1, which are below the Central APC impact thresholds of 6.0 and 7.6, respectively. Consistent with the Project, Alternative 3 would not result in a significant VMT impact, and no mitigation measures would be required. Detailed output from the VMT Calculator is provided in Attachment B.

Alternative 4

As detailed in Table 9, the VMT Calculator estimates that the total Project Alternative 4 would generate 7,950 daily household VMT and 788 daily work VMT. Based on the VMT Calculator population assumptions, the total Project Alternative 4 would generate an average household VMT per capita of 4.6 and work VMT per employee of 7.3, which are below the Central APC impact thresholds of 6.0 and 7.6, respectively. Consistent with the Project, Alternative 4 would not result in a significant VMT impact, and no mitigation measures would be required. Detailed output from the VMT Calculator is provided in Attachment C.

Alternative 5

As detailed in Table 10, the VMT Calculator estimates that the total Project Alternative 5 would generate 14,166 daily household VMT and 1,018 daily work VMT. Based on the VMT Calculator population assumptions, the total Alternative 5 would generate an average household VMT per capita of 4.9 and work VMT per employee of 7.0, which are below the Central APC impact thresholds of 6.0 and 7.6, respectively. Consistent with the Project, Alternative 5 would not result in a significant VMT impact, and no mitigation measures would be required. Detailed output from the VMT Calculator is provided in Attachment D.

Cumulative Analysis

Cumulative effects of development projects are determined based on the consistency with the air quality and greenhouse gas reduction goals of *Connect SoCal – The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (Southern California Association of Governments, Adopted April 2024) (RTP/SCS). The TAG states that projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and greenhouse gas reduction goals of the RTP/SCS. As previously detailed, Alternative 2 may result in a significant VMT impact and, as such, may result in a significant cumulative VMT impact. Consistent with the Project, Alternatives 3 through 5 would not result in a significant and unavoidable VMT impact and, as such, would result in a less than significant cumulative VMT impact. Nonetheless, the Alternatives would be designed to further reduce single occupancy trips to the Project Site through design features (e.g., bicycle parking, pedestrian amenities, promotions and marketing materials of multimodal options) to encourage a variety of transportation options and would be consistent with the goal of maximizing mobility and accessibility in the region. Consistent with the Project and the RTP/SCS goal, the Alternatives contribute to the productivity and use of the regional transportation system by providing employment and/or housing near regional and local transit and encourage active transportation by providing new bicycle parking infrastructure and active street frontages.

THRESHOLD T-2.2: SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL ANALYSIS

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as through the addition of

through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges. Consistent with the Project, none of the Alternatives are transportation projects that would induce automobile travel. Therefore, further evaluation will not be required, and none of the Alternatives would result in a significant impact under Threshold T-2.2.

THRESHOLD T-3: SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE ANALYSIS

Threshold T-3 requires that a project undergo further evaluation if it proposes new driveways or new vehicle access points to the property from the public ROW or modifications along the public ROW (i.e., street dedications) to determine if the geometric design features would substantially increase safety, operational, or capacity hazards.

Project Hazards Analysis

As detailed in the Approved Transportation Assessment, the Project driveways would be reviewed and designed in consultation with LADOT. The Project driveway designs and proposed locations are not anticipated to result in vehicle/bicycle or vehicle/pedestrian conflicts. The Project would reduce the total number of existing curb cuts and enhance the pedestrian environment with wider sidewalks along the Project frontages, pedestrian connections throughout the Project Site, street trees and landscaping elements, publicly accessible promenades, courtyards, plazas, and a landscaped central greenspace. The Project would also provide a new signalized pedestrian crosswalk across Broadway to further enhance pedestrian connections in the immediate area. The Project design and operation would not create any hazards that would significantly impact streets, sidewalks, or other mobility infrastructure. The Project does not present any geometric design hazards related to mobility or pedestrian accessibility and would not result in a significant impact under Threshold T-3.

Under Alternative 2, access to the Project Site would be limited to the driveway along Spring Street and the driveway along Broadway at the existing signalized intersection. The signalized pedestrian crosswalk across Broadway would not be proposed under this Alternative because the proposed light industrial land use is not anticipated to result in high pedestrian activity as compared to the Project. Consistent with the Project, Alternative 2 would provide the required half-ROW dedication along Broadway. Under Alternatives 3 through 5, access to the Project Site and improvements to the public ROW would be consistent with the Project.

The Alternatives do not propose any substantial changes to the general design or conceptual site plan that have not already been reviewed under the Project. No additional access points are proposed, and no unusual or new obstacles are presented in the design that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians. Thus, consistent with the Project, none of the Alternatives are anticipated to present any geometric design hazards related to traffic movement, mobility, or pedestrian accessibility. Therefore, none of the Alternatives would result in a significant impact under Threshold T-3.

Cumulative Analysis

The TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulative significant impact. The Approved Transportation Assessment detailed the approximate distances between the driveway locations and the current geometries of Broadway and Spring Street provide adequate spacing to avoid vehicle turn conflicts and would not impose additional safety issues. As such, the driveway locations are not anticipated to impose significant safety concerns. Consistent with the findings of the Approved Transportation Assessment, the Alternatives and the nearby Related Projects would not result in a cumulative impact under Threshold T-3 that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Freeway Safety Analysis

Section 2.4.4 of the TAG outlines the methodology of assessing potential vehicle/vehicle impacts that may result in unsafe vehicle queues from freeway off-ramp facilities due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp. As detailed in Tables 2 through 4, Alternatives 2 through 4 would generate fewer peak hour trips than the Project. As detailed in Table 5, Alternative 5 is anticipated to generate more peak hour trips than the Project and, as such, further analysis was conducted.

A freeway off-ramp safety screening analysis was conducted for Alternative 5 and is detailed in Table 11. Based on the anticipated addition of Alternative 5 traffic on nearby freeway facilities, a detailed freeway ramp safety analysis was conducted for the SR 110 northbound off-ramp to Hill Street, US 101 southbound off-ramp to Broadway, I-5 southbound and northbound off-ramps to Pasadena Avenue/Broadway.

As detailed in the queuing worksheets provided in Attachment E and summarized in Table 12, the resulting queues would not exceed the ramp storage lengths and Alternative 5 would not add 50 feet or more to the queues at the SR 110 northbound off-ramp to Hill Street or US 101 southbound off-ramp to Broadway during the afternoon peak hour or to the I-5 southbound off-ramp to Pasadena Avenue during both analyzed peak hours. The SR 110 northbound off-ramp to Hill Street and US 101 southbound off-ramp to Broadway exceed the ramp storage lengths during the morning peak hour; however, Alternative 5 would not add 50 feet or more to the queue lengths. Alternative 5 could add 50 feet or more to the off-ramp queue at the I-5 northbound off-ramp to Broadway during both analyzed peak hours; however, the queue would not exceed the ramp storage length.

Therefore, Alternative 5 would not be subject to a speed differential analysis under any off-ramp, nor cause an adverse safety condition, and no corrective measures are required. Nonetheless, Alternative 5 would implement TDM strategies to reduce single-occupancy vehicle trips to and from the Project Site. Consistent with the Project, none of the Alternatives would cause an adverse safety condition on any freeway ramp facility, and no corrective measures would be required.

TABLE 1
PROJECT TRIP GENERATION

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Multi-Family Housing (Mid-Rise) [b]	221	per dwelling unit	14%	86%	0.31	74%	26%	0.30
Multi-Family Housing (High-Rise) [b]	222	per dwelling unit	25%	75%	0.23	73%	27%	0.30
Affordable Housing (Family) [c]	223	per dwelling unit	37%	63%	0.49	56%	44%	0.35
High-Turnover (Sit-Down) Restaurant	932	per ksf	55%	45%	9.57	61%	39%	9.05
Strip Retail Plaza (<40k)	822	per ksf	60%	40%	2.36	50%	50%	6.59
General Office [d]	710	per ksf	87%	13%	0.84	16%	84%	0.87
MIXED-USE INTERNAL CAPTURE [e]								
Residential	221, 222, 223	986 DU	6%	12%	10%	12%	20%	15%
Restaurant	932	23.8 ksf	21%	6%	14%	20%	34%	26%
Retail	822	15.0 ksf	33%	40%	36%	67%	57%	62%
Office	710	5.3 ksf	20%	--	17%	--	25%	17%
TRIP GENERATION ESTIMATES [f]								
South Parcel								
Multi-Family Housing (Mid-Rise) [b]	221	216 du	9	58	67	48	17	65
Internal Capture Adjustment [e]			*(1)*	*(7)*	*(8)*	*(6)*	*(3)*	*(9)*
Multi-Family Housing (High-Rise) [b]	222	310 du	18	53	71	68	25	93
Internal Capture Adjustment [e]			*(1)*	*(6)*	*(7)*	*(8)*	*(5)*	*(13)*
Affordable Housing (Family) [c]	223	105 du	19	32	51	21	16	37
Internal Capture Adjustment [e]			*(1)*	*(4)*	*(5)*	*(3)*	*(3)*	*(6)*
High-Turnover (Sit-Down) Restaurant	932	15.8 ksf	83	68	151	87	56	143
Internal Capture Adjustment [e]			*(17)*	*(4)*	*(21)*	*(17)*	*(19)*	*(36)*
Transit/Walk-in Adjustment - 15% [g]			*(10)*	*(10)*	*(20)*	*(11)*	*(6)*	*(17)*
Pass-By Trip Adjustment - 20% [h]			*(11)*	*(11)*	*(22)*	*(12)*	*(6)*	*(18)*
Retail	822	10.0 ksf	14	10	24	33	33	66
Internal Capture Adjustment [e]			*(5)*	*(4)*	*(9)*	*(22)*	*(19)*	*(41)*
Transit/Walk-in Adjustment - 15% [g]			*(1)*	*(1)*	*(2)*	*(2)*	*(2)*	*(4)*
Pass-By Trip Adjustment - 50% [h]			*(4)*	*(3)*	*(7)*	*(5)*	*(6)*	*(11)*
Office (Live-Work Component) [i]	710	1.5 ksf	1	0	1	0	1	1
Internal Capture Adjustment [e]			*0*	*0*	*0*	*0*	*0*	*0*
Total Project Driveway Trips (No Pass-By) - South Parcel			***108***	***185***	***293***	***188***	***91***	***279***
Total Net Project Trips - South Parcel			**93**	**171**	**264**	**171**	**79**	**250**
North Parcel								
Multi-Family Housing (Mid-Rise) [b]	221	208 du	9	55	64	46	16	62
Internal Capture Adjustment [e]			*(1)*	*(7)*	*(8)*	*(6)*	*(3)*	*(9)*
Multi-Family Housing (High-Rise) [b]	222	52 du	3	9	12	12	4	16
Internal Capture Adjustment [e]			*0*	*(1)*	*(1)*	*(1)*	*(1)*	*(2)*
Affordable Housing (Family) [c]	223	95 du	17	30	47	18	15	33
Internal Capture Adjustment [e]			*(1)*	*(4)*	*(5)*	*(2)*	*(3)*	*(5)*
High-Turnover (Sit-Down) Restaurant	932	8.0 ksf	42	35	77	44	28	72
Internal Capture Adjustment [e]			*(9)*	*(2)*	*(11)*	*(9)*	*(10)*	*(19)*
Transit/Walk-in Adjustment - 10% [g]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Pass-By Trip Adjustment - 20% [h]			*(6)*	*(6)*	*(12)*	*(6)*	*(3)*	*(9)*
Retail	822	5.0 ksf	7	5	12	17	16	33
Internal Capture Adjustment [e]			*(2)*	*(2)*	*(4)*	*(11)*	*(9)*	*(20)*
Transit/Walk-in Adjustment - 10% [g]			*(1)*	*0*	*(1)*	*(1)*	*(1)*	*(2)*
Pass-By Trip Adjustment - 50% [h]			*(2)*	*(2)*	*(4)*	*(3)*	*(3)*	*(6)*
Office (Live-Work Component) [i]	710	3.75 ksf	3	0	3	0	3	3
Internal Capture Adjustment [e]			*(1)*	*0*	*(1)*	*0*	*(1)*	*(1)*
Total Project Driveway Trips (No Pass-By) - North Parcel			***63***	***115***	***178***	***103***	***52***	***155***
Total Net Project Trips - North Parcel			**55**	**107**	**162**	**94**	**46**	**140**
TOTAL NET PROJECT TRIPS			**148**	**278**	**426**	**265**	**125**	**390**

Notes:

ksf: 1,000 square feet

[a] Trip generation rates are from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021) and are based on developments located in "General Urban/Suburban" area, unless otherwise noted.

[b] Trip generation rates for multi-family housing (mid-rise and high-rise) are based on developments located in "Dense Multi-Use Urban" area as detailed in LADOT's *Transportation Assesssment Guidelines* . These rates are not subjected to transit/walk-in adjustments.

[c] Per LADOT's *Transportation Assessment Guidelines,* residential or mixed-use developments that include affordable housing units are eligible to use City specific trip generation rate based on vehicle trip count data collected at affordable housing in the City of Los Angeles in 2016. Consistent with the Approved Transportation Assessment, no transit/walk-in adjusments were applied to these rates.

[d] Trip generation rates for general office are based on developments located in "Dense Multi-Use Urban" area as detailed in *Trip Generation Manual, 11th Edition* . These rates are not subjected to transit/walk-in adjustments.

[e] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system, per the NCHRP 8-51 Internal Trip Capture Estimation Tool (*National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* , Transportation Research Board and National Research Council, 2011).

[f] The Project also proposes a total of 116,610 sf of trellis overhang/balcony as part of outdoor public space, which would not generate any external vehicle trips to/from the Project site.

[g] Per LADOT's *Transportation Assessment Guidelines,* the South Parcel qualifies for a 15% transit reduction as it is located within 0.25 miles walking distance from the Metro A Line Chinatown station. A 10% transit reduction was conservatively applied to the North Parcel as it is located farther from a major transit stop. The transit reduction accounts for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[h] Per Attachment J of LADOT's *Transportation Assessment Guidelines* , pass-by adjustments were taken to account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

[i] A total of seven live-work units (two units in the South Parcel and five units in the North Parcel) is anticipated to generate external trips to/from the office portion (e.g. employee trips). The external trips were analyzed separately using general office trip rates to provide a conservative analysis.

TABLE 2
TRIP GENERATION
ALTERNATIVE 2 (CUSTOM LAND USE - LIGHT INDUSTRIAL) - EXISTING ZONING

Land Use	ITE Land Use	Rate	Daily [b]	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]									
General Light Industrial	110	per ksf	4.87	88%	12%	0.74	14%	86%	0.65
TRIP GENERATION ESTIMATES									
South Parcel									
General Light Industrial	110	44.5 ksf	217	29	4	33	4	25	29
Transit/Walk-in Adjustment - 15% [c]			*(33)*	*(4)*	*(1)*	*(5)*	*(1)*	*(4)*	*(5)*
Alternative 2 Trips - South Parcel			**184**	**25**	**3**	**28**	**3**	**21**	**24**
North Parcel									
General Light Industrial	110	29.9 ksf	146	19	3	22	3	16	19
Transit/Walk-in Adjustment - 10% [c]			*(15)*	*(2)*	*0*	*(2)*	*0*	*(2)*	*(2)*
Alternative 2 Trips - North Parcel			**131**	**17**	**3**	**20**	**3**	**14**	**17**
TOTAL NET ALTERNATIVE 2 TRIPS			**315**	**42**	**6**	**48**	**6**	**35**	**41**

Notes:
ksf: 1,000 square feet
[a] Trip generation rates are from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021) and are based on developments located in "General Urban/Suburban" area, unless otherwise noted.
[b] The daily trip estimates are provided for the purposes of using the custom land use feature of the City's VMT Calculator, as detailed in Table 7B.
[c] Per LADOT's *Transportation Assessment Guidelines,* the South Parcel qualifies for a 15% transit reduction as it is located within 0.25 miles walking distance from the Metro A Line Chinatown station. A 10% transit reduction was conservatively applied to the North Parcel as it is located farther from a major transit stop. The transit reduction accounts for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

TABLE 3
TRIP GENERATION
ALTERNATIVE 3 - 20% REDUCED

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Multi-Family Housing (Mid-Rise) [b]	221	per dwelling unit	14%	86%	0.31	74%	26%	0.30
Multi-Family Housing (High-Rise) [b]	222	per dwelling unit	25%	75%	0.23	73%	27%	0.30
Affordable Housing (Family) [c]	223	per dwelling unit	37%	63%	0.49	56%	44%	0.35
High-Turnover (Sit-Down) Restaurant	932	per ksf	55%	45%	9.57	61%	39%	9.05
Strip Retail Plaza (<40k)	822	per ksf	60%	40%	2.36	50%	50%	6.59
General Office [d]	710	per ksf	87%	13%	0.84	16%	84%	0.87
MIXED-USE INTERNAL CAPTURE [e]								
Residential	221, 222, 223	789 DU	6%	12%	11%	13%	25%	18%
Restaurant	932	19.0 ksf	22%	6%	15%	25%	48%	34%
Retail	822	12.0 ksf	19%	25%	22%	63%	54%	58%
Office	710	3.8 ksf	25%	--	17%	--	25%	17%
TRIP GENERATION ESTIMATES [f]								
South Parcel								
Multi-Family Housing (Mid-Rise) [b]	221	137 du	6	36	42	30	11	41
Internal Capture Adjustment [e]			*0*	*(4)*	*(4)*	*(4)*	*(3)*	*(7)*
Multi-Family Housing (High-Rise) [b]	222	241 du	14	41	55	53	19	72
Internal Capture Adjustment [e]			*(1)*	*(5)*	*(6)*	*(7)*	*(5)*	*(12)*
Affordable Housing (Family) [c]	223	127 du	23	39	62	25	19	44
Internal Capture Adjustment [e]			*(1)*	*(5)*	*(6)*	*(3)*	*(5)*	*(8)*
High-Turnover (Sit-Down) Restaurant	932	12.64 ksf	67	54	121	70	44	114
Internal Capture Adjustment [e]			*(15)*	*(3)*	*(18)*	*(18)*	*(21)*	*(39)*
Transit/Walk-in Adjustment - 15% [g]			*(8)*	*(8)*	*(16)*	*(8)*	*(3)*	*(11)*
Pass-By Trip Adjustment - 20% [h]			*(9)*	*(9)*	*(18)*	*(9)*	*(4)*	*(13)*
Retail	822	8.00 ksf	11	8	19	27	26	53
Internal Capture Adjustment [e]			*(2)*	*(2)*	*(4)*	*(17)*	*(14)*	*(31)*
Transit/Walk-in Adjustment - 15% [g]			*(1)*	*(1)*	*(2)*	*(2)*	*(2)*	*(4)*
Pass-By Trip Adjustment - 50% [h]			*(4)*	*(3)*	*(7)*	*(4)*	*(5)*	*(9)*
Office (Live-Work Component) [i]	710	1.50 ksf	1	0	1	0	1	1
Internal Capture Adjustment [e]			*0*	*0*	*0*	*0*	*0*	*0*
Total Alternative 3 Driveway Trips (No Pass-By) - South Parcel			***94***	***150***	***244***	***146***	***67***	***213***
Total Net Alternative 3 Trips - South Parcel			**81**	**138**	**219**	**133**	**58**	**191**
North Parcel								
Multi-Family Housing (Mid-Rise) [b]	221	127 du	5	34	39	28	10	38
Internal Capture Adjustment [e]			*0*	*(4)*	*(4)*	*(4)*	*(3)*	*(7)*
Multi-Family Housing (High-Rise) [b]	222	84 du	5	14	19	18	7	25
Internal Capture Adjustment [e]			*0*	*(2)*	*(2)*	*(2)*	*(2)*	*(4)*
Affordable Housing (Family) [c]	223	73 du	13	23	36	15	11	26
Internal Capture Adjustment [e]			*(1)*	*(3)*	*(4)*	*(2)*	*(3)*	*(5)*
High-Turnover (Sit-Down) Restaurant	932	6.40 ksf	34	27	61	35	23	58
Internal Capture Adjustment [e]			*(7)*	*(2)*	*(9)*	*(9)*	*(11)*	*(20)*
Transit/Walk-in Adjustment - 10% [g]			*(3)*	*(3)*	*(6)*	*(3)*	*(1)*	*(4)*
Pass-By Trip Adjustment - 20% [h]			*(5)*	*(4)*	*(9)*	*(5)*	*(2)*	*(7)*
Retail	822	4.00 ksf	5	4	9	13	13	26
Internal Capture Adjustment [e]			*(1)*	*(1)*	*(2)*	*(8)*	*(7)*	*(15)*
Transit/Walk-in Adjustment - 10% [g]			*0*	*0*	*0*	*(1)*	*(1)*	*(2)*
Pass-By Trip Adjustment - 50% [h]			*(2)*	*(2)*	*(4)*	*(2)*	*(3)*	*(5)*
Office (Live-Work Component) [i]	710	3.75 ksf	3	0	3	0	3	3
Internal Capture Adjustment [e]			*(1)*	*0*	*(1)*	*0*	*(1)*	*(1)*
Total Alternative 3 Driveway Trips (No Pass-By) - North Parcel			***52***	***87***	***139***	***80***	***38***	***118***
Total Net Alternative 3 Trips - North Parcel			**45**	**81**	**126**	**73**	**33**	**106**
TOTAL NET ALTERNATIVE 3 TRIPS			**126**	**219**	**345**	**206**	**91**	**297**

Notes:
ksf: 1,000 square feet
[a] Trip generation rates are from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021) and are based on developments located in "General Urban/Suburban" area, unless otherwise noted.
[b] Trip generation rates for multi-family housing (mid-rise and high-rise) are based on developments located in "Dense Multi-Use Urban" area as detailed in LADOT's *Transportation Assessment Guidelines* . These rates are not subjected to transit/walk-in adjustments.
[c] Per LADOT's *Transportation Assessment Guidelines,* residential or mixed-use developments that include affordable housing units are eligible to use City specific trip generation rate based on vehicle trip count data collected at affordable housing in the City of Los Angeles in 2016. Consistent with the Approved Transportation Assessment, no transit/walk-in adjustments were applied to these rates.
[d] Trip generation rates for general office are based on developments located in "Dense Multi-Use Urban" area as detailed in *Trip Generation Manual, 11th Edition* . These rates are not subjected to transit/walk-in adjustments.
[e] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system, per the NCHRP 8-51 Internal Trip Capture Estimation Tool (*National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* , Transportation Research Board and National Research Council, 2011).
[f] Alternative 3 also proposes a total of 93,288 sf of trellis overhang/balcony as part of outdoor public space, which would not generate any external vehicle trips to/from the Project site.
[g] Per LADOT's Transportation Assessment Guidelines, the South Parcel qualifies for a 15% transit reduction as it is located within 0.25 miles walking distance from the Metro A Line Chinatown station. A 10% transit reduction was conservatively applied to the North Parcel as it is located farther from a major transit stop. The transit reduction accounts for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.
[h] Per Attachment J of LADOT's *Transportation Assessment Guidelines* , pass-by adjustments were taken to account for Alternative 3 trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.
[i] A total of seven live-work units (two units in the South Parcel and five units in the North Parcel) is anticipated to generate external trips to/from the office portion (e.g. employee trips). The external trips were analyzed separately using general office trip rates to provide a conservative analysis.

TABLE 4
TRIP GENERATION
ALTERNATIVE 4 - 30% REDUCED

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Multi-Family Housing (Mid-Rise) [b]	221	per dwelling unit	14%	86%	0.31	74%	26%	0.30
Multi-Family Housing (High-Rise) [b]	222	per dwelling unit	25%	75%	0.23	73%	27%	0.30
Affordable Housing (Family) [c]	223	per dwelling unit	37%	63%	0.49	56%	44%	0.35
High-Turnover (Sit-Down) Restaurant	932	per ksf	55%	45%	9.57	61%	39%	9.05
Strip Retail Plaza (<40k)	822	per ksf	60%	40%	2.36	50%	50%	6.59
General Office [d]	710	per ksf	87%	13%	0.84	16%	84%	0.87
MIXED-USE INTERNAL CAPTURE [e]								
Residential	221, 222, 223	691 DU	7%	11%	10%	12%	22%	15%
Restaurant	932	16.7 ksf	22%	7%	16%	23%	39%	29%
Retail	822	10.5 ksf	25%	29%	27%	65%	58%	61%
Office	710	5.3 ksf	25%	--	17%	--	25%	17%
TRIP GENERATION ESTIMATES [f]								
South Parcel								
Multi-Family Housing (Mid-Rise) [b]	221	113 du	5	30	35	25	9	34
Internal Capture Adjustment [e]			*0*	*(3)*	*(3)*	*(3)*	*(2)*	*(5)*
Multi-Family Housing (High-Rise) [b]	222	202 du	12	34	46	45	16	61
Internal Capture Adjustment [e]			*(1)*	*(4)*	*(5)*	*(5)*	*(4)*	*(9)*
Affordable Housing (Family) [c]	223	127 du	23	39	62	25	19	44
Internal Capture Adjustment [e]			*(2)*	*(4)*	*(6)*	*(3)*	*(4)*	*(7)*
High-Turnover (Sit-Down) Restaurant	932	11.06 ksf	58	48	106	61	39	100
Internal Capture Adjustment [e]			*(13)*	*(3)*	*(16)*	*(14)*	*(15)*	*(29)*
Transit/Walk-in Adjustment - 15% [g]			*(7)*	*(7)*	*(14)*	*(7)*	*(4)*	*(11)*
Pass-By Trip Adjustment - 20% [h]			*(8)*	*(8)*	*(16)*	*(8)*	*(4)*	*(12)*
Retail	822	7.00 ksf	10	7	17	23	23	46
Internal Capture Adjustment [e]			*(3)*	*(2)*	*(5)*	*(15)*	*(13)*	*(28)*
Transit/Walk-in Adjustment - 15% [g]			*(1)*	*(1)*	*(2)*	*(1)*	*(2)*	*(3)*
Pass-By Trip Adjustment - 50% [h]			*(3)*	*(2)*	*(5)*	*(4)*	*(4)*	*(8)*
Office (Live-Work Component) [i]	710	1.50 ksf	1	0	1	0	1	1
Internal Capture Adjustment [e]			*0*	*0*	*0*	*0*	*0*	*0*
Total Alternative 4 Driveway Trips (No Pass-By) - South Parcel			***82***	***134***	***216***	***131***	***63***	***194***
Total Net Alternative 4 Trips - South Parcel			**71**	**124**	**195**	**119**	**55**	**174**
North Parcel								
Multi-Family Housing (Mid-Rise) [b]	221	125 du	5	34	39	28	10	38
Internal Capture Adjustment [e]			*0*	*(4)*	*(4)*	*(3)*	*(2)*	*(5)*
Multi-Family Housing (High-Rise) [b]	222	51 du	3	9	12	11	4	15
Internal Capture Adjustment [e]			*0*	*(1)*	*(1)*	*(1)*	*(1)*	*(2)*
Affordable Housing (Family) [c]	223	73 du	13	23	36	15	11	26
Internal Capture Adjustment [e]			*(1)*	*(3)*	*(4)*	*(2)*	*(2)*	*(4)*
High-Turnover (Sit-Down) Restaurant	932	5.60 ksf	30	24	54	31	20	51
Internal Capture Adjustment [e]			*(7)*	*(2)*	*(9)*	*(7)*	*(8)*	*(15)*
Transit/Walk-in Adjustment - 10% [g]			*(2)*	*(2)*	*(4)*	*(2)*	*(1)*	*(3)*
Pass-By Trip Adjustment - 20% [h]			*(4)*	*(4)*	*(8)*	*(4)*	*(2)*	*(6)*
Retail	822	3.50 ksf	5	3	8	12	11	23
Internal Capture Adjustment [e]			*(1)*	*(1)*	*(2)*	*(8)*	*(6)*	*(14)*
Transit/Walk-in Adjustment - 10% [g]			*0*	*0*	*0*	*0*	*(1)*	*(1)*
Pass-By Trip Adjustment - 50% [h]			*(2)*	*(1)*	*(3)*	*(2)*	*(2)*	*(4)*
Office (Live-Work Component) [i]	710	3.75 ksf	3	0	3	0	3	3
Internal Capture Adjustment [e]			*(1)*	*0*	*(1)*	*0*	*(1)*	*(1)*
Total Alternative 4 Driveway Trips (No Pass-By) - North Parcel			***47***	***80***	***127***	***74***	***37***	***111***
Total Net Alternative 4 Trips - North Parcel			**41**	**75**	**116**	**68**	**33**	**101**
TOTAL NET ALTERNATIVE 4 TRIPS			**112**	**199**	**311**	**187**	**88**	**275**

Notes:
ksf: 1,000 square feet
[a] Trip generation rates are from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021) and are based on developments located in "General Urban/Suburban" area, unless otherwise noted.
[b] Trip generation rates for multi-family housing (mid-rise and high-rise) are based on developments located in "Dense Multi-Use Urban" area as detailed in LADOT's *Transportation Assessment Guidelines* . These rates are not subjected to transit/walk-in adjustments.
[c] Per LADOT's *Transportation Assessment Guidelines,* residential or mixed-use developments that include affordable housing units are eligible to use City specific trip generation rate based on vehicle trip count data collected at affordable housing in the City of Los Angeles in 2016. Consistent with the Approved Transportation Assessment, no transit/walk-in adjustments were applied to these rates.
[d] Trip generation rates for general office are based on developments located in "Dense Multi-Use Urban" area as detailed in *Trip Generation Manual, 11th Edition* . These rates are not subjected to transit/walk-in adjustments.
[e] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system, per the NCHRP 8-51 Internal Trip Capture Estimation Tool (*National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* , Transportation Research Board and National Research Council, 2011).
[f] Alternative 4 also proposes a total of 81,627 sf of trellis overhang/balcony as part of outdoor public space, which would not generate any external vehicle trips to/from the Project site.
[g] Per LADOT's Transportation Assessment Guidelines, the South Parcel qualifies for a 15% transit reduction as it is located within 0.25 miles walking distance from the Metro A Line Chinatown station. A 10% transit reduction was conservatively applied to the North Parcel as it is located farther from a major transit stop. The transit reduction accounts for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.
[h] Per Attachment J of LADOT's *Transportation Assessment Guidelines* , pass-by adjustments were taken to account for Alternative 4 trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.
[i] A total of seven live-work units (two units in the South Parcel and five units in the North Parcel) is anticipated to generate external trips to/from the office portion (e.g. employee trips). The external trips were analyzed separately using general office trip rates to provide a conservative analysis.

TABLE 5
TRIP GENERATION
ALTERNATIVE 5 - DTLA 2040

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Multi-Family Housing (Mid-Rise) [b]	221	per dwelling unit	14%	86%	0.31	74%	26%	0.30
Multi-Family Housing (High-Rise) [b]	222	per dwelling unit	25%	75%	0.23	73%	27%	0.30
Affordable Housing (Family) [c]	223	per dwelling unit	37%	63%	0.49	56%	44%	0.35
High-Turnover (Sit-Down) Restaurant	932	per ksf	55%	45%	9.57	61%	39%	9.05
Strip Retail Plaza (<40k)	822	per ksf	60%	40%	2.36	50%	50%	6.59
General Office [d]	710	per ksf	87%	13%	0.84	16%	84%	0.87
MIXED-USE INTERNAL CAPTURE [e]								
Residential	221, 222, 223	1,209 DU	7%	10%	9%	11%	21%	15%
Restaurant	932	23.8 ksf	22%	7%	15%	24%	48%	34%
Retail	822	15.0 ksf	24%	27%	25%	62%	55%	60%
Office	710	3.8 ksf	25%	--	17%	--	25%	17%
TRIP GENERATION ESTIMATES								
South Parcel								
Multi-Family Housing (Mid-Rise) [b]	221	152 du	7	40	47	34	12	46
Internal Capture Adjustment [e]			*0*	*(4)*	*(4)*	*(4)*	*(3)*	*(7)*
Multi-Family Housing (High-Rise) [b]	222	543 du	31	94	125	119	44	163
Internal Capture Adjustment [e]			*(2)*	*(9)*	*(11)*	*(13)*	*(9)*	*(22)*
Affordable Housing (Family) [c]	223	127 du	23	39	62	25	19	44
Internal Capture Adjustment [e]			*(2)*	*(4)*	*(6)*	*(3)*	*(4)*	*(7)*
High-Turnover (Sit-Down) Restaurant	932	15.80 ksf	83	68	151	87	56	143
Internal Capture Adjustment [e]			*(18)*	*(5)*	*(23)*	*(21)*	*(27)*	*(48)*
Transit/Walk-in Adjustment - 15% [f]			*(10)*	*(9)*	*(19)*	*(10)*	*(4)*	*(14)*
Pass-By Trip Adjustment - 20% [g]			*(11)*	*(11)*	*(22)*	*(11)*	*(5)*	*(16)*
Retail	822	10.00 ksf	14	10	24	33	33	66
Internal Capture Adjustment [e]			*(3)*	*(3)*	*(6)*	*(20)*	*(18)*	*(38)*
Transit/Walk-in Adjustment - 15% [f]			*(2)*	*(1)*	*(3)*	*(2)*	*(2)*	*(4)*
Pass-By Trip Adjustment - 50% [g]			*(5)*	*(3)*	*(8)*	*(6)*	*(7)*	*(13)*
Office (Live-Work Component) [h]	710	1.50 ksf	1	0	1	0	1	1
Internal Capture Adjustment [e]			*0*	*0*	*0*	*0*	*0*	*0*
Total Alternative 5 Driveway Trips (No Pass-By) - South Parcel			***122***	***216***	***338***	***225***	***98***	***323***
Total Net Alternative 5 Trips - South Parcel			**106**	**202**	**308**	**208**	**86**	**294**
North Parcel								
Multi-Family Housing (Mid-Rise) [b]	221	212 du	9	57	66	47	17	64
Internal Capture Adjustment [e]			*(1)*	*(6)*	*(7)*	*(5)*	*(4)*	*(9)*
Multi-Family Housing (High-Rise) [b]	222	102 du	6	17	23	23	8	31
Internal Capture Adjustment [e]			*0*	*(2)*	*(2)*	*(3)*	*(2)*	*(5)*
Affordable Housing (Family) [c]	223	73 du	13	23	36	15	11	26
Internal Capture Adjustment [e]			*(1)*	*(2)*	*(3)*	*(2)*	*(2)*	*(4)*
High-Turnover (Sit-Down) Restaurant	932	8.00 ksf	42	35	77	44	28	72
Internal Capture Adjustment [e]			*(9)*	*(2)*	*(11)*	*(11)*	*(13)*	*(24)*
Transit/Walk-in Adjustment - 10% [f]			*(3)*	*(3)*	*(6)*	*(3)*	*(2)*	*(5)*
Pass-By Trip Adjustment - 20% [g]			*(6)*	*(6)*	*(12)*	*(6)*	*(3)*	*(9)*
Retail	822	5.00 ksf	7	5	12	17	16	33
Internal Capture Adjustment [e]			*(2)*	*(1)*	*(3)*	*(11)*	*(9)*	*(20)*
Transit/Walk-in Adjustment - 10% [f]			*(1)*	*0*	*(1)*	*(1)*	*(1)*	*(2)*
Pass-By Trip Adjustment - 50% [g]			*(2)*	*(2)*	*(4)*	*(3)*	*(3)*	*(6)*
Office (Live-Work Component) [h]	710	3.75 ksf	3	0	3	0	3	3
Internal Capture Adjustment [e]			*(1)*	*0*	*(1)*	*0*	*(1)*	*(1)*
Total Alternative 5 Driveway Trips (No Pass-By) - North Parcel			***62***	***121***	***183***	***110***	***49***	***159***
Total Alternative 5 Trips - North Parcel			**54**	**113**	**167**	**101**	**43**	**144**
TOTAL NET ALTERNATIVE 5 TRIPS			**160**	**315**	**475**	**309**	**129**	**438**

Notes:
ksf: 1,000 square feet
[a] Trip generation rates are from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021) and are based on developments located in "General Urban/Suburban" area, unless otherwise noted.
[b] Trip generation rates for multi-family housing (mid-rise and high-rise) are based on developments located in "Dense Multi-Use Urban" area as detailed in LADOT's *Transportation Assessment Guidelines* . These rates are not subjected to transit/walk-in adjustments.
[c] Per LADOT's *Transportation Assessment Guidelines,* residential or mixed-use developments that include affordable housing units are eligible to use City specific trip generation rate based on vehicle trip count data collected at affordable housing in the City of Los Angeles in 2016. Consistent with the Approved Transportation Assessment, no transit/walk-in adjustments were applied to these rates.
[d] Trip generation rates for general office are based on developments located in "Dense Multi-Use Urban" area as detailed in *Trip Generation Manual, 11th Edition* . These rates are not subjected to transit/walk-in adjustments.
[e] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system, per the NCHRP 8-51 Internal Trip Capture Estimation Tool (*National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* , Transportation Research Board and National Research Council, 2011).
[f] Per LADOT's Transportation Assessment Guidelines, the South Parcel qualifies for a 15% transit reduction as it is located within 0.25 miles walking distance from the Metro A Line Chinatown station. A 10% transit reduction was conservatively applied to the North Parcel as it is located farther from a major transit stop. The transit reduction accounts for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.
[g] Per Attachment J of LADOT's *Transportation Assessment Guidelines* , pass-by adjustments were taken to account for Alternative 5 trips made as an intermediate stop on the way from an origin to a primary trip destination without without route diversion.
[h] A total of seven live-work units (two units in the South Parcel and five units in the North Parcel) is anticipated to generate external trips to/from the office portion (e.g. employee trips). The external trips were analyzed separately using general office trip rates to provide a conservative analysis.

TABLE 6
VMT ANALYSIS SUMMARY
PROJECT

Project Information	**South Parcel**	**North Parcel**	**Total Project**
Address (Latitude, Longitude)	(34.065759, -118.235660)	(34.070905, -118.229738)	
Project Land Uses	**Size**	**Size**	**Size**
Multi-Family Housing	526 units	260 units	786 units
Affordable Housing	105 units	95 units	200 units
Restaurant	15,800 sf	8,000 sf	23,800 sf
Retail	10,000 sf	5,000 sf	15,000 sf
Office (Live-Work)	1,500 sf	3,750 sf	5,250 sf
VMT Screening Analysis [a]			
Daily Vehicle Trips	4,455	2,441	6,896
Daily VMT	28,041	15,799	43,840
Project VMT Analysis [b]			
Resident Population [c]	1,515	884	2,399
Employee Population [c]	89	57	146
Area Planning Commission	Central	Central	Central
Travel Behavior Zone [d]	Compact Infill	Compact Infill	Compact Infill
Maximum VMT Reduction [e]	40%	40%	40%
Daily Vehicle Trips	3,763	2,098	5,861
Daily VMT	23,693	13,570	37,263
Household VMT	7,056	4,402	11,458
Household VMT per Capita [f]	4.7	5.0	4.8
Impact Threshold	6.0	6.0	6.0
Significant Impact	**NO**	**NO**	**NO**
Work VMT	623	428	1,051
Work VMT per Employee [g]	7.0	7.5	7.2
Impact Threshold	7.6	7.6	7.6
Significant Impact	**NO**	**NO**	**NO**

Notes:

[a] As part of the VMT Screening Analysis, the VMT Calculator Version 1.4 (July 2023) (VMT Calculator) was used to estimate the daily vehicle trips and daily VMT for the Project prior to any VMT reductions associated with the implementation of TDM strategies as part of the Project. Based on the results, a detailed VMT analysis for the Project is required.

[b] The Project VMT evaluation incorporates VMT reductions associated with the implementation of TDM strategies as part of the Project and includes application of allowable parking reduction rates from standard LAMC requirements, provision of LAMC-required bicycle parking, and promotions and marketing to educate travelers of alternative transportation modes.The VMT output results are provided in Attachment A of the *Supplemental Transportation Assessment for the Buena Vista Project, Los Angeles, California.*

[c] Total residential population and employment estimates are based on the following factors:

Multi-Family Housing: 2.253 resident population / unit
Affordable Housing - Family: 3.14 resident population / unit
High-Turnover Sit-Down Restaurant: 4.0 employees / 1,000 sf
General Retail: 2.0 employees / 1,000 sf
General Office: 4.0 employees / 1,000 sf

The residential factors for single-family households and multi-family households were derived from Census data for the City of Los Angeles. The employment factors are based on employee data from the Los Angeles Unified School District, 2012 SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[d] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as higher density neighborhoods that include multi-story buildings and well connected streets.

[e] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined form *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[f] Household VMT per Capita is based on the "home-based production" trip types.

[g] Work VMT per Employee is based on the "home-based work attraction" trip types.

TABLE 7A
VMT ANALYSIS SUMMARY
ALTERNATIVE 2 - EXISTING ZONING

Project Alternative Information	**South Parcel**	**North Parcel** [b]	**Total Project Alternative**
Address (Latitude, Longitude)	(34.065759, -118.235660)	(34.070905, -118.229738)	
Land Uses	**Size**	**Size**	**Size**
General Light Industrial	44.5 ksf	29.9 ksf	74.4 ksf
VMT Screening Analysis [a]			
Daily Vehicle Trips	268	180	448
Daily VMT	1,823	1,226	3,049
Alternative 2 VMT Analysis [c]			
Resident Population [d]	--	--	--
Employee Population [d]	45	30	75
Area Planning Commission	Central	Central	Central
Travel Behavior Zone [e]	Compact Infill	Compact Infill	Compact Infill
Maximum VMT Reduction [f]	40%	40%	40%
Daily Vehicle Trips	255	171	426
Daily VMT	1,739	1,169	2,908
Household VMT	--	--	--
Household VMT per Capita [g]	--	--	--
Impact Threshold	6.0	6.0	6.0
Significant Impact	**NO**	**NO**	**NO**
Work VMT	372	274	646
Work VMT per Employee [h]	9.6	--	8.6
Impact Threshold	7.6	7.6	7.6
Significant Impact	**YES**	**NO**	**YES**

Notes:

[a] As part of the VMT Screening Analysis, the VMT Calculator Version 1.4 (July 2023) (VMT Calculator) was used to estimate the daily vehicle trips and daily VMT for the Alternative prior to any VMT reductions associated with the implementation of TDM strategies as part of Alternative 2. Based on the results, a detailed VMT analysis for this Alternative is required.

[b] Per the VMT Screening Analysis, the North Parcel alone does not meet the screening thresholds and would not be required to conduct further detailed VMT analysis. However, the Total Project Alternative, inclusive of both the North and South Parcels, does meet the screening thresholds. As such, for a comprehensive analysis, detailed VMT results were provided for the North Parcel.

[c] The VMT evaluation incorporates VMT reductions associated with the implementation of TDM strategies as part of the Alternative and includes application of allowable parking reduction rates from standard LAMC requirements, provision of LAMC-required bicycle parking, and promotions and marketing to educate travelers of alternative transportation modes. The VMT output results are provided in Attachment A.

[d] Alternative 2 does not include residential uses, therefore, residential population and Household VMT do not apply to Alternative 2. Total employment estimates are calculated using the Table 1: Land Use and Trip Generation Base Assumptions from *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) (VMT Calculator Documentation).

[e] A "Compact Infill" TBZ is characterized in VMT Calculator Documentation as higher density neighborhoods that include multi-story buildings and well connected streets.

[f] The maximum allowable VMT reduction is based on the Project Site's designated TBZ as determined form *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010)

[g] Household VMT per Capita is based on the "home-based production" trip types.

[h] Work VMT per Employee is based on the "home-based work attraction" trip types.

TABLE 7B
VMT ANALYSIS SUMMARY
ALTERNATIVE 2 (CUSTOM LAND USE - LIGHT INDUSTRIAL) - EXISTING ZONING

Project Alternative Information	**South Parcel**	**North Parcel** [b]	**Total Project Alternative**
Address (Latitude, Longitude)	(34.065759, -118.235660)	(34.070905, -118.229738)	
Land Uses	**Size**	**Size**	**Size**
General Light Industrial	44.5 ksf	29.9 ksf	74.4 ksf
VMT Screening Analysis [a][i]			
Daily Vehicle Trips	187	126	313
Daily VMT	1,269	858	2,127
Alternative 2 VMT Analysis [c]			
Resident Population [d]	--	--	--
Employee Population [d]	45	30	75
Area Planning Commission	Central	Central	Central
Travel Behavior Zone [e]	Compact Infill	Compact Infill	Compact Infill
Maximum VMT Reduction [f]	40%	40%	40%
Daily Vehicle Trips	178	121	299
Daily VMT	1,211	818	2,029
Household VMT	--	--	--
Household VMT per Capita [g]	--	--	--
Impact Threshold	6.0	6.0	6.0
Significant Impact	**NO**	**NO**	**NO**
Work VMT	243	191	434
Work VMT per Employee [h]	--	--	5.8
Impact Threshold	7.6	7.6	7.6
Significant Impact	**NO**	**NO**	**NO**

Notes:

[a] As part of the VMT Screening Analysis, the VMT Calculator Version 1.4 (July 2023) (VMT Calculator) was used to estimate the daily vehicle trips and daily VMT for the Alternative prior to any VMT reductions associated with the implementation of TDM strategies as part of Alternative 2. Based on the results, a detailed VMT analysis for this Alternative is required.

[b] Per the VMT Screening Analysis, the North Parcel and South Parcel individually do not meet the screening thresholds and would not be required to conduct further detailed VMT analysis. However, the Total Project Alternative, inclusive of both the North and South Parcels, does meet the screening thresholds. As such, for a comprehensive analysis, detailed VMT results were provided for both the North Parcel and South Parcel.

[c] The VMT evaluation incorporates VMT reductions associated with the implementation of TDM strategies as part of the Alternative and includes application of allowable parking reduction rates from standard LAMC requirements, provision of LAMC-required bicycle parking, and promotions and marketing to educate travelers of alternative transportation modes. The VMT output results are provided in Attachment A.

[d] Alternative 2 does not include residential uses, therefore, residential population and Household VMT do not apply to Alternative 2. Total employment estimates are calculated using the Table 1: Land Use and Trip Generation Base Assumptions from *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) (VMT Calculator Documentation).

[e] A "Compact Infill" TBZ is characterized in VMT Calculator Documentation as higher density neighborhoods that include multi-story buildings and well connected streets.

[f] The maximum allowable VMT reduction is based on the Project Site's designated TBZ as determined form *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010)

[g] Household VMT per Capita is based on the "home-based production" trip types.

[h] Work VMT per Employee is based on the "home-based work attraction" trip types.

[i] Daily trip estimates are derived from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021) as detailed in Table 2. No transit credit was applied as transit reduction is inherent in the VMT Calculator.

TABLE 8
VMT ANALYSIS SUMMARY
ALTERNATIVE 3 - 20% REDUCED

Project Alternative Information	**South Parcel**	**North Parcel**	**Total Project Alternative**
Address (Latitude, Longitude)	(34.065759, -118.235660)	(34.070905, -118.229738)	
Land Uses	**Size**	**Size**	**Size**
Multi-Family Housing	378 units	211 units	589 units
Affordable Housing	127 units	73 units	200 units
Restaurant	12,640 sf	6,400 sf	19,040 sf
Retail	8,000 sf	4,000 sf	12,000 sf
Office (Live-Work)	1,500 sf	3,750 sf	5,250 sf
VMT Screening Analysis [a]			
Daily Vehicle Trips	3,556	1,963	5,519
Daily VMT	22,404	12,710	35,114
Alternative 3 VMT Analysis [b]			
Resident Population [c]	1,251	705	1,956
Employee Population [c]	73	49	122
Area Planning Commission	Central	Central	Central
Travel Behavior Zone [d]	Compact Infill	Compact Infill	Compact Infill
Maximum VMT Reduction [e]	40%	40%	40%
Daily Vehicle Trips	2,998	1,679	4,677
Daily VMT	18,877	10,862	29,739
Household VMT	5,608	3,513	9,121
Household VMT per Capita [f]	4.5	5.0	4.7
Impact Threshold	6.0	6.0	6.0
Significant Impact	**NO**	**NO**	**NO**
Work VMT	505	362	867
Work VMT per Employee [g]	7.0	7.4	7.1
Impact Threshold	7.6	7.6	7.6
Significant Impact	**NO**	**NO**	**NO**

Notes:

[a] As part of the VMT Screening Analysis, the VMT Calculator Version 1.4 (July 2023) (VMT Calculator) was used to estimate the daily vehicle trips and daily VMT for the Alternative prior to any VMT reductions associated with the implementation of TDM strategies as part of Alternative 3. Based on the results, a detailed VMT analysis for this Alternative is required.

[b] The VMT evaluation incorporates VMT reductions associated with the implementation of TDM strategies as part of the Alternative and includes application of allowable parking reduction rates from standard LAMC requirements, provision of LAMC-required bicycle parking, and promotions and marketing to educate travelers of alternative transportation modes. The VMT output results are provided in Attachment B.

[c] Total residential population and employment estimates are based on the following factors:

Multi-Family Housing: 2.253 resident population / unit
Affordable Housing - Family: 3.14 resident population / unit
High-Turnover Sit-Down Restaurant: 4.0 employees / 1,000 sf
General Retail: 2.0 employees / 1,000 sf
General Office: 4.0 employees / 1,000 sf

The residential factors for single-family households and multi-family households were derived from Census data for the City of Los Angeles. The employment factors are based on employee data from the Los Angeles Unified School District, 2012 SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[d] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as higher density neighborhoods that include multi-story buildings and well connected streets.

[e] The maximum allowable VMT reduction is based on the Project Site's designated TBZ as determined form *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[f] Household VMT per Capita is based on the "home-based production" trip types.

[g] Work VMT per Employee is based on the "home-based work attraction" trip types.

TABLE 9
VMT ANALYSIS SUMMARY
ALTERNATIVE 4 - 30% REDUCED

Project Alternative Information	**South Parcel**	**North Parcel**	**Total Project Alternative**
Address (Latitude, Longitude)	(34.065759, -118.235660)	(34.070905, -118.229738)	
Land Uses	**Size**	**Size**	**Size**
Multi-Family Housing	315 units	176 units	491 units
Affordable Housing	127 units	73 units	200 units
Restaurant	11,060 sf	5,600 sf	16,660 sf
Retail	7,000 sf	3,500 sf	10,500 sf
Office (Live-Work)	1,500 sf	3,750 sf	5,250 sf
VMT Screening Analysis [a]			
Daily Vehicle Trips	3,114	1,723	4,837
Daily VMT	19,607	11,160	30,767
Alternative 4 VMT Analysis [b]			
Resident Population [c]	1,109	626	1,735
Employee Population [c]	64	44	108
Area Planning Commission	Central	Central	Central
Travel Behavior Zone [d]	Compact Infill	Compact Infill	Compact Infill
Maximum VMT Reduction [e]	40%	40%	40%
Daily Vehicle Trips	2,615	1,467	4,082
Daily VMT	16,468	9,507	25,975
Household VMT	4,886	3,064	7,950
Household VMT per Capita [f]	4.4	4.9	4.6
Impact Threshold	6.0	6.0	6.0
Significant Impact	**NO**	**NO**	**NO**
Work VMT	456	332	788
Work VMT per Employee [g]	7.1	7.5	7.3
Impact Threshold	7.6	7.6	7.6
Significant Impact	**NO**	**NO**	**NO**

Notes:

[a] As part of the VMT Screening Analysis, the VMT Calculator Version 1.4 (July 2023) (VMT Calculator) was used to estimate the daily vehicle trips and daily VMT for the Alternative prior to any VMT reductions associated with the implementation of TDM strategies as part of Alternative 5. Based on the results, a detailed VMT analysis for this Alternative is required.

[b] The VMT evaluation incorporates VMT reductions associated with the implementation of TDM strategies as part of the Alternative and includes application of allowable parking reduction rates from standard LAMC requirements, provision of LAMC-required bicycle parking, and promotions and marketing to educate travelers of alternative transportation modes. The VMT output results are provided in Attachment C.

[c] Total residential population and employment estimates are based on the following factors:

Multi-Family Housing: 2.253 resident population / unit
Affordable Housing - Family: 3.14 resident population / unit
High-Turnover Sit-Down Restaurant: 4.0 employees / 1,000 sf
General Retail: 2.0 employees / 1,000 sf
General Office: 4.0 employees / 1,000 sf

The residential factors for single-family households and multi-family households were derived from Census data for the City of Los Angeles. The employment factors are based on employee data from the Los Angeles Unified School District, 2012 SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[d] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as higher density neighborhoods that include multi-story buildings and well connected streets.

[e] The maximum allowable VMT reduction is based on the Project Site's designated TBZ as determined form *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[f] Household VMT per Capita is based on the "home-based production" trip types.

[g] Work VMT per Employee is based on the "home-based work attraction" trip types.

TABLE 10
VMT ANALYSIS SUMMARY
ALTERNATIVE 5 - DTLA 2040

Project Alternative Information	**South Parcel**	**North Parcel**	**Total Project Alternative**
Address (Latitude, Longitude)	(34.065759, -118.235660)	(34.070905, -118.229738)	
Land Uses	**Size**	**Size**	**Size**
Multi-Family Housing	695 units	314 units	1,009 units
Affordable Housing	127 units	73 units	200 units
Restaurant	15,800 sf	8,000 sf	23,800 sf
Retail	10,000 sf	5,000 sf	15,000 sf
Office (Live-Work)	1,500 sf	3,750 sf	5,250 sf
VMT Screening Analysis [a]			
Daily Vehicle Trips	5,334	2,600	7,934
Daily VMT	33,462	16,822	50,284
Alternative 5 VMT Analysis [b]			
Resident Population [c]	1,965	937	2,902
Employee Population [c]	89	57	146
Area Planning Commission	Central	Central	Central
Travel Behavior Zone [d]	Compact Infill	Compact Infill	Compact Infill
Maximum VMT Reduction [e]	40%	40%	40%
Daily Vehicle Trips	4,611	2,207	6,818
Daily VMT	28,924	14,272	43,196
Household VMT	9,396	4,770	14,166
Household VMT per Capita [f]	4.8	5.1	4.9
Impact Threshold	6.0	6.0	6.0
Significant Impact	**NO**	**NO**	**NO**
Work VMT	602	416	1,018
Work VMT per Employee [g]	6.7	7.3	7.0
Impact Threshold	7.6	7.6	7.6
Significant Impact	**NO**	**NO**	**NO**

Notes:

[a] As part of the VMT Screening Analysis, the VMT Calculator Version 1.4 (July 2023) (VMT Calculator) was used to estimate the daily vehicle trips and daily VMT for the Alternative prior to any VMT reductions associated with the implementation of TDM strategies as part of Alternative 5. Based on the results, a detailed VMT analysis for this Alternative is required.

[b] The VMT evaluation incorporates VMT reductions associated with the implementation of TDM strategies as part of the Alternative and includes application of allowable parking reduction rates from standard LAMC requirements, provision of LAMC-required bicycle parking, and promotions and marketing to educate travelers of alternative transportation modes. The VMT output results are provided in Attachment D.

[c] Total residential population and employment estimates are based on the following factors:

Multi-Family Housing: 2.253 resident population / unit
Affordable Housing - Family: 3.14 resident population / unit
High-Turnover Sit-Down Restaurant: 4.0 employees / 1,000 sf
General Retail: 2.0 employees / 1,000 sf
General Office: 4.0 employees / 1,000 sf

The residential factors for single-family households and multi-family households were derived from Census data for the City of Los Angeles. The employment factors are based on employee data from the Los Angeles Unified School District, 2012 SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[d] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as higher density neighborhoods that include multi-story buildings and well connected streets.

[e] The maximum allowable VMT reduction is based on the Project Site's designated TBZ as determined form *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[f] Household VMT per Capita is based on the "home-based production" trip types.

[g] Work VMT per Employee is based on the "home-based work attraction" trip types.

TABLE 11
ALTERNATIVE 5 - DTLA 2040
FREEWAY OFF-RAMP SAFETY SCREENING ANALYSIS

Freeway Off-Ramp	Peak Hour	Alternative 5 Traffic	Meets Screening Criteria? [a]
SR 110			
Northbound Off-ramp to Hill Street	AM PM	14 27	NO YES
Southbound Off-ramp to Hill Street	AM PM	5 9	NO NO
Southbound Off-ramp to Stadium Way	AM PM	6 12	NO NO
Northbound Off-ramp to Solano Avenue	AM PM	5 10	NO NO
US 101			
Southbound Off-ramp to Broadway	AM PM	15 30	NO YES
Northbound Off-ramp to Alameda Street	AM PM	6 12	NO NO
Northbound Off-ramp to Vignes Street	AM PM	5 9	NO NO
I-5			
Southbound Off-ramp to Pasadena Avenue to Broadway	AM PM	21 40	NO YES
Northbound Off-ramp to Broadway	AM PM	21 40	NO YES

Notes:

[a] Based on *Transportation Assessment Guidelines* (LADOT, August 2022), a transportation assessment for a development project must include analysis of any freeway off-ramp where a project adds 25 or more peak hour trips.

TABLE 12
ALTERNATIVE 5 - DTLA 2040
FREEWAY OFF-RAMP QUEUING SAFETY ANALYSIS

Off-ramp	Ramp Storage Length Capacity [a]	Peak Hour	95th Percentile Queue		Exceeds Ramp Storage [b]	Alternative 5 Adds 50 Feet [c]	Requires Speed Analysis [d]
			Future without Alternative 5 Conditions (Year 2034)	Future with Alternative 5 Full Buildout Conditions (Year 2034)			
SR 110							
SR-110 Northbound Off-Ramp to Hill Street [e]	1,245	AM	1,270	1,270	YES	NO	**NO**
		PM	213	213	NO	NO	**NO**
US 101							
US-101 Southbound Off-Ramp to Broadway	625	AM	640	645	YES	NO	**NO**
		PM	515	548	NO	NO	**NO**
I-5							
I-5 Southbound Off-ramp to Pasadena Avenue/Broadway [f]	1,665	AM	470	508	NO	NO	**NO**
		PM	613	640	NO	NO	**NO**
I-5 Northbound Off-ramp to Broadway [g]	2,725	AM	1,828	1,918	NO	YES	**NO**
		PM	915	983	NO	YES	**NO**

Notes:

Ramp storage length and 95th percentile queue reported in feet.

[a] Storage length capacity is the distance from the freeway mainline gore point to the terminus of the off-ramp, expressed in feet.

[b] Based on Future with Alternative 5 Full Buildout Conditions (Year 2034) queue.

[c] The difference in queue length between Future with Alternative 5 Full Buildout Conditions and Future without Alternative 5 Conditions.

[d] Speed differential analysis is required if the ramp storage length is exceeded and the Alternative adds 50 or more feet to the queue length.

[e] The SR-110 northbound off-ramp provides one travel lane to Hill Street and operates with a stop-control at the junction with the SR-110 southbound off-ramp. As detailed, the off-ramp approach has more than sufficient storage length to accommodate cumulative traffic, both without and with Alternative 5 traffic.

[f] The off-ramp merges with Avenue 21 and provides an exclusive right-turn lane. Southbound traffic from Avenue 21 is controlled by a two-way stop-control located 110 feet north from the stop line at the signalized intersection. The reported 95th percentile queue are based on the total queue at the signalized intersection as the queue for each off-ramp approach cannot be determined at this location. Nonetheless, each off-ramp approach has more than sufficient storage length to accommodate cumulative traffic, both without and with Alternative 5 traffic.

[g] The off-ramp merges with Avenue 21 approximately 165 feet south from the stop line at the signalized intersection. The reported 95th percentile queue are based on the total queue at the signalized intersection as the queue for each off-ramp approach cannot be determined at this location. Nonetheless, each off-ramp approach has more than sufficient storage length to accommodate cumulative traffic, both without and with Alternative 5 traffic.

Attachment A

Alternative 2
VMT Calculator Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

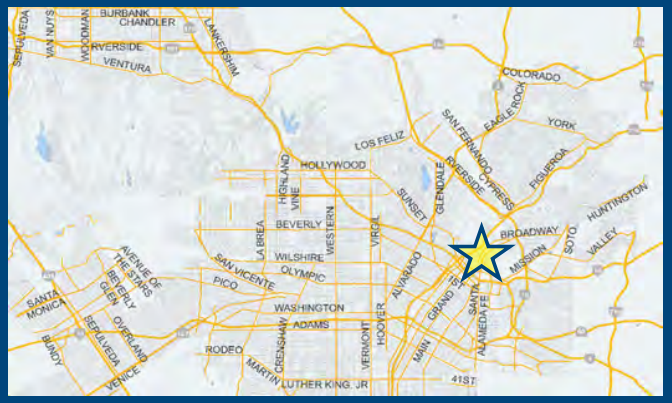
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Buena Vista

Scenario: South Parcel Only

Address: 34.065759, -118.235660



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Industrial | Light Industrial	44.5	ksf
Industrial | Light Industrial	44.5	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	268 Daily Vehicle Trips
0 Daily VMT	1,823 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	268 Net Daily Trips
The net increase in daily VMT ≤ 0	1,823 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

1/9/2025

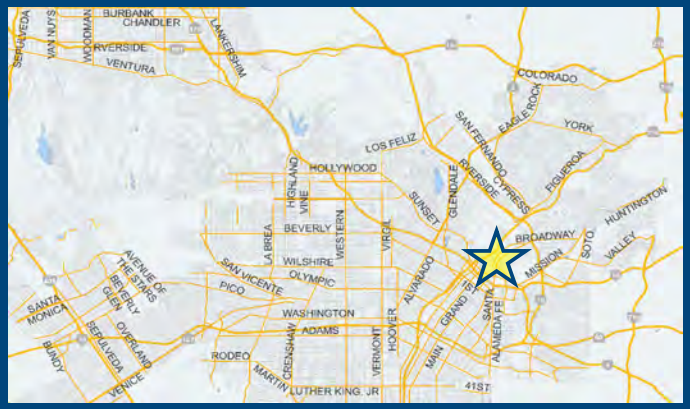
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Buena Vista

Scenario: South Parcel Only

Address: 34.065759, -118.235660



Proposed Project Land Use Type	Value	Unit
Industrial | Light Industrial	44.5	ksf

TDM Strategies

Select each section to show individual strategies

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply

89 city code parking provision for the project site

89 actual parking provision for the project site

☐ Proposed Prj ☐ Mitigation

Unbundle Parking

175 monthly parking cost (dollar) for the project site

☐ Proposed Prj ☐ Mitigation

Parking Cash-Out

50 percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits

200 cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
255 Daily Vehicle Trips	**255** Daily Vehicle Trips
1,739 Daily VMT	**1,739** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
9.6 Work VMT per Employee	**9.6** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: Yes Threshold = 7.6 15% Below APC	**Work: Yes** Threshold = 7.6 15% Below APC

Measuring the Miles

1/9/2025

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: South Parcel Only
Project Address: 34.065759, -118.235660

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	Light Industrial	44.500	ksf
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: South Parcel Only
Project Address: 34.065759, -118.235660

Version 1.4

Analysis Results			
Total Employees: 45 Total Population: 0			
Proposed Project		***With Mitigation***	
255	**Daily Vehicle Trips**	**255**	**Daily Vehicle Trips**
1,739	**Daily VMT**	**1,739**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
9.6	**Work VMT per Employee**	**9.6**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No Yes	Household > 6.0 Work > 7.6	No Yes

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: South Parcel Only
Project Address: 34.065759, -118.235660

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*1%*
MAX. TDM EFFECT	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: South Parcel Only
Project Address: 34.065759, -118.235660

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	6.6	0	0
Home Based Other Production	0	0.0%	0	5.1	0	0
Non-Home Based Other Production	61	-3.3%	59	7.9	482	466
Home-Based Work Attraction	65	-15.4%	55	8.1	527	446
Home-Based Other Attraction	123	-22.8%	95	5.8	713	551
Non-Home Based Other Attraction	61	-3.3%	59	6.1	372	360

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-4.6%	0	0	-4.6%	0	0
Home Based Other Production	-4.6%	0	0	-4.6%	0	0
Non-Home Based Other Production	-4.6%	56	445	-4.6%	56	445
Home-Based Work Attraction	-4.6%	52	425	-4.6%	52	425
Home-Based Other Attraction	-4.6%	91	526	-4.6%	91	526
Non-Home Based Other Attraction	-4.6%	56	343	-4.6%	56	343

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 45
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**425**	**425**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**9.6**	**9.6**

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

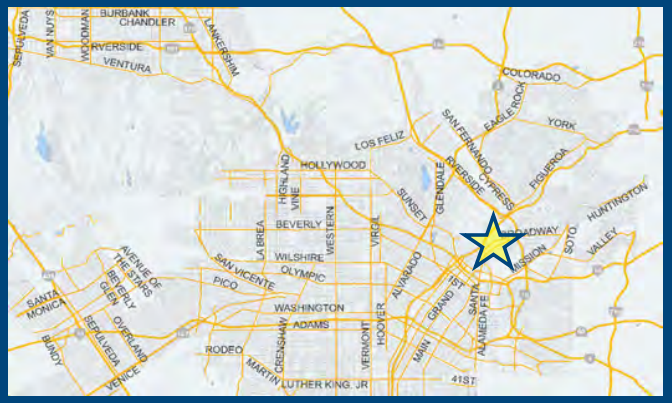
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Buena Vista

Scenario: North Parcel Only Alt 2 www

Address: 34.070905, -118.229738



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Industrial | Light Industrial	29.9	ksf
Industrial | Light Industrial	29.9	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	180 Daily Vehicle Trips
0 Daily VMT	1,226 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	180 Net Daily Trips
The net increase in daily VMT ≤ 0	1,226 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

1/9/2025

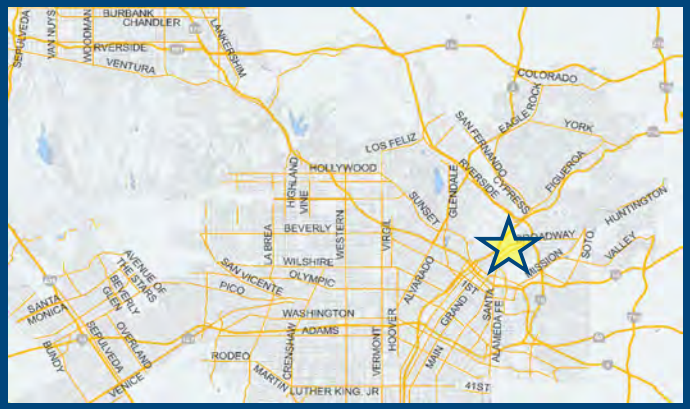
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Buena Vista

Scenario: North Parcel Only Alt 2

Address: 34.070905, -118.229738



Proposed Project Land Use Type	Value	Unit
Industrial | Light Industrial	29.9	ksf

TDM Strategies

Select each section to show individual strategies

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
- 60 — city code parking provision for the project site
- 60 — actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 175 — monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
- 50 — percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 6.00 — daily parking charge (dollar)
- 50 — percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 — cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
171 Daily Vehicle Trips	**171** Daily Vehicle Trips
1,169 Daily VMT	**1,169** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 6.0 15% Below APC	**Household: N/A** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

1/9/2025

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: North Parcel Only Alt 2
Project Address: 34.070905, -118.229738

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	Light Industrial	29.900	ksf
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: North Parcel Only Alt 2
Project Address: 34.070905, -118.229738

Version 1.4

Analysis Results			
Total Employees: N/A Total Population: N/A			
Proposed Project		***With Mitigation***	
171	**Daily Vehicle Trips**	**N/A**	**Daily Vehicle Trips**
N/A	**Daily VMT**	**N/A**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	N/A	Household > 6.0	N/A
Work > 7.6	N/A	Work > 7.6	N/A

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: North Parcel Only Alt 2
Project Address: 34.070905, -118.229738

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*1%*
MAX. TDM EFFECT	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: North Parcel Only Alt 2
Project Address: 34.070905, -118.229738

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	N/A	N/A	N/A
Home Based Other Production	0	0.0%	0	N/A	N/A	N/A
Non-Home Based Other Production	41	-2.4%	40	N/A	N/A	N/A
Home-Based Work Attraction	43	-16.3%	36	N/A	N/A	N/A
Home-Based Other Attraction	83	-22.9%	64	N/A	N/A	N/A
Non-Home Based Other Attraction	41	-2.4%	40	N/A	N/A	N/A

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	N/A	N/A	N/A	N/A	N/A	N/A
Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Work Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A
Total Employees: N/A
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**N/A**	**N/A**
Total Home Based Work Attraction VMT	**N/A**	**N/A**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

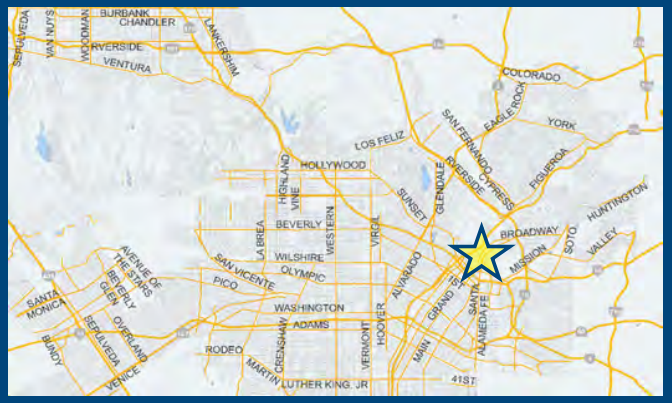
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Buena Vista

Scenario: South Parcel Only

Address: 34.065759, -118.235660



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Industrial | Light Industrial	44.5	ksf
(custom) Light Industrial | Daily	217	Trips
(custom) Light Industrial | HBW-Attraction Split	20	Percent
(custom) Light Industrial | HBO-Attraction Split	40	Percent
(custom) Light Industrial | NHB-Attraction Split	20	Percent
(custom) Light Industrial | HBW-Production Spl	0	Percent
(custom) Light Industrial | HBO-Production Spl	0	Percent
(custom) Light Industrial | NHB-Production Spli	20	Percent
(custom) Light Industrial | Daily	0	Residents
(custom) Light Industrial | Daily	45	Employees
(custom) Light Industrial | Daily	Non-Retai	Retail/Non-R

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	187 Daily Vehicle Trips
0 Daily VMT	1,269 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	187 Net Daily Trips
The net increase in daily VMT ≤ 0	1,269 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

1/9/2025

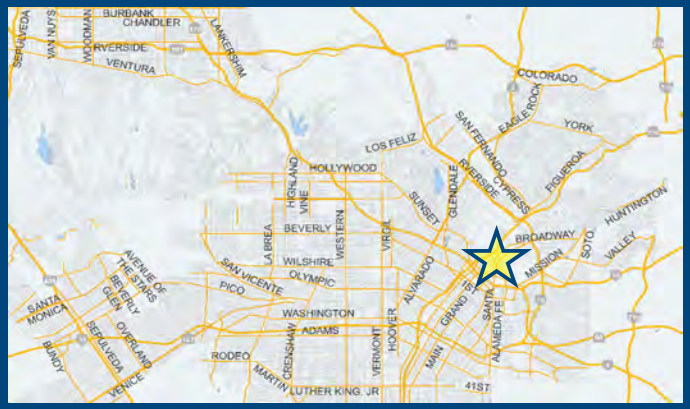
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Buena Vista

Scenario: South Parcel Only

Address: 34.065759, -118.235660



Proposed Project Land Use Type	Value	Unit
(custom) Light Industrial | Daily	217	Trips
(custom) Light Industrial | HBW-Attraction Split	20	Percent
(custom) Light Industrial | HBO-Attraction Split	40	Percent
(custom) Light Industrial | NHB-Attraction Split	20	Percent
(custom) Light Industrial | HBW-Production Spl	0	Percent
(custom) Light Industrial | HBO-Production Spl	0	Percent
(custom) Light Industrial | NHB-Production Spli	20	Percent
(custom) Light Industrial | Daily	0	Residents
(custom) Light Industrial | Daily	45	Employees
(custom) Light Industrial | Daily	Non-Retai	Retail/Non-R

TDM Strategies

Select each section to show individual strategies

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
- 89 city code parking provision for the project site
- 89 actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 175 monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 50 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
178 Daily Vehicle Trips	**178** Daily Vehicle Trips
1,211 Daily VMT	**1,211** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 6.0 15% Below APC	**Household: N/A** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

1/9/2025

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: South Parcel Only
Project Address: 34.065759, -118.235660

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Light Industrial	217	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: South Parcel Only
Project Address: 34.065759, -118.235660

Version 1.4

Analysis Results			
Total Employees: N/A Total Population: N/A			
Proposed Project		***With Mitigation***	
178	**Daily Vehicle Trips**	**N/A**	**Daily Vehicle Trips**
N/A	**Daily VMT**	**N/A**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	N/A	Household > 6.0	N/A
Work > 7.6	N/A	Work > 7.6	N/A

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: South Parcel Only
Project Address: 34.065759, -118.235660

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*1%*
MAX. TDM EFFECT	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: South Parcel Only
Project Address: 34.065759, -118.235660

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	N/A	N/A	N/A
Home Based Other Production	0	0.0%	0	N/A	N/A	N/A
Non-Home Based Other Production	43	-2.3%	42	N/A	N/A	N/A
Home-Based Work Attraction	43	-16.3%	36	N/A	N/A	N/A
Home-Based Other Attraction	87	-23.0%	67	N/A	N/A	N/A
Non-Home Based Other Attraction	43	-2.3%	42	N/A	N/A	N/A

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	N/A	N/A	N/A	N/A	N/A	N/A
Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Work Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A
Total Employees: N/A
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**N/A**	**N/A**
Total Home Based Work Attraction VMT	**N/A**	**N/A**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

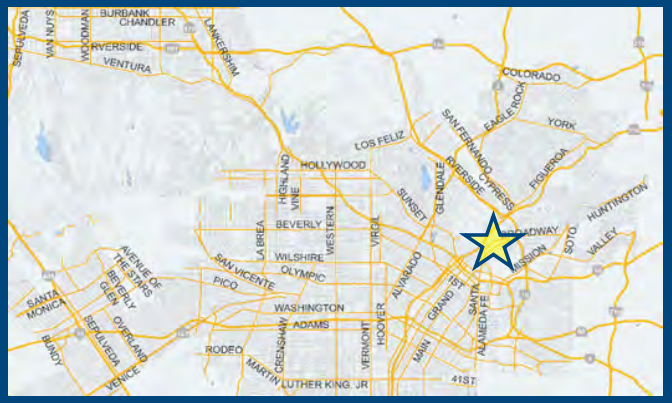
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Buena Vista

Scenario: North Parcel Only Alt 2 www

Address: 34.070905, -118.229738



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Industrial | Light Industrial	29.9	ksf
(custom) Light Industrial | Daily	146	Trips
(custom) Light Industrial | HBW-Attraction Split	20	Percent
(custom) Light Industrial | HBO-Attraction Split	40	Percent
(custom) Light Industrial | NHB-Attraction Split	20	Percent
(custom) Light Industrial | HBW-Production Spl	0	Percent
(custom) Light Industrial | HBO-Production Spl	0	Percent
(custom) Light Industrial | NHB-Production Spli	20	Percent
(custom) Light Industrial | Daily	0	Residents
(custom) Light Industrial | Daily	30	Employees
(custom) Light Industrial | Daily	Non-Retai	Retail/Non-R

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	126 Daily Vehicle Trips
0 Daily VMT	858 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	126 Net Daily Trips
The net increase in daily VMT ≤ 0	858 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

1/9/2025

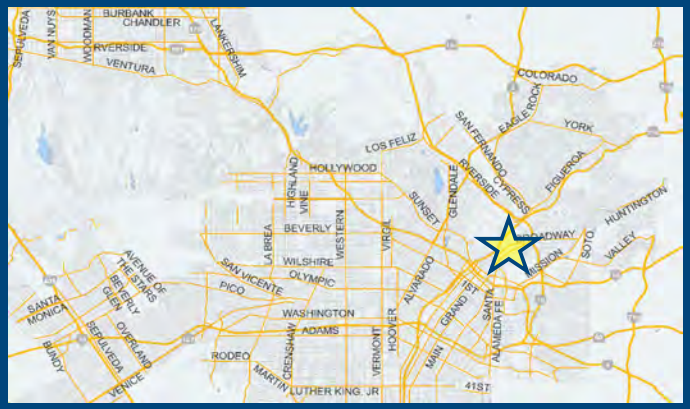
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Buena Vista

Scenario: North Parcel Only Alt 2

Address: 34.070905, -118.229738



Proposed Project Land Use Type	Value	Unit
(custom) Light Industrial | Daily	146	Trips
(custom) Light Industrial | HBW-Attraction Split	20	Percent
(custom) Light Industrial | HBO-Attraction Split	40	Percent
(custom) Light Industrial | NHB-Attraction Split	20	Percent
(custom) Light Industrial | HBW-Production Spl	0	Percent
(custom) Light Industrial | HBO-Production Spli	0	Percent
(custom) Light Industrial | NHB-Production Spli	20	Percent
(custom) Light Industrial | Daily	0	Residents
(custom) Light Industrial | Daily	30	Employees
(custom) Light Industrial | Daily	Non-Retai	Retail/Non-R

TDM Strategies

Select each section to show individual strategies

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
- 60 — city code parking provision for the project site
- 60 — actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 175 — monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
- 50 — percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 6.00 — daily parking charge (dollar)
- 50 — percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 — cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
121 Daily Vehicle Trips	**121** Daily Vehicle Trips
818 Daily VMT	**818** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 6.0 15% Below APC	**Household: N/A** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

1/9/2025

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: North Parcel Only Alt 2
Project Address: 34.070905, -118.229738

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Light Industrial	146	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: North Parcel Only Alt 2
Project Address: 34.070905, -118.229738

Version 1.4

Analysis Results			
Total Employees: N/A Total Population: N/A			
Proposed Project		***With Mitigation***	
121	**Daily Vehicle Trips**	**N/A**	**Daily Vehicle Trips**
N/A	**Daily VMT**	**N/A**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	N/A	Household > 6.0	N/A
Work > 7.6	N/A	Work > 7.6	N/A

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: North Parcel Only Alt 2
Project Address: 34.070905, -118.229738

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*1%*
MAX. TDM EFFECT	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 9, 2025
Project Name: Buena Vista
Project Scenario: North Parcel Only Alt 2
Project Address: 34.070905, -118.229738

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	N/A	N/A	N/A
Home Based Other Production	0	0.0%	0	N/A	N/A	N/A
Non-Home Based Other Production	29	-3.4%	28	N/A	N/A	N/A
Home-Based Work Attraction	29	-13.8%	25	N/A	N/A	N/A
Home-Based Other Attraction	58	-22.4%	45	N/A	N/A	N/A
Non-Home Based Other Attraction	29	-3.4%	28	N/A	N/A	N/A

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	N/A	N/A	N/A	N/A	N/A	N/A
Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Work Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A
Total Employees: N/A
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**N/A**	**N/A**
Total Home Based Work Attraction VMT	**N/A**	**N/A**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Attachment B

Alternative 3
VMT Calculator Analysis Worksheet

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

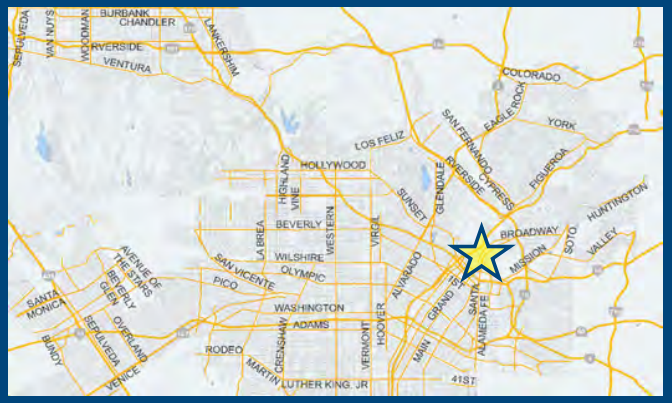
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Buena Vista

Scenario: South Parcel Only Alt 3

Address: 34.065759, -118.235660



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	12.6	ksf
Housing | Multi-Family	378	DU
Retail | General Retail	8	ksf
Retail | High-Turnover Sit-Down Restaurant	12.64	ksf
Office | General Office	1.5	ksf
Housing | Affordable Housing - Family	127	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	3,559 Daily Vehicle Trips
0 Daily VMT	22,404 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	3,559 Net Daily Trips
The net increase in daily VMT ≤ 0	22,404 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	20.640 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/20/2024

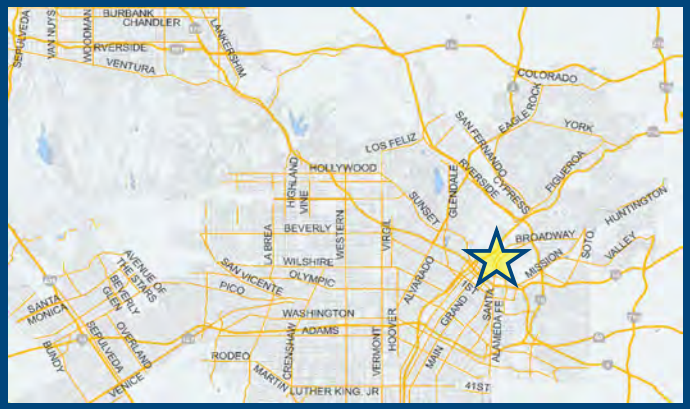
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Buena Vista

Scenario: South Parcel Only Alt 3

Address: 34.065759, -118.235660



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	378	DU
Retail | General Retail	8	ksf
Retail | High-Turnover Sit-Down Restaurant	12.64	ksf
Office | General Office	1.5	ksf
Housing | Affordable Housing - Family	127	DU

TDM Strategies

Select each section to show individual strategies

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply ☑ Proposed Prj ☐ Mitigation
- 972 city code parking provision for the project site
- 745 actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 175 monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 50 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,998 Daily Vehicle Trips	**2,998** Daily Vehicle Trips
18,877 Daily VMT	**18,877** Daily VMT
4.5 Household VMT per Capita	**4.5** Household VMT per Capita
7.0 Work VMT per Employee	**7.0** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

12/20/2024

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: South Parcel Only Alt 3
Project Address: 34.065759, -118.235660

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	378	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	127	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	8.000	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	12.640	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	1.500	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: South Parcel Only Alt 3
Project Address: 34.065759, -118.235660

Version 1.4

Analysis Results			
Total Employees: 73 Total Population: 1,251			
Proposed Project		***With Mitigation***	
2,998	**Daily Vehicle Trips**	**2,998**	**Daily Vehicle Trips**
18,877	**Daily VMT**	**18,877**	**Daily VMT**
4.5	**Household VMT per Capita**	**4.5**	**Household VMT per Capita**
7	**Work VMT per Employee**	**7**	**Work VMT per Employee**
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	972	972
		Actual parking provision (spaces)	745	745
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: South Parcel Only Alt 3
Project Address: 34.065759, -118.235660

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*12%*
MAX. TDM EFFECT	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: South Parcel Only Alt 3
Project Address: 34.065759, -118.235660

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	446	-24.4%	337	6.6	2,944	2,224
Home Based Other Production	1,236	-29.7%	869	5.1	6,304	4,432
Non-Home Based Other Production	887	-3.3%	858	7.9	7,007	6,778
Home-Based Work Attraction	105	-29.5%	74	8.1	851	599
Home-Based Other Attraction	1,300	-23.8%	990	5.8	7,540	5,742
Non-Home Based Other Attraction	450	-4.2%	431	6.1	2,745	2,629

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-15.7%	284	1,874	-15.7%	284	1,874
Home Based Other Production	-15.7%	732	3,734	-15.7%	732	3,734
Non-Home Based Other Production	-15.7%	723	5,711	-15.7%	723	5,711
Home-Based Work Attraction	-15.7%	62	505	-15.7%	62	505
Home-Based Other Attraction	-15.7%	834	4,838	-15.7%	834	4,838
Non-Home Based Other Attraction	-15.7%	363	2,215	-15.7%	363	2,215

MXD VMT Methodology Per Capita & Per Employee

Total Population: 1,251
Total Employees: 73
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**5,608**	**5,608**
Total Home Based Work Attraction VMT	**505**	**505**
Total Home Based VMT Per Capita	**4.5**	**4.5**
Total Work Based VMT Per Employee	**7.0**	**7.0**

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

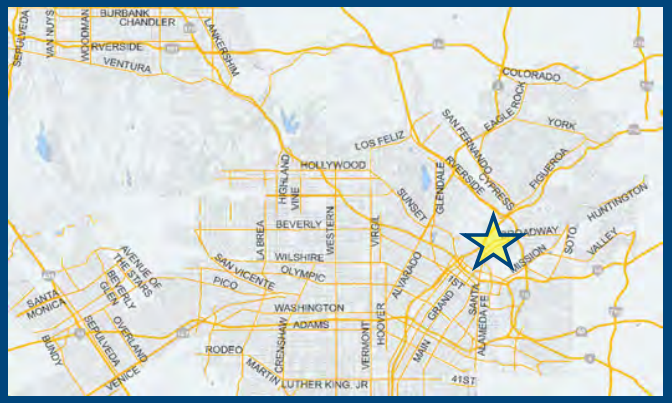
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Buena Vista

Scenario: North Parcel Only

Address: 34.070905, -118.229738



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	73	DU
Housing | Multi-Family	211	DU
Retail | General Retail	4	ksf
Retail | High-Turnover Sit-Down Restaurant	6.4	ksf
Office | General Office	3.75	ksf
Housing | Affordable Housing - Family	73	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	1,963 Daily Vehicle Trips
0 Daily VMT	12,710 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,963 Net Daily Trips
The net increase in daily VMT ≤ 0	12,710 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	10.400 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/20/2024

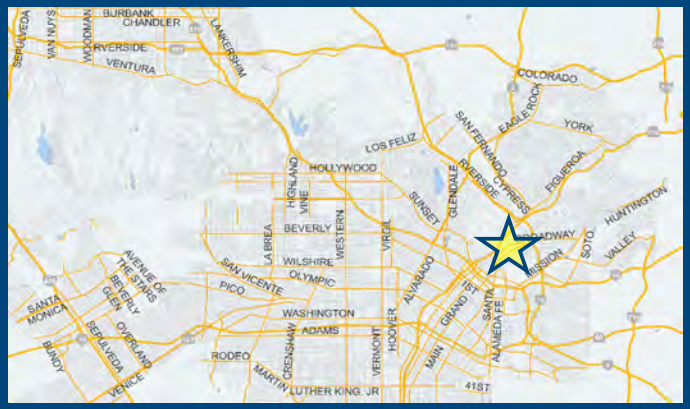
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Buena Vista

Scenario: North Parcel Only

Address: 34.070905, -118.229738



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	211	DU
Retail | General Retail	4	ksf
Retail | High-Turnover Sit-Down Restaurant	6.4	ksf
Office | General Office	3.75	ksf
Housing | Affordable Housing - Family	73	DU

TDM Strategies

Select each section to show individual strategies

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply

☑ Proposed Prj ☐ Mitigation

552 city code parking provision for the project site

437 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

175 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,679 Daily Vehicle Trips	**1,679** Daily Vehicle Trips
10,862 Daily VMT	**10,862** Daily VMT
5.0 Household VMT per Capita	**5.0** Household VMT per Capita
7.4 Work VMT per Employee	**7.4** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

12/20/2024

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: North Parcel Only
Project Address: 34.070905, -118.229738

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	211	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	73	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	4.000	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	6.400	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	3.750	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: North Parcel Only
Project Address: 34.070905, -118.229738

Version 1.4

Analysis Results			
Total Employees: 49 Total Population: 705			
Proposed Project		***With Mitigation***	
1,679	**Daily Vehicle Trips**	**1,679**	**Daily Vehicle Trips**
10,862	**Daily VMT**	**10,862**	**Daily VMT**
5	**Household VMT per Capita**	**5**	**Household VMT per Capita**
7.4	**Work VMT per Employee**	**7.4**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	552	552
		Actual parking provision (spaces)	437	437
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: North Parcel Only
Project Address: 34.070905, -118.229738

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*11%*
MAX. TDM EFFECT	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: North Parcel Only
Project Address: 34.070905, -118.229738

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	251	-24.7%	189	7.2	1,807	1,361
Home Based Other Production	695	-29.4%	491	5.6	3,892	2,750
Non-Home Based Other Production	485	-3.3%	469	7.9	3,832	3,705
Home-Based Work Attraction	70	-27.1%	51	8.3	581	423
Home-Based Other Attraction	698	-23.5%	534	5.8	4,048	3,097
Non-Home Based Other Attraction	239	-4.2%	229	6.0	1,434	1,374

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-14.5%	162	1,163	-14.5%	162	1,163
Home Based Other Production	-14.5%	420	2,350	-14.5%	420	2,350
Non-Home Based Other Production	-14.5%	401	3,166	-14.5%	401	3,166
Home-Based Work Attraction	-14.5%	44	362	-14.5%	44	362
Home-Based Other Attraction	-14.5%	456	2,647	-14.5%	456	2,647
Non-Home Based Other Attraction	-14.5%	196	1,174	-14.5%	196	1,174

MXD VMT Methodology Per Capita & Per Employee

Total Population: 705
Total Employees: 49
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**3,513**	**3,513**
Total Home Based Work Attraction VMT	**362**	**362**
Total Home Based VMT Per Capita	**5.0**	**5.0**
Total Work Based VMT Per Employee	**7.4**	**7.4**

Attachment C

Alternative 4
VMT Calculator Analysis Worksheet

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

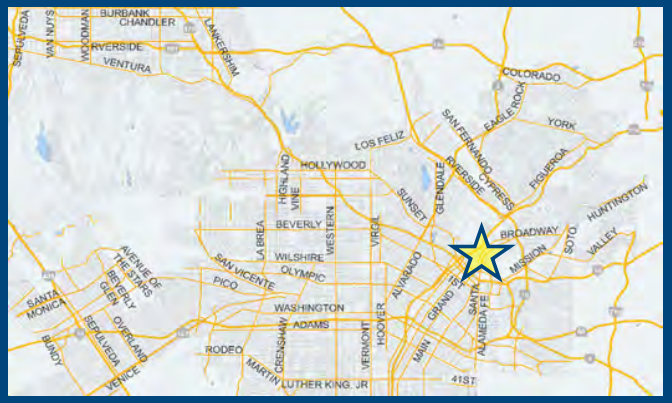
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Buena Vista

Scenario: South Parcel Only Alt 4

Address: 34.065759, -118.235660



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	11.1	ksf
Housing | Multi-Family	315	DU
Retail | General Retail	7	ksf
Retail | High-Turnover Sit-Down Restaurant	11.06	ksf
Office | General Office	1.5	ksf
Housing | Affordable Housing - Family	127	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	3,114 Daily Vehicle Trips
0 Daily VMT	19,607 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	3,114 Net Daily Trips
The net increase in daily VMT ≤ 0	19,607 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	18.060 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/20/2024

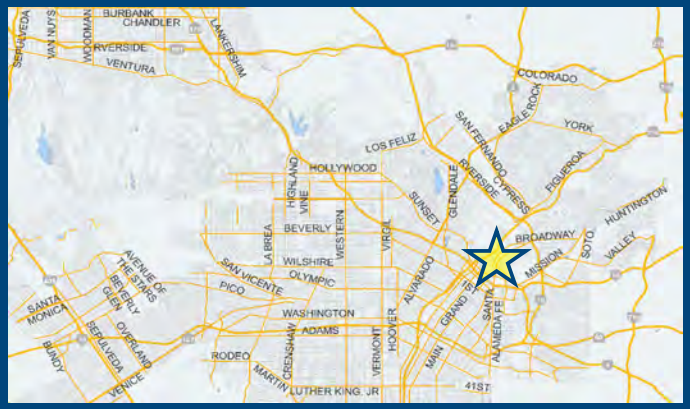
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Buena Vista

Scenario: South Parcel Only Alt 4

Address: 34.065759, -118.235660



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	315	DU
Retail | General Retail	7	ksf
Retail | High-Turnover Sit-Down Restaurant	11.06	ksf
Office | General Office	1.5	ksf
Housing | Affordable Housing - Family	127	DU

TDM Strategies

Select each section to show individual strategies

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply ☑ Proposed Prj ☐ Mitigation
- 857 city code parking provision for the project site
- 652 actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 175 monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 50 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,615 Daily Vehicle Trips	**2,615** Daily Vehicle Trips
16,468 Daily VMT	**16,468** Daily VMT
4.4 Household VMT per Capita	**4.4** Household VMT per Capita
7.1 Work VMT per Employee	**7.1** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

12/20/2024

CITY OF LOS ANGELES VMT CALCULATOR

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Project Name: Buena Vista
Project Scenario: South Parcel Only Alt 4
Project Address: 34.065759, -118.235660

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	315	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	127	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	7.000	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	11.060	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	1.500	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: South Parcel Only Alt 4
Project Address: 34.065759, -118.235660

Version 1.4

Analysis Results			
Total Employees: 64 Total Population: 1,109			
Proposed Project		***With Mitigation***	
2,615	**Daily Vehicle Trips**	**2,615**	**Daily Vehicle Trips**
16,468	**Daily VMT**	**16,468**	**Daily VMT**
4.4	**Household VMT per Capita**	**4.4**	**Household VMT per Capita**
7.1	**Work VMT per Employee**	**7.1**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	857	857
		Actual parking provision (spaces)	652	652
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: South Parcel Only Alt 4
Project Address: 34.065759, -118.235660

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*13%*
MAX. TDM EFFECT	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*	*16%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: South Parcel Only Alt 4
Project Address: 34.065759, -118.235660

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	390	-24.4%	295	6.6	2,574	1,947
Home Based Other Production	1,079	-29.7%	759	5.1	5,503	3,871
Non-Home Based Other Production	775	-3.4%	749	7.9	6,123	5,917
Home-Based Work Attraction	93	-28.0%	67	8.1	753	543
Home-Based Other Attraction	1,137	-23.8%	866	5.8	6,595	5,023
Non-Home Based Other Attraction	394	-4.1%	378	6.1	2,403	2,306

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-16.0%	248	1,635	-16.0%	248	1,635
Home Based Other Production	-16.0%	637	3,251	-16.0%	637	3,251
Non-Home Based Other Production	-16.0%	629	4,970	-16.0%	629	4,970
Home-Based Work Attraction	-16.0%	56	456	-16.0%	56	456
Home-Based Other Attraction	-16.0%	727	4,219	-16.0%	727	4,219
Non-Home Based Other Attraction	-16.0%	318	1,937	-16.0%	318	1,937

MXD VMT Methodology Per Capita & Per Employee

Total Population: 1,109
Total Employees: 64
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**4,886**	**4,886**
Total Home Based Work Attraction VMT	**456**	**456**
Total Home Based VMT Per Capita	**4.4**	**4.4**
Total Work Based VMT Per Employee	**7.1**	**7.1**

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

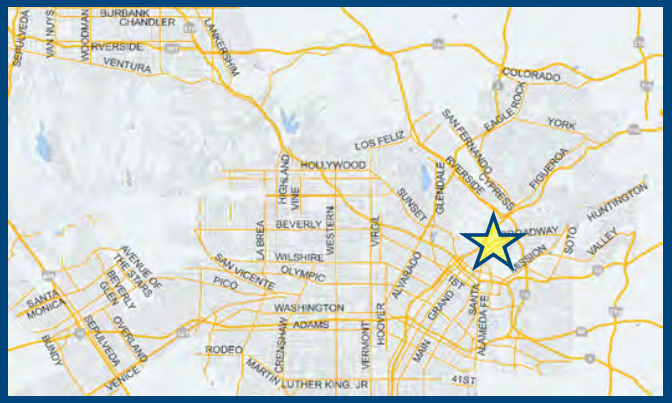
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Buena Vista

Scenario: North Parcel Only alt 4

Address: 34.070905, -118.229738



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	3.5	ksf
Housing | Multi-Family	176	DU
Retail | General Retail	3.5	ksf
Retail | High-Turnover Sit-Down Restaurant	5.6	ksf
Office | General Office	3.75	ksf
Housing | Affordable Housing - Family	73	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	1,723 Daily Vehicle Trips
0 Daily VMT	11,160 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,723 Net Daily Trips
The net increase in daily VMT ≤ 0	11,160 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	9.100 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/20/2024

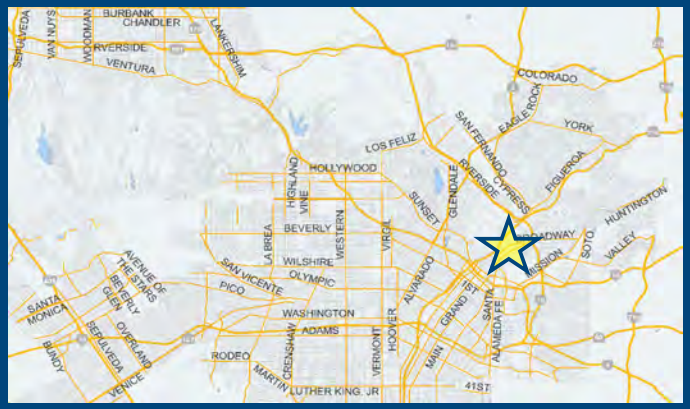
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Buena Vista

Scenario: North Parcel Only alt 4

Address: 34.070905, -118.229738



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	176	DU
Retail | General Retail	3.5	ksf
Retail | High-Turnover Sit-Down Restaurant	5.6	ksf
Office | General Office	3.75	ksf
Housing | Affordable Housing - Family	73	DU

TDM Strategies

Select each section to show individual strategies

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply

☑ Proposed Prj ☐ Mitigation

486 city code parking provision for the project site

382 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

175 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,467 Daily Vehicle Trips	**1,467** Daily Vehicle Trips
9,507 Daily VMT	**9,507** Daily VMT
4.9 Household VMT per Capita	**4.9** Household VMT per Capita
7.5 Work VMT per Employee	**7.5** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: North Parcel Only alt 4
Project Address: 34.070905, -118.229738

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	176	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	73	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	3.500	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	5.600	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	3.750	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: North Parcel Only alt 4
Project Address: 34.070905, -118.229738

Version 1.4

Analysis Results			
Total Employees: 44 Total Population: 626			
Proposed Project		***With Mitigation***	
1,467	**Daily Vehicle Trips**	**1,467**	**Daily Vehicle Trips**
9,507	**Daily VMT**	**9,507**	**Daily VMT**
4.9	**Household VMT per Capita**	**4.9**	**Household VMT per Capita**
7.5	**Work VMT per Employee**	**7.5**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	486	486
		Actual parking provision (spaces)	382	382
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: North Parcel Only alt 4
Project Address: 34.070905, -118.229738

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*11%*
MAX. TDM EFFECT	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: North Parcel Only alt 4
Project Address: 34.070905, -118.229738

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	219	-24.2%	166	7.2	1,577	1,195
Home Based Other Production	608	-29.4%	429	5.6	3,405	2,402
Non-Home Based Other Production	425	-3.3%	411	7.9	3,358	3,247
Home-Based Work Attraction	64	-26.6%	47	8.3	531	390
Home-Based Other Attraction	612	-23.5%	468	5.8	3,550	2,714
Non-Home Based Other Attraction	210	-3.8%	202	6.0	1,260	1,212

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-14.8%	141	1,018	-14.8%	141	1,018
Home Based Other Production	-14.8%	365	2,046	-14.8%	365	2,046
Non-Home Based Other Production	-14.8%	350	2,766	-14.8%	350	2,766
Home-Based Work Attraction	-14.8%	40	332	-14.8%	40	332
Home-Based Other Attraction	-14.8%	399	2,312	-14.8%	399	2,312
Non-Home Based Other Attraction	-14.8%	172	1,033	-14.8%	172	1,033

MXD VMT Methodology Per Capita & Per Employee

Total Population: 626
Total Employees: 44
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**3,064**	**3,064**
Total Home Based Work Attraction VMT	**332**	**332**
Total Home Based VMT Per Capita	**4.9**	**4.9**
Total Work Based VMT Per Employee	**7.5**	**7.5**

Attachment D

Alternative 5
VMT Calculator Analysis Worksheet

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

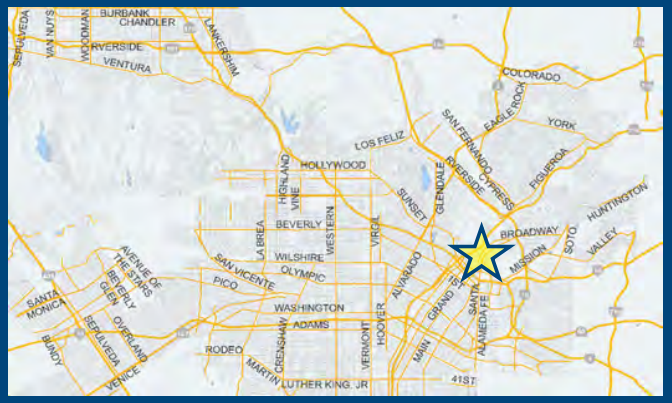
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Buena Vista

Scenario: South Parcel Only Alt 5

Address: 34.065759, -118.235660



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	10	ksf
Housing | Multi-Family	695	DU
Retail | General Retail	10	ksf
Retail | High-Turnover Sit-Down Restaurant	15.8	ksf
Office | General Office	1.5	ksf
Housing | Affordable Housing - Family	127	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	5,334 Daily Vehicle Trips
0 Daily VMT	33,462 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	5,334 Net Daily Trips
The net increase in daily VMT ≤ 0	33,462 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	25.800 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/20/2024

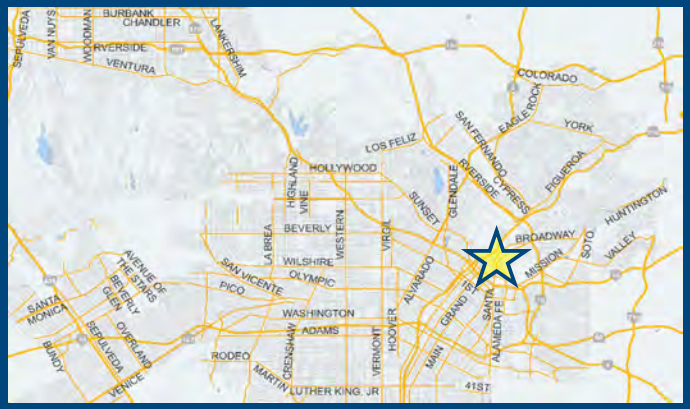
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Buena Vista

Scenario: South Parcel Only Alt 5

Address: 34.065759, -118.235660



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	695	DU
Retail | General Retail	10	ksf
Retail | High-Turnover Sit-Down Restaurant	15.8	ksf
Office | General Office	1.5	ksf
Housing | Affordable Housing - Family	127	DU

TDM Strategies

Select each section to show individual strategies

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply — ☑ Proposed Prj ☐ Mitigation

- 1501 — city code parking provision for the project site
- 1219 — actual parking provision for the project site

Unbundle Parking — ☐ Proposed Prj ☐ Mitigation

- 175 — monthly parking cost (dollar) for the project site

Parking Cash-Out — ☐ Proposed Prj ☐ Mitigation

- 50 — percent of employees eligible

Price Workplace Parking — ☐ Proposed Prj ☐ Mitigation

- 6.00 — daily parking charge (dollar)
- 50 — percent of employees subject to priced parking

Residential Area Parking Permits — ☐ Proposed Prj ☐ Mitigation

- 200 — cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
4,611 Daily Vehicle Trips	**4,611** Daily Vehicle Trips
28,924 Daily VMT	**28,924** Daily VMT
4.8 Household VMT per Capita	**4.8** Household VMT per Capita
6.7 Work VMT per Employee	**6.7** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

12/20/2024

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: South Parcel Only Alt 5
Project Address: 34.065759, -118.235660

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	695	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	127	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	10.000	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	15.800	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	1.500	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: South Parcel Only Alt 5
Project Address: 34.065759, -118.235660

Version 1.4

Analysis Results			
Total Employees: 89 Total Population: 1,965			
Proposed Project		***With Mitigation***	
4,611	**Daily Vehicle Trips**	**4,611**	**Daily Vehicle Trips**
28,924	**Daily VMT**	**28,924**	**Daily VMT**
4.8	**Household VMT per Capita**	**4.8**	**Household VMT per Capita**
6.7	**Work VMT per Employee**	**6.7**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	1501	1501
		Actual parking provision (spaces)	1219	1219
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: South Parcel Only Alt 5
Project Address: 34.065759, -118.235660

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*10%*
MAX. TDM EFFECT	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*	*14%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 20, 2024
Project Name: Buena Vista
Project Scenario: South Parcel Only Alt 5
Project Address: 34.065759, -118.235660

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	730	-24.4%	552	6.6	4,818	3,643
Home Based Other Production	2,023	-30.0%	1,417	5.1	10,317	7,227
Non-Home Based Other Production	1,331	-3.4%	1,286	7.9	10,515	10,159
Home-Based Work Attraction	129	-33.3%	86	8.1	1,045	697
Home-Based Other Attraction	1,852	-24.2%	1,404	5.8	10,742	8,143
Non-Home Based Other Attraction	616	-4.4%	589	6.1	3,758	3,593

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.6%	477	3,149	-13.6%	477	3,149
Home Based Other Production	-13.6%	1,225	6,247	-13.6%	1,225	6,247
Non-Home Based Other Production	-13.6%	1,112	8,781	-13.6%	1,112	8,781
Home-Based Work Attraction	-13.6%	74	602	-13.6%	74	602
Home-Based Other Attraction	-13.6%	1,214	7,039	-13.6%	1,214	7,039
Non-Home Based Other Attraction	-13.6%	509	3,106	-13.6%	509	3,106

MXD VMT Methodology Per Capita & Per Employee

Total Population: 1,965
Total Employees: 89
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**9,396**	**9,396**
Total Home Based Work Attraction VMT	**602**	**602**
Total Home Based VMT Per Capita	**4.8**	**4.8**
Total Work Based VMT Per Employee	**6.7**	**6.7**

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

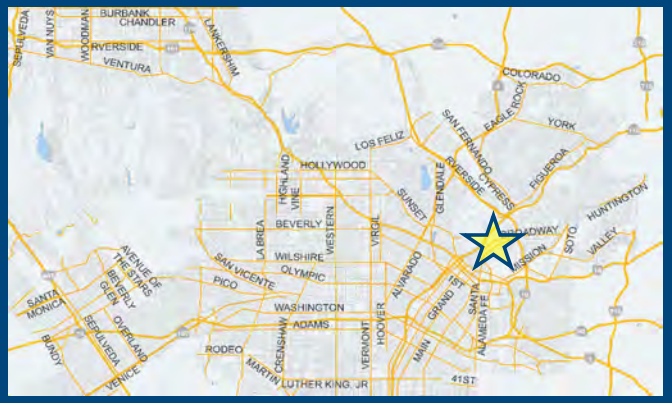
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Buena Vista

Scenario: North Parcel Only

Address: 34.070905, -118.229738



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Multi-Family		DU
Retail | General Retail	5	ksf
Retail | High-Turnover Sit-Down Restaurant	8	ksf
Office | General Office	3.75	ksf
Housing | Affordable Housing - Family	73	DU
Housing | Multi-Family	314	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	2,600 Daily Vehicle Trips
0 Daily VMT	16,822 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,600 Net Daily Trips
The net increase in daily VMT ≤ 0	16,822 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	13.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/23/2024

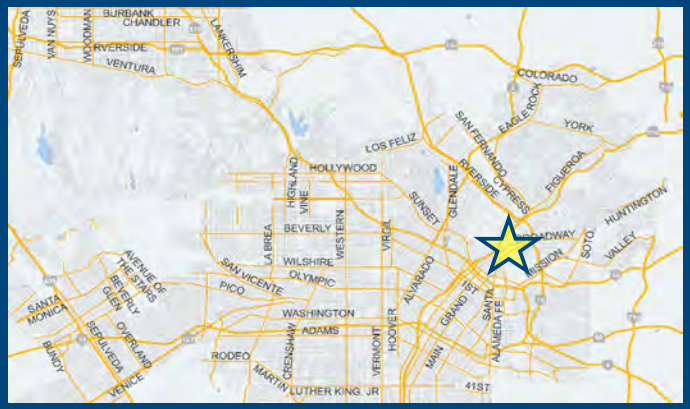
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Buena Vista

Scenario: North Parcel Only

Address: 34.070905, -118.229738



Proposed Project Land Use Type	Value	Unit
Retail | General Retail	5	ksf
Retail | High-Turnover Sit-Down Restaurant	8	ksf
Office | General Office	3.75	ksf
Housing | Affordable Housing - Family	73	DU
Housing | Multi-Family	314	DU

TDM Strategies

Select each section to show individual strategies

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply

☑ Proposed Prj ☐ Mitigation

732 city code parking provision for the project site

570 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

175 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,207 Daily Vehicle Trips	**2,207** Daily Vehicle Trips
14,272 Daily VMT	**14,272** Daily VMT
5.1 Household VMT per Capita	**5.1** Household VMT per Capita
7.3 Work VMT per Employee	**7.3** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

12/23/2024

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 23, 2024
Project Name: Buena Vista
Project Scenario: North Parcel Only
Project Address: 34.070905, -118.229738

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	314	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	73	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	5.000	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	8.000	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	3.750	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 23, 2024
Project Name: Buena Vista
Project Scenario: North Parcel Only
Project Address: 34.070905, -118.229738

Version 1.4

Analysis Results			
Total Employees: 57 Total Population: 937			
Proposed Project		***With Mitigation***	
2,207	**Daily Vehicle Trips**	**2,207**	**Daily Vehicle Trips**
14,272	**Daily VMT**	**14,272**	**Daily VMT**
5.1	**Household VMT per Capita**	**5.1**	**Household VMT per Capita**
7.3	**Work VMT per Employee**	**7.3**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	732	732
		Actual parking provision (spaces)	570	570
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 23, 2024
Project Name: Buena Vista
Project Scenario: North Parcel Only
Project Address: 34.070905, -118.229738

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*12%*
MAX. TDM EFFECT	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*	*15%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 23, 2024
Project Name: Buena Vista
Project Scenario: North Parcel Only
Project Address: 34.070905, -118.229738

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	343	-24.5%	259	7.2	2,470	1,865
Home Based Other Production	950	-29.4%	671	5.6	5,320	3,758
Non-Home Based Other Production	643	-3.3%	622	7.9	5,080	4,914
Home-Based Work Attraction	83	-28.9%	59	8.3	689	490
Home-Based Other Attraction	909	-23.5%	695	5.8	5,272	4,031
Non-Home Based Other Attraction	307	-4.2%	294	6.0	1,842	1,764

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-15.2%	220	1,582	-15.2%	220	1,582
Home Based Other Production	-15.2%	569	3,188	-15.2%	569	3,188
Non-Home Based Other Production	-15.2%	528	4,169	-15.2%	528	4,169
Home-Based Work Attraction	-15.2%	50	416	-15.2%	50	416
Home-Based Other Attraction	-15.2%	590	3,420	-15.2%	590	3,420
Non-Home Based Other Attraction	-15.2%	250	1,497	-15.2%	250	1,497

MXD VMT Methodology Per Capita & Per Employee

Total Population: 937
Total Employees: 57
APC: Central

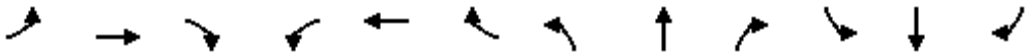
	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**4,770**	**4,770**
Total Home Based Work Attraction VMT	**416**	**416**
Total Home Based VMT Per Capita	**5.1**	**5.1**
Total Work Based VMT Per Employee	**7.3**	**7.3**

Attachment E

Freeway Safety Analysis Worksheets

HCM 6th Signalized Intersection Summary
20: Hill Street & College Street

01/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	190	131	120	443	57	12	243	19	137	1493	54
Future Volume (veh/h)	64	190	131	120	443	57	12	243	19	137	1493	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	207	142	130	482	62	13	264	21	149	1623	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	300	264	143	532	80	115	1764	139	614	1850	67
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	140	1077	948	312	1906	288	294	3336	264	1094	3498	127
Grp Volume(v), veh/h	190	0	229	319	0	355	13	140	145	149	822	860
Grp Sat Flow(s),veh/h/ln	634	0	1531	856	0	1650	294	1777	1823	1094	1777	1848
Q Serve(g_s), s	7.3	0.0	11.4	13.7	0.0	17.8	3.7	3.6	3.7	7.3	36.5	36.9
Cycle Q Clear(g_c), s	25.1	0.0	11.4	25.1	0.0	17.8	40.6	3.6	3.7	10.9	36.5	36.9
Prop In Lane	0.37		0.62	0.41		0.17	1.00		0.14	1.00		0.07
Lane Grp Cap(c), veh/h	232	0	427	295	0	460	115	940	964	614	940	977
V/C Ratio(X)	0.82	0.00	0.54	1.08	0.00	0.77	0.11	0.15	0.15	0.24	0.87	0.88
Avail Cap(c_a), veh/h	232	0	427	295	0	460	115	940	964	614	940	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	27.5	38.0	0.0	29.8	36.6	10.8	10.9	13.7	18.6	18.7
Incr Delay (d2), s/veh	26.5	0.0	4.8	75.7	0.0	11.8	2.0	0.3	0.3	0.9	11.2	11.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	0.0	8.3	19.5	0.0	13.2	0.6	2.6	2.7	3.4	23.2	24.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	0.0	32.3	113.7	0.0	41.7	38.6	11.2	11.2	14.6	29.7	29.9
LnGrp LOS	E	A	C	F	A	D	D	B	B	B	C	C
Approach Vol, veh/h		419			674			298			1831	
Approach Delay, s/veh		45.1			75.7			12.4			28.6	
Approach LOS		D			E			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.0		34.0		56.0		34.0				
Change Period (Y+Rc), s		* 8.4		* 8.9		* 8.4		* 8.9				
Max Green Setting (Gmax), s		* 48		* 25		* 48		* 25				
Max Q Clear Time (g_c+I1), s		38.9		27.1		42.6		27.1				
Green Ext Time (p_c), s		6.8		0.0		0.8		0.0				

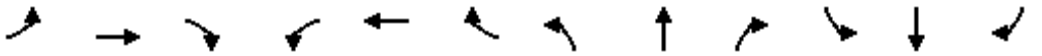
Intersection Summary		
HCM 6th Ctrl Delay		39.1
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
30: Pasadena Ave & I-5 SB Off-Ramp/Ave 21

01/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	278	74	175	830	0	0	0	0	118	197	418
Future Volume (veh/h)	0	278	74	175	830	0	0	0	0	118	197	418
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	302	80	190	902	0				128	214	454
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1371	357	532	1746	0				491	885	593
Arrive On Green	0.00	0.49	0.49	0.49	0.49	0.00				0.37	0.37	0.37
Sat Flow, veh/h	0	2883	727	1001	3647	0				1312	2363	1585
Grp Volume(v), veh/h	0	191	191	190	902	0				176	166	454
Grp Sat Flow(s),veh/h/ln	0	1777	1740	1001	1777	0				1805	1870	1585
Q Serve(g_s), s	0.0	4.3	4.4	9.4	12.1	0.0				4.7	4.3	17.6
Cycle Q Clear(g_c), s	0.0	4.3	4.4	13.8	12.1	0.0				4.7	4.3	17.6
Prop In Lane	0.00		0.42	1.00		0.00				0.73		1.00
Lane Grp Cap(c), veh/h	0	873	855	532	1746	0				676	700	593
V/C Ratio(X)	0.00	0.22	0.22	0.36	0.52	0.00				0.26	0.24	0.77
Avail Cap(c_a), veh/h	0	873	855	532	1746	0				676	700	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.1	10.2	14.1	12.1	0.0				15.2	15.0	19.2
Incr Delay (d2), s/veh	0.0	0.6	0.6	1.9	1.1	0.0				0.9	0.8	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.9	3.0	4.0	8.0	0.0				3.6	3.3	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.7	10.8	16.0	13.2	0.0				16.1	15.8	28.3
LnGrp LOS	A	B	B	B	B	A				B	B	C
Approach Vol, veh/h		382			1092						796	
Approach Delay, s/veh		10.7			13.7						23.0	
Approach LOS		B			B						C	

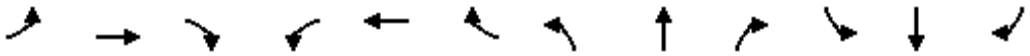
Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	39.0	31.0	39.0
Change Period (Y+Rc), s	4.6	* 4.8	4.6
Max Green Setting (Gmax), s	34.4	* 26	34.4
Max Q Clear Time (g_c+I1), s	15.8	19.6	6.4
Green Ext Time (p_c), s	11.5	3.6	4.6

Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	782	0	0	1998	401	324	157	445	0	0	0
Future Volume (veh/h)	145	782	0	0	1998	401	324	157	445	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	158	850	0	0	2172	436	292	373	358			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	164	2609	0	0	1870	363	319	335	284			
Arrive On Green	0.06	0.73	0.00	0.00	0.63	0.63	0.18	0.18	0.18			
Sat Flow, veh/h	1781	3647	0	0	3061	576	1781	1870	1585			
Grp Volume(v), veh/h	158	850	0	0	1271	1337	292	373	358			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1767	1781	1870	1585			
Q Serve(g_s), s	6.6	10.0	0.0	0.0	75.6	75.6	19.3	21.5	21.5			
Cycle Q Clear(g_c), s	6.6	10.0	0.0	0.0	75.6	75.6	19.3	21.5	21.5			
Prop In Lane	1.00		0.00	0.00		0.33	1.00		1.00			
Lane Grp Cap(c), veh/h	164	2609	0	0	1119	1113	319	335	284			
V/C Ratio(X)	0.96	0.33	0.00	0.00	1.14	1.20	0.91	1.11	1.26			
Avail Cap(c_a), veh/h	164	2609	0	0	1119	1113	319	335	284			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	41.6	5.6	0.0	0.0	22.2	22.2	48.4	49.2	49.3			
Incr Delay (d2), s/veh	59.4	0.3	0.0	0.0	72.1	99.5	32.7	83.2	142.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	9.6	6.2	0.0	0.0	69.7	83.2	17.0	26.0	30.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.0	5.9	0.0	0.0	94.3	121.7	81.1	132.5	191.8			
LnGrp LOS	F	A	A	A	F	F	F	F	F			
Approach Vol, veh/h		1008			2608			1023				
Approach Delay, s/veh		20.8			108.4			138.5				
Approach LOS		C			F			F				

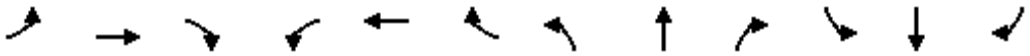
Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	12.5	80.5		27.0		93.0			
Change Period (Y+Rc), s	* 5.5	* 4.9		5.5		* 4.9			
Max Green Setting (Gmax), s	* 7	* 76		21.5		* 88			
Max Q Clear Time (g_c+I1), s	8.6	77.6		23.5		12.0			
Green Ext Time (p_c), s	0.0	0.0		0.0		11.5			

Intersection Summary	
HCM 6th Ctrl Delay	96.0
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



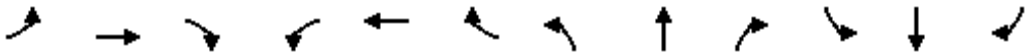
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	384	197	0	0	0	0	206	73	199	1106	0
Future Volume (veh/h)	127	384	197	0	0	0	0	206	73	199	1106	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	138	417	214				0	224	79	216	1202	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	258	828	477				0	1454	499	637	1990	0
Arrive On Green	0.30	0.30	0.30				0.00	0.56	0.56	0.56	0.56	0.00
Sat Flow, veh/h	856	2748	1585				0	2690	890	1076	3647	0
Grp Volume(v), veh/h	295	260	214				0	151	152	216	1202	0
Grp Sat Flow(s),veh/h/ln	1828	1777	1585				0	1777	1710	1076	1777	0
Q Serve(g_s), s	12.1	10.8	9.8				0.0	3.7	3.9	10.9	20.2	0.0
Cycle Q Clear(g_c), s	12.1	10.8	9.8				0.0	3.7	3.9	14.8	20.2	0.0
Prop In Lane	0.47		1.00				0.00		0.52	1.00		0.00
Lane Grp Cap(c), veh/h	550	535	477				0	995	958	637	1990	0
V/C Ratio(X)	0.54	0.49	0.45				0.00	0.15	0.16	0.34	0.60	0.00
Avail Cap(c_a), veh/h	550	535	477				0	995	958	637	1990	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.2	25.8	25.4				0.0	9.5	9.6	13.1	13.2	0.0
Incr Delay (d2), s/veh	3.7	3.1	3.0				0.0	0.3	0.4	1.4	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	8.6	7.2				0.0	2.6	2.6	4.9	12.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	28.9	28.4				0.0	9.8	9.9	14.6	14.5	0.0
LnGrp LOS	C	C	C				A	A	A	B	B	A
Approach Vol, veh/h		769						303			1418	
Approach Delay, s/veh		29.2						9.9			14.5	
Approach LOS		C						A			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		56.0		34.0		56.0						
Change Period (Y+Rc), s		5.6		6.9		5.6						
Max Green Setting (Gmax), s		50.4		27.1		50.4						
Max Q Clear Time (g_c+I1), s		22.2		14.1		5.9						
Green Ext Time (p_c), s		12.0		3.5		2.0						

Intersection Summary												
HCM 6th Ctrl Delay			18.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
20: Hill Street & College Street

01/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	339	84	52	236	144	32	1258	68	88	1322	49
Future Volume (veh/h)	105	339	84	52	236	144	32	1258	68	88	1322	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	368	91	57	257	157	35	1367	74	96	1437	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	361	112	70	287	231	329	2872	155	344	2928	108
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.84	0.84	0.84	0.84	0.84	0.84
Sat Flow, veh/h	219	1540	478	87	1223	985	353	3429	185	370	3495	129
Grp Volume(v), veh/h	265	0	308	228	0	243	35	707	734	96	729	761
Grp Sat Flow(s),veh/h/ln	621	0	1616	770	0	1525	353	1777	1837	370	1777	1847
Q Serve(g_s), s	8.0	0.0	16.2	4.9	0.0	13.1	2.9	9.6	9.7	9.1	10.2	10.2
Cycle Q Clear(g_c), s	21.1	0.0	16.2	21.1	0.0	13.1	14.8	9.6	9.7	20.4	10.2	10.2
Prop In Lane	0.43		0.30	0.25		0.65	1.00		0.10	1.00		0.07
Lane Grp Cap(c), veh/h	203	0	379	230	0	357	329	1489	1539	344	1489	1548
V/C Ratio(X)	1.31	0.00	0.81	0.99	0.00	0.68	0.11	0.47	0.48	0.28	0.49	0.49
Avail Cap(c_a), veh/h	203	0	379	230	0	357	329	1489	1539	344	1489	1548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	0.0	32.6	36.0	0.0	31.4	4.3	2.0	2.0	5.0	2.0	2.0
Incr Delay (d2), s/veh	169.7	0.0	17.1	56.6	0.0	10.0	0.6	1.1	1.1	2.0	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.9	0.0	12.6	13.5	0.0	9.6	0.4	3.3	3.4	1.4	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	209.7	0.0	49.7	92.5	0.0	41.4	5.0	3.1	3.0	7.1	3.2	3.1
LnGrp LOS	F	A	D	F	A	D	A	A	A	A	A	A
Approach Vol, veh/h		573			471			1476			1586	
Approach Delay, s/veh		123.8			66.1			3.1			3.4	
Approach LOS		F			E			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		84.5		30.0		84.5		30.0				
Change Period (Y+Rc), s		* 8.4		* 8.9		* 8.4		* 8.9				
Max Green Setting (Gmax), s		* 52		* 21		* 52		* 21				
Max Q Clear Time (g_c+I1), s		22.4		23.1		16.8		23.1				
Green Ext Time (p_c), s		16.0		0.0		14.9		0.0				

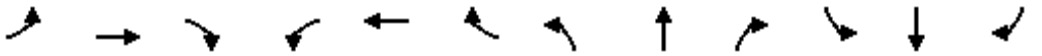
Intersection Summary		
HCM 6th Ctrl Delay		27.3
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
30: Pasadena Ave & I-5 SB Off-Ramp/Ave 21

01/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	626	57	67	303	0	0	0	0	279	386	254
Future Volume (veh/h)	0	626	57	67	303	0	0	0	0	279	386	254
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	680	62	73	329	0				303	755	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1477	135	322	1594	0				421	1119	661
Arrive On Green	0.00	0.45	0.45	0.45	0.45	0.00				0.42	0.42	0.42
Sat Flow, veh/h	0	3387	300	718	3647	0				1008	2682	1585
Grp Volume(v), veh/h	0	367	375	73	329	0				547	511	52
Grp Sat Flow(s),veh/h/ln	0	1777	1816	718	1777	0				1820	1870	1585
Q Serve(g_s), s	0.0	10.0	10.1	5.5	3.9	0.0				17.5	15.3	1.4
Cycle Q Clear(g_c), s	0.0	10.0	10.1	15.6	3.9	0.0				17.5	15.3	1.4
Prop In Lane	0.00		0.17	1.00		0.00				0.55		1.00
Lane Grp Cap(c), veh/h	0	797	815	322	1594	0				759	780	661
V/C Ratio(X)	0.00	0.46	0.46	0.23	0.21	0.00				0.72	0.66	0.08
Avail Cap(c_a), veh/h	0	797	815	322	1594	0				759	780	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.4	13.4	18.8	11.7	0.0				17.0	16.4	12.3
Incr Delay (d2), s/veh	0.0	1.9	1.9	1.6	0.3	0.0				5.8	4.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	7.3	7.4	1.8	2.7	0.0				12.4	11.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.3	15.3	20.5	12.0	0.0				22.8	20.6	12.5
LnGrp LOS	A	B	B	C	B	A				C	C	B
Approach Vol, veh/h		742			402						1110	
Approach Delay, s/veh		15.3			13.6						21.3	
Approach LOS		B			B						C	

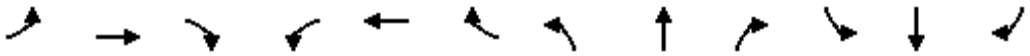
Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	36.0	34.0	36.0
Change Period (Y+Rc), s	4.6	* 4.8	4.6
Max Green Setting (Gmax), s	31.4	* 29	31.4
Max Q Clear Time (g_c+I1), s	17.6	19.5	12.1
Green Ext Time (p_c), s	3.7	7.1	8.1

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	1330	0	0	890	270	264	204	226	0	0	0
Future Volume (veh/h)	298	1330	0	0	890	270	264	204	226	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	324	1446	0	0	967	293	258	269	238			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	360	2431	0	0	1447	437	408	429	363			
Arrive On Green	0.10	0.68	0.00	0.00	0.54	0.54	0.23	0.23	0.23			
Sat Flow, veh/h	1781	3647	0	0	2783	811	1781	1870	1585			
Grp Volume(v), veh/h	324	1446	0	0	637	623	258	269	238			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1724	1781	1870	1585			
Q Serve(g_s), s	9.2	26.0	0.0	0.0	31.0	31.3	15.7	15.5	16.3			
Cycle Q Clear(g_c), s	9.2	26.0	0.0	0.0	31.0	31.3	15.7	15.5	16.3			
Prop In Lane	1.00		0.00	0.00		0.47	1.00		1.00			
Lane Grp Cap(c), veh/h	360	2431	0	0	956	928	408	429	363			
V/C Ratio(X)	0.90	0.59	0.00	0.00	0.67	0.67	0.63	0.63	0.66			
Avail Cap(c_a), veh/h	546	2431	0	0	956	928	408	429	363			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	20.9	10.1	0.0	0.0	20.0	20.0	41.7	41.6	41.9			
Incr Delay (d2), s/veh	12.6	1.1	0.0	0.0	3.7	3.9	7.3	6.8	8.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	10.4	14.8	0.0	0.0	19.4	19.1	12.3	12.6	11.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	11.2	0.0	0.0	23.6	23.9	48.9	48.4	50.9			
LnGrp LOS	C	B	A	A	C	C	D	D	D			
Approach Vol, veh/h		1770			1260			765				
Approach Delay, s/veh		15.3			23.8			49.4				
Approach LOS		B			C			D				

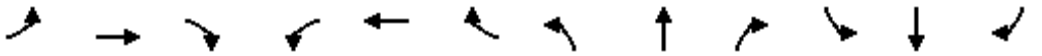
Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	17.5	69.5		33.0		87.0			
Change Period (Y+Rc), s	* 5.5	* 4.9		5.5		* 4.9			
Max Green Setting (Gmax), s	* 25	* 52		27.5		* 82			
Max Q Clear Time (g_c+I1), s	11.2	33.3		18.3		28.0			
Green Ext Time (p_c), s	0.8	14.8		3.3		25.3			

Intersection Summary		
HCM 6th Ctrl Delay		25.0
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



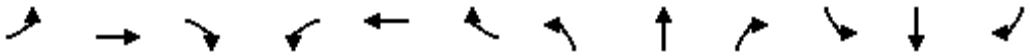
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	328	41	0	0	0	0	821	288	82	521	0
Future Volume (veh/h)	160	328	41	0	0	0	0	821	288	82	521	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	174	357	45				0	892	313	89	566	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	275	606	389				0	1589	556	271	2187	0
Arrive On Green	0.25	0.25	0.25				0.00	0.62	0.62	0.62	0.62	0.00
Sat Flow, veh/h	1122	2469	1585				0	2675	903	464	3647	0
Grp Volume(v), veh/h	281	250	45				0	613	592	89	566	0
Grp Sat Flow(s),veh/h/ln	1814	1777	1585				0	1777	1708	464	1777	0
Q Serve(g_s), s	12.5	11.1	2.0				0.0	18.2	18.4	12.6	6.6	0.0
Cycle Q Clear(g_c), s	12.5	11.1	2.0				0.0	18.2	18.4	30.9	6.6	0.0
Prop In Lane	0.62		1.00				0.00		0.53	1.00		0.00
Lane Grp Cap(c), veh/h	446	436	389				0	1094	1051	271	2187	0
V/C Ratio(X)	0.63	0.57	0.12				0.00	0.56	0.56	0.33	0.26	0.00
Avail Cap(c_a), veh/h	446	436	389				0	1094	1051	271	2187	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.3	29.8	26.4				0.0	10.2	10.2	19.3	7.9	0.0
Incr Delay (d2), s/veh	6.7	5.4	0.6				0.0	2.1	2.2	3.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.2	9.0	1.4				0.0	11.2	11.0	2.8	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	35.2	27.0				0.0	12.2	12.4	22.5	8.2	0.0
LnGrp LOS	D	D	C				A	B	B	C	A	A
Approach Vol, veh/h		576						1205			655	
Approach Delay, s/veh		35.4						12.3			10.1	
Approach LOS		D						B			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		61.0		29.0		61.0						
Change Period (Y+Rc), s		5.6		6.9		5.6						
Max Green Setting (Gmax), s		55.4		22.1		55.4						
Max Q Clear Time (g_c+I1), s		32.9		14.5		20.4						
Green Ext Time (p_c), s		5.3		2.0		10.8						

Intersection Summary												
HCM 6th Ctrl Delay			17.2									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
20: Hill Street & College Street

01/21/2025



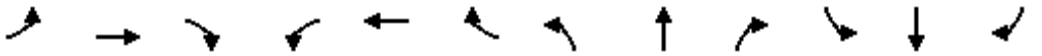
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	190	131	120	443	57	12	243	19	137	1493	54
Future Volume (veh/h)	64	190	131	120	443	57	12	243	19	137	1493	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	207	142	130	482	62	13	264	21	149	1623	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	300	264	143	532	80	115	1764	139	614	1850	67
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	140	1077	948	312	1906	288	294	3336	264	1094	3498	127
Grp Volume(v), veh/h	190	0	229	319	0	355	13	140	145	149	822	860
Grp Sat Flow(s),veh/h/ln	634	0	1531	856	0	1650	294	1777	1823	1094	1777	1848
Q Serve(g_s), s	7.3	0.0	11.4	13.7	0.0	17.8	3.7	3.6	3.7	7.3	36.5	36.9
Cycle Q Clear(g_c), s	25.1	0.0	11.4	25.1	0.0	17.8	40.6	3.6	3.7	10.9	36.5	36.9
Prop In Lane	0.37		0.62	0.41		0.17	1.00		0.14	1.00		0.07
Lane Grp Cap(c), veh/h	232	0	427	295	0	460	115	940	964	614	940	977
V/C Ratio(X)	0.82	0.00	0.54	1.08	0.00	0.77	0.11	0.15	0.15	0.24	0.87	0.88
Avail Cap(c_a), veh/h	232	0	427	295	0	460	115	940	964	614	940	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	27.5	38.0	0.0	29.8	36.6	10.8	10.9	13.7	18.6	18.7
Incr Delay (d2), s/veh	26.5	0.0	4.8	75.7	0.0	11.8	2.0	0.3	0.3	0.9	11.2	11.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	0.0	8.3	19.5	0.0	13.2	0.6	2.6	2.7	3.4	23.2	24.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	0.0	32.3	113.7	0.0	41.7	38.6	11.2	11.2	14.6	29.7	29.9
LnGrp LOS	E	A	C	F	A	D	D	B	B	B	C	C
Approach Vol, veh/h		419			674			298			1831	
Approach Delay, s/veh		45.1			75.7			12.4			28.6	
Approach LOS		D			E			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.0		34.0		56.0		34.0				
Change Period (Y+Rc), s		* 8.4		* 8.9		* 8.4		* 8.9				
Max Green Setting (Gmax), s		* 48		* 25		* 48		* 25				
Max Q Clear Time (g_c+I1), s		38.9		27.1		42.6		27.1				
Green Ext Time (p_c), s		6.8		0.0		0.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			39.1									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	302	74	175	836	0	0	0	0	118	208	428
Future Volume (veh/h)	0	302	74	175	836	0	0	0	0	118	208	428
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	328	80	190	909	0				128	226	465
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1437	346	533	1797	0				457	867	571
Arrive On Green	0.00	0.51	0.51	0.51	0.51	0.00				0.36	0.36	0.36
Sat Flow, veh/h	0	2934	683	978	3647	0				1268	2409	1585
Grp Volume(v), veh/h	0	203	205	190	909	0				182	172	465
Grp Sat Flow(s),veh/h/ln	0	1777	1747	978	1777	0				1807	1870	1585
Q Serve(g_s), s	0.0	4.5	4.6	9.5	11.9	0.0				5.0	4.5	18.6
Cycle Q Clear(g_c), s	0.0	4.5	4.6	14.0	11.9	0.0				5.0	4.5	18.6
Prop In Lane	0.00		0.39	1.00		0.00				0.70		1.00
Lane Grp Cap(c), veh/h	0	899	884	533	1797	0				651	673	571
V/C Ratio(X)	0.00	0.23	0.23	0.36	0.51	0.00				0.28	0.25	0.81
Avail Cap(c_a), veh/h	0	899	884	533	1797	0				651	673	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.7	13.6	11.5	0.0				15.9	15.8	20.3
Incr Delay (d2), s/veh	0.0	0.6	0.6	1.9	1.0	0.0				1.1	0.9	12.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	3.0	3.1	3.9	7.8	0.0				3.8	3.6	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.2	10.3	15.5	12.5	0.0				17.0	16.7	32.4
LnGrp LOS	A	B	B	B	B	A				B	B	C
Approach Vol, veh/h		408			1099						819	
Approach Delay, s/veh		10.3			13.0						25.7	
Approach LOS		B			B						C	

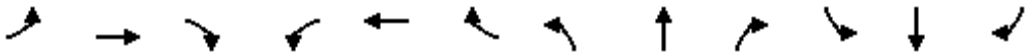
Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	40.0	30.0	40.0
Change Period (Y+Rc), s	4.6	* 4.8	4.6
Max Green Setting (Gmax), s	35.4	* 25	35.4
Max Q Clear Time (g_c+I1), s	16.0	20.6	6.6
Green Ext Time (p_c), s	11.9	2.7	4.9

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	791	0	0	2003	401	345	157	445	0	0	0
Future Volume (veh/h)	165	791	0	0	2003	401	345	157	445	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	179	860	0	0	2177	436	307	381	362			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	171	2609	0	0	1858	360	319	335	284			
Arrive On Green	0.06	0.73	0.00	0.00	0.63	0.63	0.18	0.18	0.18			
Sat Flow, veh/h	1781	3647	0	0	3062	575	1781	1870	1585			
Grp Volume(v), veh/h	179	860	0	0	1273	1340	307	381	362			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1767	1781	1870	1585			
Q Serve(g_s), s	7.5	10.2	0.0	0.0	75.1	75.1	20.5	21.5	21.5			
Cycle Q Clear(g_c), s	7.5	10.2	0.0	0.0	75.1	75.1	20.5	21.5	21.5			
Prop In Lane	1.00		0.00	0.00		0.33	1.00		1.00			
Lane Grp Cap(c), veh/h	171	2609	0	0	1112	1106	319	335	284			
V/C Ratio(X)	1.04	0.33	0.00	0.00	1.14	1.21	0.96	1.14	1.27			
Avail Cap(c_a), veh/h	171	2609	0	0	1112	1106	319	335	284			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	42.5	5.6	0.0	0.0	22.4	22.5	48.8	49.2	49.3			
Incr Delay (d2), s/veh	81.1	0.3	0.0	0.0	76.1	103.9	41.6	91.6	148.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	11.6	6.3	0.0	0.0	71.4	85.0	18.6	27.3	30.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.6	5.9	0.0	0.0	98.6	126.3	90.4	140.9	197.4			
LnGrp LOS	F	A	A	A	F	F	F	F	F			
Approach Vol, veh/h		1039			2613			1050				
Approach Delay, s/veh		26.2			112.8			145.6				
Approach LOS		C			F			F				

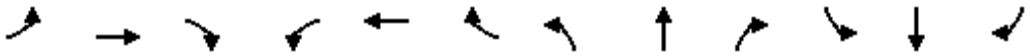
Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	13.0	80.0		27.0		93.0			
Change Period (Y+Rc), s	* 5.5	* 4.9		5.5		* 4.9			
Max Green Setting (Gmax), s	* 7.5	* 75		21.5		* 88			
Max Q Clear Time (g_c+I1), s	9.5	77.1		23.5		12.2			
Green Ext Time (p_c), s	0.0	0.0		0.0		11.7			

Intersection Summary	
HCM 6th Ctrl Delay	101.0
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



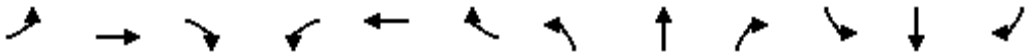
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	387	197	0	0	0	0	212	73	199	1118	0
Future Volume (veh/h)	139	387	197	0	0	0	0	212	73	199	1118	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	151	421	214				0	230	79	216	1215	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	273	811	477				0	1465	490	633	1990	0
Arrive On Green	0.30	0.30	0.30				0.00	0.56	0.56	0.56	0.56	0.00
Sat Flow, veh/h	908	2694	1585				0	2709	874	1070	3647	0
Grp Volume(v), veh/h	303	269	214				0	154	155	216	1215	0
Grp Sat Flow(s),veh/h/ln	1825	1777	1585				0	1777	1713	1070	1777	0
Q Serve(g_s), s	12.5	11.2	9.8				0.0	3.8	3.9	11.0	20.6	0.0
Cycle Q Clear(g_c), s	12.5	11.2	9.8				0.0	3.8	3.9	14.9	20.6	0.0
Prop In Lane	0.50		1.00				0.00		0.51	1.00		0.00
Lane Grp Cap(c), veh/h	550	535	477				0	995	959	633	1990	0
V/C Ratio(X)	0.55	0.50	0.45				0.00	0.16	0.16	0.34	0.61	0.00
Avail Cap(c_a), veh/h	550	535	477				0	995	959	633	1990	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.4	25.9	25.4				0.0	9.5	9.6	13.2	13.2	0.0
Incr Delay (d2), s/veh	4.0	3.3	3.0				0.0	0.3	0.4	1.5	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	8.8	7.2				0.0	2.6	2.7	4.9	12.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	29.2	28.4				0.0	9.9	9.9	14.7	14.6	0.0
LnGrp LOS	C	C	C				A	A	A	B	B	A
Approach Vol, veh/h		786						309			1431	
Approach Delay, s/veh		29.4						9.9			14.6	
Approach LOS		C						A			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		56.0		34.0		56.0						
Change Period (Y+Rc), s		5.6		6.9		5.6						
Max Green Setting (Gmax), s		50.4		27.1		50.4						
Max Q Clear Time (g_c+I1), s		22.6		14.5		5.9						
Green Ext Time (p_c), s		12.1		3.5		2.0						

Intersection Summary												
HCM 6th Ctrl Delay			18.7									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
20: Hill Street & College Street

01/21/2025



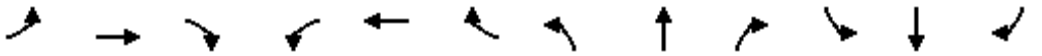
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	339	84	52	236	144	32	1258	68	88	1322	49
Future Volume (veh/h)	105	339	84	52	236	144	32	1258	68	88	1322	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	368	91	57	257	157	35	1367	74	96	1437	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	361	112	70	287	231	329	2872	155	344	2928	108
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.84	0.84	0.84	0.84	0.84	0.84
Sat Flow, veh/h	219	1540	478	87	1223	985	353	3429	185	370	3495	129
Grp Volume(v), veh/h	265	0	308	228	0	243	35	707	734	96	729	761
Grp Sat Flow(s),veh/h/ln	621	0	1616	770	0	1525	353	1777	1837	370	1777	1847
Q Serve(g_s), s	8.0	0.0	16.2	4.9	0.0	13.1	2.9	9.6	9.7	9.1	10.2	10.2
Cycle Q Clear(g_c), s	21.1	0.0	16.2	21.1	0.0	13.1	14.8	9.6	9.7	20.4	10.2	10.2
Prop In Lane	0.43		0.30	0.25		0.65	1.00		0.10	1.00		0.07
Lane Grp Cap(c), veh/h	203	0	379	230	0	357	329	1489	1539	344	1489	1548
V/C Ratio(X)	1.31	0.00	0.81	0.99	0.00	0.68	0.11	0.47	0.48	0.28	0.49	0.49
Avail Cap(c_a), veh/h	203	0	379	230	0	357	329	1489	1539	344	1489	1548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	0.0	32.6	36.0	0.0	31.4	4.3	2.0	2.0	5.0	2.0	2.0
Incr Delay (d2), s/veh	169.7	0.0	17.1	56.6	0.0	10.0	0.6	1.1	1.1	2.0	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.9	0.0	12.6	13.5	0.0	9.6	0.4	3.3	3.4	1.4	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	209.7	0.0	49.7	92.5	0.0	41.4	5.0	3.1	3.0	7.1	3.2	3.1
LnGrp LOS	F	A	D	F	A	D	A	A	A	A	A	A
Approach Vol, veh/h		573			471			1476			1586	
Approach Delay, s/veh		123.8			66.1			3.1			3.4	
Approach LOS		F			E			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		84.5		30.0		84.5		30.0				
Change Period (Y+Rc), s		* 8.4		* 8.9		* 8.4		* 8.9				
Max Green Setting (Gmax), s		* 52		* 21		* 52		* 21				
Max Q Clear Time (g_c+I1), s		22.4		23.1		16.8		23.1				
Green Ext Time (p_c), s		16.0		0.0		14.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		27.3
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	635	57	67	315	0	0	0	0	279	407	273
Future Volume (veh/h)	0	635	57	67	315	0	0	0	0	279	407	273
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	690	62	73	342	0				303	778	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1479	133	318	1594	0				412	1128	661
Arrive On Green	0.00	0.45	0.45	0.45	0.45	0.00				0.42	0.42	0.42
Sat Flow, veh/h	0	3391	296	711	3647	0				987	2704	1585
Grp Volume(v), veh/h	0	372	380	73	342	0				559	522	73
Grp Sat Flow(s),veh/h/ln	0	1777	1817	711	1777	0				1821	1870	1585
Q Serve(g_s), s	0.0	10.2	10.2	5.6	4.1	0.0				18.1	15.8	2.0
Cycle Q Clear(g_c), s	0.0	10.2	10.2	15.8	4.1	0.0				18.1	15.8	2.0
Prop In Lane	0.00		0.16	1.00		0.00				0.54		1.00
Lane Grp Cap(c), veh/h	0	797	815	318	1594	0				760	780	661
V/C Ratio(X)	0.00	0.47	0.47	0.23	0.21	0.00				0.74	0.67	0.11
Avail Cap(c_a), veh/h	0	797	815	318	1594	0				760	780	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.5	13.5	19.0	11.8	0.0				17.2	16.5	12.5
Incr Delay (d2), s/veh	0.0	2.0	1.9	1.7	0.3	0.0				6.3	4.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	7.4	7.6	1.8	2.8	0.0				12.8	11.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.4	15.4	20.7	12.1	0.0				23.4	21.0	12.8
LnGrp LOS	A	B	B	C	B	A				C	C	B
Approach Vol, veh/h		752			415						1154	
Approach Delay, s/veh		15.4			13.6						21.7	
Approach LOS		B			B						C	

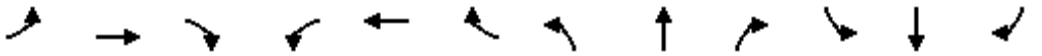
Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	36.0	34.0	36.0
Change Period (Y+Rc), s	4.6	* 4.8	4.6
Max Green Setting (Gmax), s	31.4	* 29	31.4
Max Q Clear Time (g_c+I1), s	17.8	20.1	12.2
Green Ext Time (p_c), s	3.8	6.9	8.2

Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	1334	0	0	899	270	304	204	226	0	0	0
Future Volume (veh/h)	307	1334	0	0	899	270	304	204	226	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	334	1450	0	0	977	293	280	299	238			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	368	2431	0	0	1427	426	408	429	363			
Arrive On Green	0.11	0.68	0.00	0.00	0.53	0.53	0.23	0.23	0.23			
Sat Flow, veh/h	1781	3647	0	0	2791	805	1781	1870	1585			
Grp Volume(v), veh/h	334	1450	0	0	642	628	280	299	238			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1725	1781	1870	1585			
Q Serve(g_s), s	10.3	26.1	0.0	0.0	32.0	32.3	17.3	17.6	16.3			
Cycle Q Clear(g_c), s	10.3	26.1	0.0	0.0	32.0	32.3	17.3	17.6	16.3			
Prop In Lane	1.00		0.00	0.00		0.47	1.00		1.00			
Lane Grp Cap(c), veh/h	368	2431	0	0	940	913	408	429	363			
V/C Ratio(X)	0.91	0.60	0.00	0.00	0.68	0.69	0.69	0.70	0.66			
Avail Cap(c_a), veh/h	537	2431	0	0	940	913	408	429	363			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	22.8	10.1	0.0	0.0	20.8	20.9	42.3	42.4	41.9			
Incr Delay (d2), s/veh	14.5	1.1	0.0	0.0	4.0	4.2	9.1	9.1	8.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	10.8	14.8	0.0	0.0	20.1	19.8	13.4	14.2	11.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	11.2	0.0	0.0	24.9	25.2	51.4	51.5	50.9			
LnGrp LOS	D	B	A	A	C	C	D	D	D			
Approach Vol, veh/h		1784			1270			817				
Approach Delay, s/veh		16.1			25.0			51.3				
Approach LOS		B			C			D				

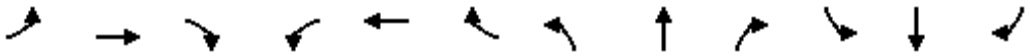
Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	18.6	68.4		33.0		87.0			
Change Period (Y+Rc), s	* 5.5	* 4.9		5.5		* 4.9			
Max Green Setting (Gmax), s	* 25	* 52		27.5		* 82			
Max Q Clear Time (g_c+I1), s	12.3	34.3		19.6		28.1			
Green Ext Time (p_c), s	0.8	14.2		3.2		25.4			

Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	334	41	0	0	0	0	832	288	82	526	0
Future Volume (veh/h)	184	334	41	0	0	0	0	832	288	82	526	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	200	363	45				0	904	313	89	572	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	298	582	389				0	1596	550	267	2187	0
Arrive On Green	0.25	0.25	0.25				0.00	0.62	0.62	0.62	0.62	0.00
Sat Flow, veh/h	1215	2372	1585				0	2686	894	459	3647	0
Grp Volume(v), veh/h	298	265	45				0	619	598	89	572	0
Grp Sat Flow(s),veh/h/ln	1810	1777	1585				0	1777	1709	459	1777	0
Q Serve(g_s), s	13.4	11.9	2.0				0.0	18.5	18.6	12.8	6.6	0.0
Cycle Q Clear(g_c), s	13.4	11.9	2.0				0.0	18.5	18.6	31.5	6.6	0.0
Prop In Lane	0.67		1.00				0.00		0.52	1.00		0.00
Lane Grp Cap(c), veh/h	444	436	389				0	1094	1052	267	2187	0
V/C Ratio(X)	0.67	0.61	0.12				0.00	0.57	0.57	0.33	0.26	0.00
Avail Cap(c_a), veh/h	444	436	389				0	1094	1052	267	2187	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.7	30.1	26.4				0.0	10.2	10.2	19.5	7.9	0.0
Incr Delay (d2), s/veh	7.8	6.2	0.6				0.0	2.1	2.2	3.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.9	9.6	1.4				0.0	11.4	11.1	2.8	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	36.3	27.0				0.0	12.3	12.5	22.9	8.2	0.0
LnGrp LOS	D	D	C				A	B	B	C	A	A
Approach Vol, veh/h		608						1217			661	
Approach Delay, s/veh		36.7						12.4			10.2	
Approach LOS		D						B			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		61.0		29.0		61.0						
Change Period (Y+Rc), s		5.6		6.9		5.6						
Max Green Setting (Gmax), s		55.4		22.1		55.4						
Max Q Clear Time (g_c+I1), s		33.5		15.4		20.6						
Green Ext Time (p_c), s		5.3		2.0		10.9						

Intersection Summary												
HCM 6th Ctrl Delay			17.7									
HCM 6th LOS			B									

Appendix O.3

Historical Resources Memorandum
for the Alternatives

HISTORIC
RESOURCES
GROUP

12 S. Fair Oaks Avenue, Suite 200
Pasadena, CA 91105

Tel 626-793-2400
historicresourcesgroup.com

MEMORANDUM

TO: EYESTONE ENVIRONMENTAL
ATTN: STEPHANIE EYESTONE-JONES
DATE: JUNE 2025

1. OVERVIEW

The Buena Vista Project (Project) proposes a mixed-use development consisting of 1,245,536 square feet including 986 residential units (including 200 affordable units), 15,000 square feet of retail uses, and 23,800 square feet of restaurant uses on an approximately 7.87-acre site. The development would be contained within buildings ranging in height from three stories to 26 stories.

HRG previously prepared the Historical Resources Technical Report dated June 2025 (Historic Report) which informed the cultural resources analysis in the Draft Environmental Impact Report (collectively referred to as the DEIR) for the Project. The DEIR analysis determined that the Project would not result in a substantial adverse change in the significance of any historical resources located on the Project site or in the area immediately surrounding the Project site. Therefore, the Project's impact on historical resources would be less than significant as defined by CEQA.

The DEIR did find that the Project may have the potential to compromise the structural integrity of adjacent historical resources through excavation and construction procedures, which may result in a significant impact to the Capitol Milling Company property or the Buena Vista Street Viaduct (now North Broadway Bridge), both of which are located in the immediate vicinity of the project site. Analysis of these potential impacts, including mitigation and determination of level of impact with mitigation, are included in the Noise section of the DEIR. With implementation of NOI-MM-3, impacts would be less than significant.

This memorandum examines potential impacts to historical resources from the five Project alternatives analyzed in the DEIR. in relation to those identified for the Project and determines

that potential impacts to historical resources from the Project alternatives would be less than or equal to those identified for the Project. As such, the analysis for this memorandum determines that like the Project, each of the Project alternatives would not result in a substantial adverse change in the significance of historical resources located on the Project site.

As is true for the Project, Alternatives 2, 3, 4, and 5 may have the potential to compromise the structural integrity of adjacent historical resources through excavation and construction procedures, which may result in a significant impact to the Capitol Milling Company property or the Buena Vista Street Viaduct (now North Broadway Bridge), both of which are located in the immediate vicinity of the Project site.

Analysis was performed by Paul Travis, AICP, Managing Principal. Paul is a qualified professional who meets the Secretary of the Interior's Professional Qualification Standards.

2. HISTORICAL RESOURCES IDENTIFICATION

The DEIR identified that the "River Station Area/Southern Pacific Railroad," designated by the City of Los Angeles as Historic-Cultural Monument No. 82 in 1971, is located on the Project site.[1] The boundary established by the Historic-Cultural Monument comprises the current sites of the Los Angeles State Historic Park, the adjacent Metro A Line right-of-way, and the Project site, collectively.

At the time of designation, the River Station site was said to retain many vestiges of 19th-century railroading but the Board "unanimously agreed that recognition of the River Station Area would exclude any structures located therein."[2] Since its designation, buildings and structures have since been removed or destroyed and the River Station site has undergone substantial change. Most notably the dedication of the Metro A Line right-of-way in 2002, and the creation of the Los Angeles State Historic Park in phases between 2001 and 2017. Thus, while the entirety of the River Station site (including the Project site) is a designated Historic-Cultural Monument, its significance appears to be as the site of important activities, and not for its association with any specific physical features. Nevertheless, for the purpose of environmental review, the Project site is considered a historical resource under CEQA.

In addition, the area immediately surrounding the Project site contains fifteen (15) properties that are considered historical resources for the purposes of CEQA:

- 1253 N Bishops Rd, Cathedral High School
- East of Hill Street Chinatown District[3]
- 957 N Broadway, Bing Kong Tong Society of Los Angeles; Chinese Free Masons
- 969 N Broadway, Phoenix Bakery

[1] Notice by Carl S. Dentzel, Cultural Heritage Board, July 23, 1971.
[2] Meeting minutes, Cultural Heritage Board, June 16, 1971.
[3] The portion of the East of Hill Street Chinatown District contains two contributing buildings, both located at 951 N Broadway (DSR Design, Inc. and Realm).

- 989 N Broadway, Lung Kong Tin Yee Association
- 993 N Broadway, Soo Yuen Fraternal Association
- 1001 N Broadway
- 1031 N Broadway
- 1041 N Broadway, St. Peter's Italian Catholic Church (property includes “The Immigrants” Sculpture”)
- 1045 N Broadway, Casa Italiana (property includes the “Replica of Lupa Capitolina Statue”)
- 1327 N Broadway
- 1231 N Spring St, Capitol Milling Company, Stearns Mill, Eagle Mills
- 1245 N Spring St, River Station (now Los Angeles State Historic Park)
- Elysian Park (portion)
- Buena Vista Street Viaduct (North Broadway Bridge)

3. COMPARISON OF ALTERNATIVES TO THE PROJECT

Alternative 1: No Project
Alternative 1 proposes no new construction on the Project site and the existing condition of the site would remain as is. Because Alternative 1 would not alter the existing condition of the project site in any way, there is no potential for impacts to historical resources located on the Project site or in the immediate surrounding area of the Project site.

Potential impacts to historical resources would, therefore, be less than those associated with the Project.

Alternative 2: Existing Zoning (MR2-1)
Alternative 2 would utilize the existing zoning, meaning it would be limited to industrial uses and would result in substantially lower height and density in comparison with the Project. Alternative 2 would consist of 74,400 square feet of total area, and buildings would be contained to one story in height on the south and north parcels under Alternative 2.

As detailed in the DEIR, the Project site consists of a portion of the River Station site, which is designated as Los Angeles Historic-Cultural Monument No. 82 and is considered a historical resource for the purposes of CEQA. As is true for the Project, the large expanse of open land associated with the former River Station rail yard, today memorialized as Los Angeles State Historic Park, will remain unaltered as it currently appears if Alternative 2 was implemented. As such, Alternative 2 does not have the potential to result in a substantial adverse change to Historic-Cultural Monument No. 82 and like the Project, Alternative 2 will not result in

significant impacts to historical resources located on the Project site.

All individual historical resources identified in the immediate surrounding area are physically separated from the Project site by North Broadway, other buildings, or physical distance. Because all new construction is contained within the Project site, new construction would be physically separated from these resources, all new construction associated with Alternative 2 would not demolish or physically alter any of these resources or their immediate surroundings. As such, Alternative 2 would not materially impact the integrity or significance of any of these resources, which would continue to convey their historic significance after implementation of Alternative 2.

As is true for the Project, construction activities for Alternative 2 may have the potential to result in a substantial adverse change to the two immediately adjacent historical resources: the Capitol Milling Company property and the Buena Vista Street Viaduct (now North Broadway Bridge), and with implementation of NOI-MM-3, impacts would be less than significant..

Potential impacts from Alternative 2 would be similar to those identified for the Project in the DEIR.

Alternative 3: 20% Reduced
Alternative 3 would reduce the total area of the Project by 20%, subsequently lowering the height and density in comparison with the Project. Alternative 3 would consist of 996,429 square feet of total area, and buildings would be contained to between 11 stories to 20 stories in height.

As is true for the Project, the large expanse of open land associated with the former River Station rail yard, today memorialized as Los Angeles State Historic Park, will remain unaltered as it currently appears if Alternative 3 was implemented. As such, Alternative 3 does not have the potential to result in a substantial adverse change to Historic-Cultural Monument No. 82 and like the Project, Alternative 3 will not result in significant impacts to historical resources located on the Project site.

All individual historical resources identified in the immediate surrounding area are physically separated from the Project site by North Broadway, other buildings, or physical distance. Because all new construction is contained within the Project site, new construction would be physically separated from these resources, all new construction associated with Alternative 3 would not demolish or physically alter any of these resources or their immediate surroundings. As such, Alternative 3 would not materially impact the integrity or significance of any of these resources, which would continue to convey their historic significance after implementation of Alternative 3.

As is true for the Project, construction activities for Alternative 3 may have the potential to cause substantial adverse change to the two immediately adjacent historical resources: the Capitol Milling Company property and the Buena Vista Street Viaduct (now North Broadway Bridge), and with implementation of NOI-MM-3, impacts would be less than significant..

Potential impacts from Alternative 3 would be similar to those identified for the Project in the

DEIR.

Alternative 4: 30% Reduced
Alternative 4 would reduce the total area of the Project by 30%, subsequently lowering the height and density in comparison with the Project. Alternative 4 would consist of 871,875 square feet of total area, and buildings would be contained to between eight stories to 18 stories in height.

As is true for the Project, the large expanse of open land associated with the former River Station rail yard, today memorialized as Los Angeles State Historic Park, will remain unaltered as it currently appears if Alternative 4 was implemented. As such, Alternative 4 does not have the potential to result in a substantial adverse change to Historic-Cultural Monument No. 82 and like the Project, Alternative 4 will not result in significant impacts to historical resources located on the Project site.

All individual historical resources identified in the immediate surrounding area are physically separated from the Project site by North Broadway, other buildings, or physical distance. Because all new construction is contained within the Project site, new construction would be physically separated from these resources, all new construction associated with Alternative 4 would not demolish or physically alter any of these resources or their immediate surroundings. As such, Alternative 4 would not materially impact the integrity or significance of any of these resources, which would continue to convey their historic significance after implementation of Alternative 4.

As is true for the Project, construction activities for Alternative 4 may have the potential to cause substantial adverse change to the two immediately adjacent historical resources: Capitol Milling Company property and the Buena Vista Street Viaduct (now North Broadway Bridge), and with implementation of NOI-MM-3, impacts would be less than significant..

Potential impacts from Alternative 4 would be similar to those identified for the Project in the DEIR.

Alternative 5: DTLA 2040 (DM5)
Alternative 5 would utilize the revised zoning proposed in the Downtown Los Angeles Community Plan Update (DTLA 2040) currently under review which would allow new construction of substantially more height and density in comparison with the Project. Alternative 5 would consist of 2,056,068 square feet of total area and buildings would be contained to between 19 stories to 35 stories in height.

As is true for the Project, the large expanse of open land associated with the former River Station rail yard, today memorialized as Los Angeles State Historic Park, will remain unaltered as it currently appears if Alternative 5 was implemented despite the increase in height and density proposed in Alternative 5. As such, Alternative 5 does not have the potential to result in a substantial adverse change to Historic-Cultural Monument No. 82 and like the Project, Alternative 5 will not result in significant impacts to historical resources located on the Project Site.

All individual historical resources identified in the immediate surrounding area are physically separated from the Project site by North Broadway, other buildings, or distance. Because new construction would be physically separated from these resources, all new construction associated with Alternative 5 would not demolish or physically alter any of these resources or their immediate surroundings. As such, Alternative 5 would not materially impact the integrity or significance of any of these resources, which would continue to convey their historic significance after implementation of Alternative 5.

As is true for the Project, construction activities for Alternative 5 may have the potential to cause substantial adverse change to the two immediately adjacent historical resources: the Capitol Milling Company property and the Buena Vista Street Viaduct (now North Broadway Bridge), and with implementation of NOI-MM-3, impacts would be less than significant..

Potential impacts from Alternative 5 would be similar to those identified for the Project in the DEIR.

4. CONCLUSIONS

Analysis of the potential impacts to historical resources has determined that none of the five alternatives examined in the DEIR has the potential to result in significant impacts to historical resources located on the Project site.

Appendix O.4

Zanja Madre Memorandum for the Alternatives

Statistical Research, Inc.

March 25, 2025

RE: Analysis of Buena Vista project alternatives with regard to potential impacts on the Zanja Madre

Prepared by Karen K. Swope and Donn R. Grenda
SRI has reviewed the Buena Vista project alternatives. Specifically, we assessed the potential impacts posed by Alternatives 2 to 5 to the probable alignment of the Zanja Madre (Zanja). As demonstrated in the Buena Vista cultural resources report, our understanding of the alignment of the Zanja is based on a review of historical documents, field observations, archaeological test excavations, and Ground-Penetrating Radar (GPR) investigations. Portions of the Zanja are visible at the current ground surface. Other parts of the alignment are inferred from the results of SRI's GPR studies.

It is important to reiterate that it remains unknown whether subsurface portions of the Zanja remain intact in this alignment, or if it has collapsed or even been destroyed/removed by subsequent construction activities. The following section compares our assessment of potential impacts posed by the original proposed project with potential impacts posed by the project alternatives.

The following section compares our assessment of potential impacts posed by the original proposed project with potential impacts posed by the project alternatives. The proposed project alternatives are included at the end of this memo.

Alternative 2

Alternative 2 appears to avoid the inferred alignment of the Zanja entirely.

Alternative 3

Except for a small northeastern portion of the proposed project area where the Zanja is avoided, Alternative 3 appears to pose similar potential impacts on the Zanja as the Buena Vista project.

Alternative 4

Except for a portion of the northeastern project area, Alternative 4 appears to pose similar potential impacts on the Zanja as the Buena Vista project.

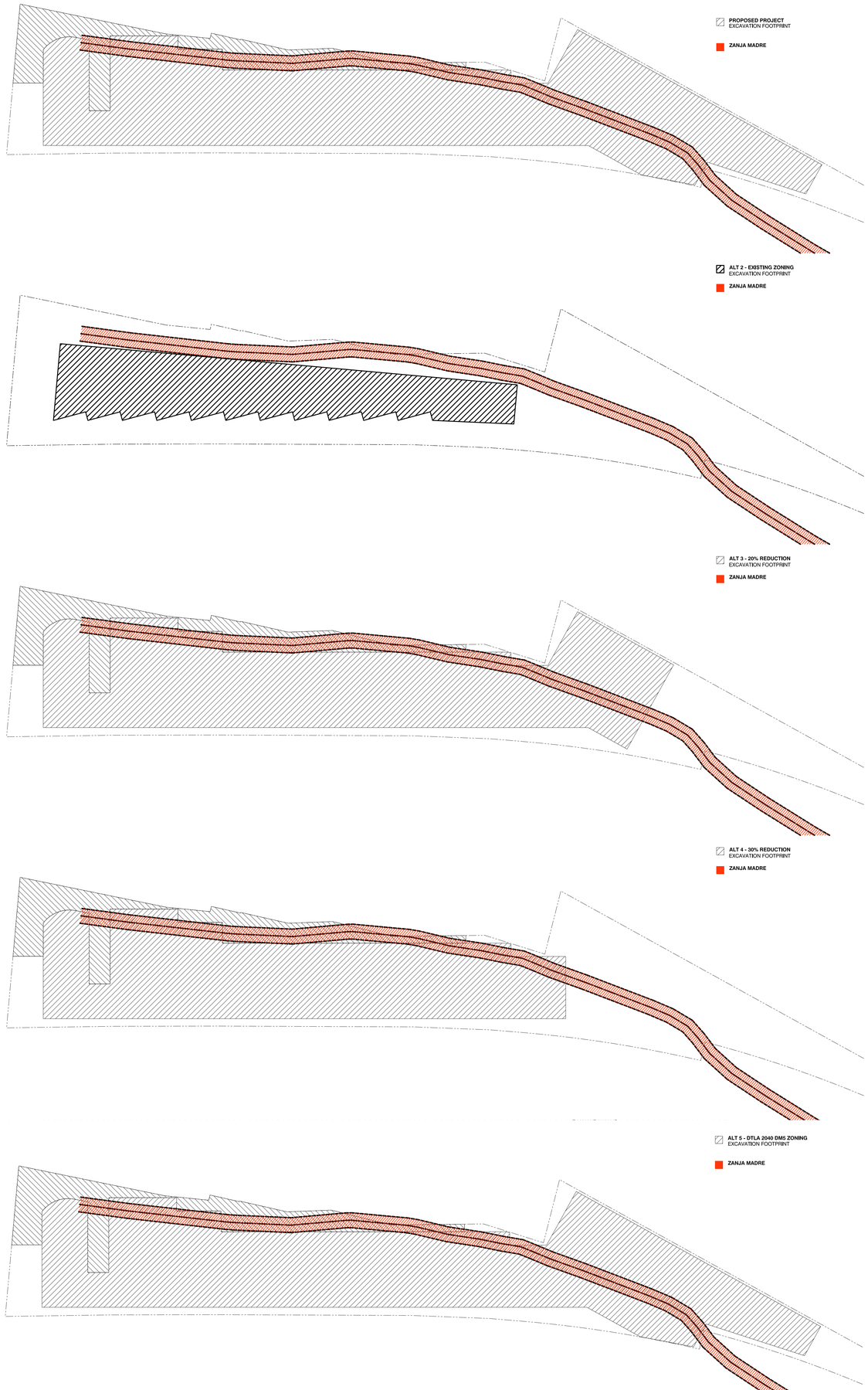
Alternative 5

Alternative 5 poses identical potential impacts on the Zanja as the Buena Vista project.

BUENA VISTA

SOUTH PARCEL ALTERNATIVES
EXCAVATION FOOTPRINTS

SCALE: 1/64" = 1'-0" AT 30"X42"



Appendix O.5

Alternatives Air Quality Calculations

Buena Vista ALT 5

AQ SUMMARY OF EMISSIONS WINTER						
Operations (2031)						
Project Regional Emissions	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
Area	19	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	13	9	91	<1	24	6
Emergency Generator	2	5	4	<1	<1	<1
Total	34	14	95	<1	24	6
Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Difference	**(21)**	**(41)**	**(455)**	**(150)**	**(126)**	**(49)**
Impact	No	No	No	No	No	No
Project Localized (2031)						
Onsite Total		5	5		<1	<1
Threshold		**120**	**1861**		**16**	**8**
Difference		**(115)**	**(1856)**		**(16)**	**(8)**
Impact		**No**	**No**		**No**	**No**

AQ SUMMARY OF EMISSIONS Summer						
Operations (2031)						
Project Regional Emissions	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
Area	27	<1	69	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	14	8	97	<1	24	6
Emergency Generator	2	5	4	<1	<1	<1
Total	42	14	171	<1	24	6
Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Difference	**(13)**	**(41)**	**(379)**	**(150)**	**(126)**	**(49)**
Impact	No	No	No	No	No	No
Project Localized (2031)						
Onsite Total		6	74		<1	<1
Threshold		**120**	**1861**		**16**	**8**
Difference		**(114)**	**(1787)**		**(16)**	**(8)**
Impact		**No**	**No**		**No**	**No**

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Regional Winter Emissions						
Regional Operational Emissions	34	14	95	<1	24	6
Regional Construction Emissions	16	27	48	<1	8	2
Total Proposed Project Regional Overlap	**50**	**40**	**144**	**<1**	**32**	**9**
SCAQMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Regional Summer Emissions						
Regional Operational Emissions	42	14	171	<1	24	6
Regional Construction Emissions	16	32	51	<1	10	2
Total Proposed Project Regional Overlap	**58**	**45**	**221**	**<1**	**34**	**9**
SCAQMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**
Localized Winter Emissions						
Localized Operational Emissions		5	5		<1	<1
Localized Construction Emissions		8	31		2	<1
Total Proposed Project Localized Overlap		**13**	**36**		**2**	**<1**
SCAQMD Localized Significance Thresholds		**120**	**1861**		**16**	**8**
Exceed Threshold?		**No**	**No**		**No**	**No**
Localized Summer Emissions						
Localized Operational Emissions		6	74		<1	<1
Localized Construction Emissions		12	31		4	<1
Total Proposed Project Localized Overlap		**17**	**105**		**4**	**1**
SCAQMD Localized Significance Thresholds		**120**	**1861**		**16**	**8**
Exceed Threshold?		**No**	**No**		**No**	**No**

Buena Vista - Construction Onsite North Parcel (Phase 2) Alt 5 Peak Day Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Buena Vista - Construction Onsite North Parcel (Phase 2) Alt 5 Peak Day
Construction Start Date	2/18/2031
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	8.60
Location	34.07072782377335, -118.22982571307602
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4031
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2031	1.30	11.6	31.5	0.05	0.32	3.64	3.97	0.30	0.37	0.67	4,918
2032	0.64	5.35	18.0	0.03	0.16	0.64	0.80	0.15	0.07	0.21	2,983
2033	14.7	5.34	18.0	0.03	0.16	0.64	0.80	0.15	0.07	0.21	2,982
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2031	1.02	8.33	31.5	0.05	0.25	1.60	1.86	0.24	0.16	0.40	4,919
2032	0.64	5.37	18.0	0.03	0.16	0.64	0.80	0.15	0.07	0.21	2,984
2033	15.0	6.44	24.9	0.04	0.20	0.67	0.87	0.19	0.07	0.26	3,983
2034	15.0	6.43	24.8	0.04	0.20	0.67	0.87	0.19	0.07	0.25	3,987
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2031	0.50	3.93	16.4	0.02	0.12	0.78	0.90	0.11	0.08	0.19	2,556
2032	0.55	4.60	15.5	0.03	0.13	0.54	0.67	0.13	0.05	0.18	2,564
2033	6.62	4.63	15.8	0.03	0.14	0.53	0.67	0.13	0.05	0.18	2,606
2034	1.35	0.58	2.34	< 0.005	0.02	0.06	0.07	0.02	0.01	0.02	374
Annual	—	—	—	—	—	—	—	—	—	—	—
2031	0.09	0.72	3.00	< 0.005	0.02	0.14	0.16	0.02	0.01	0.03	423
2032	0.10	0.84	2.82	< 0.005	0.02	0.10	0.12	0.02	0.01	0.03	425
2033	1.21	0.85	2.88	< 0.005	0.02	0.10	0.12	0.02	0.01	0.03	431
2034	0.25	0.11	0.43	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	61.8

5. Activity Data

5.2. Off-Road Equipment

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Excavators	Diesel	Tier 4 Final	1.00	8.00	158	0.38
Site Preparation	Rubber Tired Loaders	Diesel	Tier 4 Final	1.00	8.00	150	0.36
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Grading	Bore/Drill Rigs	Diesel	Tier 4 Final	1.00	8.00	83.0	0.50
Grading	Excavators	Diesel	Tier 4 Final	2.00	8.00	158	0.38
Grading	Pumps	Diesel	Average	2.00	8.00	11.0	0.74
Grading	Rubber Tired Loaders	Diesel	Average	1.00	8.00	150	0.36
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Well Re-abandonment	Bore/Drill Rigs	Diesel	Tier 4 Final	1.00	8.00	83.0	0.50
Well Re-abandonment	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74
Well Re-abandonment	Off-Highway Tractors	Diesel	Tier 4 Final	1.00	8.00	38.0	0.44
Well Re-abandonment	Pumps	Diesel	Average	2.00	8.00	11.0	0.74
Well Re-abandonment	Other Construction Equipment	Diesel	Tier 4 Final	1.00	8.00	82.0	0.42
Mat Foundation	Cement and Mortar Mixers	Diesel	Average	6.00	8.00	10.0	0.56
Mat Foundation	Pumps	Diesel	Average	8.00	8.00	11.0	0.74
Building Construction	Aerial Lifts	Electric	Average	4.00	8.00	46.0	0.31
Building Construction	Air Compressors	Electric	Average	4.00	8.00	37.0	0.48
Building Construction	Cement and Mortar Mixers	Diesel	Average	2.00	8.00	10.0	0.56
Building Construction	Cranes	Electric	Average	1.00	8.00	367	0.29

Building Construction	Cranes	Electric	Tier 4 Final	1.00	8.00	367	0.29
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	8.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Pumps	Diesel	Average	2.00	8.00	11.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	8.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 4 Final	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Architectural Coating	Aerial Lifts	Electric	Average	3.00	8.00	46.0	0.31
Architectural Coating	Aerial Lifts	Electric	Average	3.00	8.00	46.0	0.31
Trenching	Excavators	Diesel	Tier 4 Final	1.00	8.00	158	0.38
Trenching	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Trenching	Rubber Tired Loaders	Diesel	Tier 4 Final	1.00	8.00	150	0.36
Trenching	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37

8. User Changes to Default Data

Screen	Justification
Land Use	Project Specific - see construction assumptions
Construction: Construction Phases	Project Specific - see construction assumptions
Construction: Off-Road Equipment	Project Specific - see construction assumptions
Construction: Trips and VMT	Project Specific - see construction assumptions
Construction: Electricity	Carbon Intensity for construction years
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Buena Vista - Operations (ALT 5) Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Buena Vista - Operations (ALT 5)
Operational Year	2034
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	34.06633285447674, -118.23535236392179
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4031
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments High Rise	1,208	Dwelling Unit	7.87	1,328,814	89,232	0.00	2,902	—

High Turnover (Sit Down Restaurant)	23.8	1000sqft	0.00	23,800	0.00	0.00	—	—
Strip Mall	15.0	1000sqft	0.00	15,000	0.00	0.00	—	—
General Office Building	5.25	1000sqft	0.00	5,250	0.00	0.00	—	—
Enclosed Parking with Elevator	1,798	Space	16.2	719,200	0.00	0.00	—	—
Recreational Swimming Pool	4.70	1000sqft	0.00	4,700	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Water	W-7	Adopt a Water Conservation Strategy
Waste	S-1/S-2	Implement Waste Reduction Plan

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	64.4	19.2	244	0.37	0.67	35.7	36.3	0.64	9.06	9.70	49,579
Mit.	64.4	19.2	244	0.37	0.67	35.7	36.3	0.64	9.06	9.70	47,913
% Reduced	—	—	—	—	—	—	—	—	—	—	3%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	53.0	19.2	133	0.35	0.58	35.7	36.2	0.57	9.06	9.63	47,803
Mit.	53.0	19.2	133	0.35	0.58	35.7	36.2	0.57	9.06	9.63	46,137
% Reduced	—	—	—	—	—	—	—	—	—	—	3%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	59.5	16.8	203	0.35	0.48	35.3	35.8	0.46	8.96	9.42	47,856
Mit.	59.5	16.8	203	0.35	0.48	35.3	35.8	0.46	8.96	9.42	46,190
% Reduced	—	—	—	—	—	—	—	—	—	—	3%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.9	3.07	37.1	0.06	0.09	6.44	6.53	0.08	1.64	1.72	7,923
Mit.	10.9	3.07	37.1	0.06	0.09	6.44	6.53	0.08	1.64	1.72	7,647
% Reduced	—	—	—	—	—	—	—	—	—	—	3%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	18.6	10.7	135	0.35	0.17	35.7	35.8	0.16	9.06	9.22	35,771
Area	43.3	0.91	102	< 0.005	0.09	—	0.09	0.07	—	0.07	321
Energy	0.04	0.67	0.56	< 0.005	0.05	—	0.05	0.05	—	0.05	9,457
Water	—	—	—	—	—	—	—	—	—	—	730
Waste	—	—	—	—	—	—	—	—	—	—	1,990
Refrig.	—	—	—	—	—	—	—	—	—	—	46.9
Stationary	2.46	6.88	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	1,263
Total	64.4	19.2	244	0.37	0.67	35.7	36.3	0.64	9.06	9.70	49,579
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	18.6	11.7	127	0.33	0.17	35.7	35.8	0.16	9.06	9.22	34,316
Area	31.9	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	0.04	0.67	0.56	< 0.005	0.05	—	0.05	0.05	—	0.05	9,457
Water	—	—	—	—	—	—	—	—	—	—	730

Waste	—	—	—	—	—	—	—	—	—	—	1,990
Refrig.	—	—	—	—	—	—	—	—	—	—	46.9
Stationary	2.46	6.88	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	1,263
Total	53.0	19.2	133	0.35	0.58	35.7	36.2	0.57	9.06	9.63	47,803
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	18.4	11.7	129	0.33	0.17	35.3	35.5	0.16	8.96	9.12	34,720
Area	39.7	0.62	69.9	< 0.005	0.06	—	0.06	0.05	—	0.05	220
Energy	0.04	0.67	0.56	< 0.005	0.05	—	0.05	0.05	—	0.05	9,457
Water	—	—	—	—	—	—	—	—	—	—	730
Waste	—	—	—	—	—	—	—	—	—	—	1,990
Refrig.	—	—	—	—	—	—	—	—	—	—	46.9
Stationary	1.35	3.77	3.44	0.01	0.20	0.00	0.20	0.20	0.00	0.20	692
Total	59.5	16.8	203	0.35	0.48	35.3	35.8	0.46	8.96	9.42	47,856
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.35	2.14	23.6	0.06	0.03	6.44	6.47	0.03	1.64	1.67	5,748
Area	7.25	0.11	12.8	< 0.005	0.01	—	0.01	0.01	—	0.01	36.4
Energy	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	1,566
Water	—	—	—	—	—	—	—	—	—	—	121
Waste	—	—	—	—	—	—	—	—	—	—	330
Refrig.	—	—	—	—	—	—	—	—	—	—	7.76
Stationary	0.25	0.69	0.63	< 0.005	0.04	0.00	0.04	0.04	0.00	0.04	115
Total	10.9	3.07	37.1	0.06	0.09	6.44	6.53	0.08	1.64	1.72	7,923

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Mobile	18.6	10.7	135	0.35	0.17	35.7	35.8	0.16	9.06	9.22	35,771
Area	43.3	0.91	102	< 0.005	0.09	—	0.09	0.07	—	0.07	321
Energy	0.04	0.67	0.56	< 0.005	0.05	—	0.05	0.05	—	0.05	9,457
Water	—	—	—	—	—	—	—	—	—	—	584
Waste	—	—	—	—	—	—	—	—	—	—	470
Refrig.	—	—	—	—	—	—	—	—	—	—	46.9
Stationary	2.46	6.88	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	1,263
Total	64.4	19.2	244	0.37	0.67	35.7	36.3	0.64	9.06	9.70	47,913
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	18.6	11.7	127	0.33	0.17	35.7	35.8	0.16	9.06	9.22	34,316
Area	31.9	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	0.04	0.67	0.56	< 0.005	0.05	—	0.05	0.05	—	0.05	9,457
Water	—	—	—	—	—	—	—	—	—	—	584
Waste	—	—	—	—	—	—	—	—	—	—	470
Refrig.	—	—	—	—	—	—	—	—	—	—	46.9
Stationary	2.46	6.88	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	1,263
Total	53.0	19.2	133	0.35	0.58	35.7	36.2	0.57	9.06	9.63	46,137
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	18.4	11.7	129	0.33	0.17	35.3	35.5	0.16	8.96	9.12	34,720
Area	39.7	0.62	69.9	< 0.005	0.06	—	0.06	0.05	—	0.05	220
Energy	0.04	0.67	0.56	< 0.005	0.05	—	0.05	0.05	—	0.05	9,457
Water	—	—	—	—	—	—	—	—	—	—	584
Waste	—	—	—	—	—	—	—	—	—	—	470
Refrig.	—	—	—	—	—	—	—	—	—	—	46.9
Stationary	1.35	3.77	3.44	0.01	0.20	0.00	0.20	0.20	0.00	0.20	692
Total	59.5	16.8	203	0.35	0.48	35.3	35.8	0.46	8.96	9.42	46,190
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.35	2.14	23.6	0.06	0.03	6.44	6.47	0.03	1.64	1.67	5,748

Area	7.25	0.11	12.8	< 0.005	0.01	—	0.01	0.01	—	0.01	36.4
Energy	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	1,566
Water	—	—	—	—	—	—	—	—	—	—	96.6
Waste	—	—	—	—	—	—	—	—	—	—	77.8
Refrig.	—	—	—	—	—	—	—	—	—	—	7.76
Stationary	0.25	0.69	0.63	< 0.005	0.04	0.00	0.04	0.04	0.00	0.04	115
Total	10.9	3.07	37.1	0.06	0.09	6.44	6.53	0.08	1.64	1.72	7,647

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	3,529
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	905
Strip Mall	—	—	—	—	—	—	—	—	—	—	159

General Office Building	—	—	—	—	—	—	—	—	—	—	86.3
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	1,966
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	2,012
Total	—	—	—	—	—	—	—	—	—	—	8,657
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	3,529
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	905
Strip Mall	—	—	—	—	—	—	—	—	—	—	159
General Office Building	—	—	—	—	—	—	—	—	—	—	86.3
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	1,966
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	2,012
Total	—	—	—	—	—	—	—	—	—	—	8,657
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	584
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	150
Strip Mall	—	—	—	—	—	—	—	—	—	—	26.3
General Office Building	—	—	—	—	—	—	—	—	—	—	14.3

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	325
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	333
Total	—	—	—	—	—	—	—	—	—	—	1,433

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	3,529
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	905
Strip Mall	—	—	—	—	—	—	—	—	—	—	159
General Office Building	—	—	—	—	—	—	—	—	—	—	86.3
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	1,966
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	2,012
Total	—	—	—	—	—	—	—	—	—	—	8,657
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	3,529

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	905
Strip Mall	—	—	—	—	—	—	—	—	—	—	159
General Office Building	—	—	—	—	—	—	—	—	—	—	86.3
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	1,966
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	2,012
Total	—	—	—	—	—	—	—	—	—	—	8,657
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	584
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	150
Strip Mall	—	—	—	—	—	—	—	—	—	—	26.3
General Office Building	—	—	—	—	—	—	—	—	—	—	14.3
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	325
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	333
Total	—	—	—	—	—	—	—	—	—	—	1,433

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
High Turnover (Sit Down Restaurant)	0.02	0.45	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	537
Strip Mall	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Recreational Swimming Pool	0.01	0.22	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	263
Total	0.04	0.67	0.56	< 0.005	0.05	—	0.05	0.05	—	0.05	800
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
High Turnover (Sit Down Restaurant)	0.02	0.45	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	537
Strip Mall	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Recreational Swimming Pool	0.01	0.22	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	263
Total	0.04	0.67	0.56	< 0.005	0.05	—	0.05	0.05	—	0.05	800
Annual	—	—	—	—	—	—	—	—	—	—	—

Apartments High Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
High Turnover (Sit Down Restaurant)	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	88.9
Strip Mall	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Recreational Swimming Pool	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	43.6
Total	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	132

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
High Turnover (Sit Down Restaurant)	0.02	0.45	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	537
Strip Mall	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Recreational Swimming Pool	0.01	0.22	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	263
Total	0.04	0.67	0.56	< 0.005	0.05	—	0.05	0.05	—	0.05	800
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
High Turnover (Sit Down Restaurant)	0.02	0.45	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	537
Strip Mall	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Recreational Swimming Pool	0.01	0.22	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	263
Total	0.04	0.67	0.56	< 0.005	0.05	—	0.05	0.05	—	0.05	800
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
High Turnover (Sit Down Restaurant)	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	88.9
Strip Mall	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Recreational Swimming Pool	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	43.6
Total	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	132

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	29.4	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.49	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	11.4	0.91	102	< 0.005	0.09	—	0.09	0.07	—	0.07	321
Total	43.3	0.91	102	< 0.005	0.09	—	0.09	0.07	—	0.07	321
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	29.4	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.49	—	—	—	—	—	—	—	—	—	—
Total	31.9	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	5.37	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.45	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.42	0.11	12.8	< 0.005	0.01	—	0.01	0.01	—	0.01	36.4
Total	7.25	0.11	12.8	< 0.005	0.01	—	0.01	0.01	—	0.01	36.4

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	29.4	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.49	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	11.4	0.91	102	< 0.005	0.09	—	0.09	0.07	—	0.07	321
Total	43.3	0.91	102	< 0.005	0.09	—	0.09	0.07	—	0.07	321
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	29.4	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.49	—	—	—	—	—	—	—	—	—	—
Total	31.9	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	5.37	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.45	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.42	0.11	12.8	< 0.005	0.01	—	0.01	0.01	—	0.01	36.4
Total	7.25	0.11	12.8	< 0.005	0.01	—	0.01	0.01	—	0.01	36.4

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	603
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	95.8
Strip Mall	—	—	—	—	—	—	—	—	—	—	14.7
General Office Building	—	—	—	—	—	—	—	—	—	—	12.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	3.69
Total	—	—	—	—	—	—	—	—	—	—	730
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	603

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	95.8
Strip Mall	—	—	—	—	—	—	—	—	—	—	14.7
General Office Building	—	—	—	—	—	—	—	—	—	—	12.4
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	3.69
Total	—	—	—	—	—	—	—	—	—	—	730
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	99.8
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	15.9
Strip Mall	—	—	—	—	—	—	—	—	—	—	2.44
General Office Building	—	—	—	—	—	—	—	—	—	—	2.05
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	0.61
Total	—	—	—	—	—	—	—	—	—	—	121

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	482
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	76.6
Strip Mall	—	—	—	—	—	—	—	—	—	—	11.8
General Office Building	—	—	—	—	—	—	—	—	—	—	9.90
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	2.95
Total	—	—	—	—	—	—	—	—	—	—	584
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	482
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	76.6
Strip Mall	—	—	—	—	—	—	—	—	—	—	11.8
General Office Building	—	—	—	—	—	—	—	—	—	—	9.90
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	2.95
Total	—	—	—	—	—	—	—	—	—	—	584
Annual	—	—	—	—	—	—	—	—	—	—	—

Apartments High Rise	—	—	—	—	—	—	—	—	—	—	79.9
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	12.7
Strip Mall	—	—	—	—	—	—	—	—	—	—	1.95
General Office Building	—	—	—	—	—	—	—	—	—	—	1.64
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	0.49
Total	—	—	—	—	—	—	—	—	—	—	96.6

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	1,367
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	534
Strip Mall	—	—	—	—	—	—	—	—	—	—	29.7
General Office Building	—	—	—	—	—	—	—	—	—	—	9.21
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00

Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	50.5
Total	—	—	—	—	—	—	—	—	—	—	1,990
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	1,367
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	534
Strip Mall	—	—	—	—	—	—	—	—	—	—	29.7
General Office Building	—	—	—	—	—	—	—	—	—	—	9.21
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	50.5
Total	—	—	—	—	—	—	—	—	—	—	1,990
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	226
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	88.4
Strip Mall	—	—	—	—	—	—	—	—	—	—	4.92
General Office Building	—	—	—	—	—	—	—	—	—	—	1.52
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00

Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	8.36
Total	—	—	—	—	—	—	—	—	—	—	330

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	323
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	126
Strip Mall	—	—	—	—	—	—	—	—	—	—	7.01
General Office Building	—	—	—	—	—	—	—	—	—	—	2.17
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	11.9
Total	—	—	—	—	—	—	—	—	—	—	470
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	323
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	126
Strip Mall	—	—	—	—	—	—	—	—	—	—	7.01

General Office Building	—	—	—	—	—	—	—	—	—	—	2.17
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	11.9
Total	—	—	—	—	—	—	—	—	—	—	470
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	53.4
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	20.9
Strip Mall	—	—	—	—	—	—	—	—	—	—	1.16
General Office Building	—	—	—	—	—	—	—	—	—	—	0.36
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	1.97
Total	—	—	—	—	—	—	—	—	—	—	77.8

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Apartments High Rise	—	—	—	—	—	—	—	—	—	—	9.52
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	37.2
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.09
General Office Building	—	—	—	—	—	—	—	—	—	—	0.01
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	0.02
Total	—	—	—	—	—	—	—	—	—	—	46.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	9.52
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	37.2
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.09
General Office Building	—	—	—	—	—	—	—	—	—	—	0.01
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	0.02
Total	—	—	—	—	—	—	—	—	—	—	46.9
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	1.58
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	6.16
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.02
General Office Building	—	—	—	—	—	—	—	—	—	—	< 0.005

Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	7.76

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	9.52
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	37.2
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.09
General Office Building	—	—	—	—	—	—	—	—	—	—	0.01
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	0.02
Total	—	—	—	—	—	—	—	—	—	—	46.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	9.52
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	37.2
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.09
General Office Building	—	—	—	—	—	—	—	—	—	—	0.01

Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	0.02
Total	—	—	—	—	—	—	—	—	—	—	46.9
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	1.58
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	6.16
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.02
General Office Building	—	—	—	—	—	—	—	—	—	—	< 0.005
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	7.76

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	2.46	6.88	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	1,263
Total	2.46	6.88	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	1,263
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	2.46	6.88	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	1,263
Total	2.46	6.88	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	1,263
Annual	—	—	—	—	—	—	—	—	—	—	—

Emergency Generator	0.25	0.69	0.63	< 0.005	0.04	0.00	0.04	0.04	0.00	0.04	115
Total	0.25	0.69	0.63	< 0.005	0.04	0.00	0.04	0.04	0.00	0.04	115

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	2.46	6.88	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	1,263
Total	2.46	6.88	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	1,263
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	2.46	6.88	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	1,263
Total	2.46	6.88	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	1,263
Annual	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.25	0.69	0.63	< 0.005	0.04	0.00	0.04	0.04	0.00	0.04	115
Total	0.25	0.69	0.63	< 0.005	0.04	0.00	0.04	0.04	0.00	0.04	115

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	7,934	7,934	7,934	2,895,910	50,284	50,284	50,284	18,353,660

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	7,934	7,934	7,934	2,895,910	50,284	50,284	50,284	18,353,660

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments High Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments High Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
2690848.35	896,949	97,795	25,549	42,293

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments High Rise	4,765,973	267	0.0489	0.0069	0.00
High Turnover (Sit Down Restaurant)	1,221,608	267	0.0489	0.0069	1,670,760
Strip Mall	214,703	267	0.0489	0.0069	0.00
General Office Building	116,591	267	0.0489	0.0069	0.00
Enclosed Parking with Elevator	2,654,878	267	0.0489	0.0069	0.00
Recreational Swimming Pool	2,717,525	267	0.0489	0.0069	818,688

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments High Rise	4,765,973	267	0.0489	0.0069	0.00
High Turnover (Sit Down Restaurant)	1,221,608	267	0.0489	0.0069	1,670,760
Strip Mall	214,703	267	0.0489	0.0069	0.00
General Office Building	116,591	267	0.0489	0.0069	0.00
Enclosed Parking with Elevator	2,654,878	267	0.0489	0.0069	0.00

Recreational Swimming Pool	2,717,525	267	0.0489	0.0069	818,688

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments High Rise	45,026,750	1,529,540
High Turnover (Sit Down Restaurant)	7,224,102	0.00
Strip Mall	1,111,088	0.00
General Office Building	933,102	0.00
Enclosed Parking with Elevator	0.00	0.00
Recreational Swimming Pool	277,973	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments High Rise	36,021,400	1,223,632
High Turnover (Sit Down Restaurant)	5,779,282	0.00
Strip Mall	888,870	0.00
General Office Building	746,482	0.00
Enclosed Parking with Elevator	0.00	0.00
Recreational Swimming Pool	222,378	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments High Rise	725	—
High Turnover (Sit Down Restaurant)	283	—

Strip Mall	15.8	—
General Office Building	4.88	—
Enclosed Parking with Elevator	0.00	—
Recreational Swimming Pool	26.8	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments High Rise	171	—
High Turnover (Sit Down Restaurant)	66.8	—
Strip Mall	3.72	—
General Office Building	1.15	—
Enclosed Parking with Elevator	0.00	—
Recreational Swimming Pool	6.32	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments High Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments High Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Recreational Swimming Pool	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Recreational Swimming Pool	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments High Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments High Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Recreational Swimming Pool	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Recreational Swimming Pool	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Emergency Generator	Diesel	3.00	1.00	200	500	0.73

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	12.3	annual days of extreme heat
Extreme Precipitation	6.65	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A

Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	57.0
AQ-PM	95.0
AQ-DPM	91.6
Drinking Water	92.5
Lead Risk Housing	72.8
Pesticides	0.00
Toxic Releases	77.5
Traffic	79.3
Effect Indicators	—
CleanUp Sites	98.2
Groundwater	82.5
Haz Waste Facilities/Generators	98.0
Impaired Water Bodies	72.2
Solid Waste	67.4
Sensitive Population	—
Asthma	26.3
Cardio-vascular	35.9
Low Birth Weights	96.5
Socioeconomic Factor Indicators	—
Education	96.2
Housing	57.4
Linguistic	87.9
Poverty	90.5
Unemployment	72.5

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	5.594764532
Employed	29.10304119
Median HI	0.628769408
Education	—
Bachelor's or higher	26.30565892
High school enrollment	100
Preschool enrollment	63.13358142
Transportation	—
Auto Access	1.052226357
Active commuting	95.7141024
Social	—
2-parent households	41.70409342
Voting	8.392146798
Neighborhood	—
Alcohol availability	44.16784294
Park access	46.67008854
Retail density	87.052483
Supermarket access	59.12998845
Tree canopy	24.00872578
Housing	—
Homeownership	4.414217888
Housing habitability	0.769921725
Low-inc homeowner severe housing cost burden	1.655331708
Low-inc renter severe housing cost burden	64.04465546

Uncrowded housing	5.889901193
Health Outcomes	—
Insured adults	12.17759528
Arthritis	15.6
Asthma ER Admissions	76.4
High Blood Pressure	9.1
Cancer (excluding skin)	68.9
Asthma	27.9
Coronary Heart Disease	7.5
Chronic Obstructive Pulmonary Disease	7.1
Diagnosed Diabetes	1.0
Life Expectancy at Birth	83.9
Cognitively Disabled	15.2
Physically Disabled	38.4
Heart Attack ER Admissions	89.4
Mental Health Not Good	13.3
Chronic Kidney Disease	5.2
Obesity	37.0
Pedestrian Injuries	84.4
Physical Health Not Good	3.7
Stroke	5.6
Health Risk Behaviors	—
Binge Drinking	99.2
Current Smoker	14.2
No Leisure Time for Physical Activity	1.7
Climate Change Exposures	—
Wildfire Risk	47.9
SLR Inundation Area	0.0

Children	50.1
Elderly	33.4
English Speaking	1.8
Foreign-born	95.4
Outdoor Workers	32.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	36.9
Traffic Density	71.6
Traffic Access	72.6
Other Indices	—
Hardship	94.9
Other Decision Support	—
2016 Voting	5.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	97.0
Healthy Places Index Score for Project Location (b)	7.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project Specific - see project description
Construction: Construction Phases	Project Specific - see construction assumptions
Construction: Off-Road Equipment	Project Specific - see construction assumptions
Construction: Trips and VMT	Project Specific - see construction assumptions
Construction: Electricity	Carbon intensity for construction years
Characteristics: Utility Information	Carbon intensity for 2034
Operations: Hearths	No fireplaces
Operations: Energy Use	All electric building with the exception of restaurant cooking equipment and propane usage for firepits and grills in pool area.

Buena Vista - Operations (ALT 5 South Lot) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Buena Vista - Operations (ALT 5 South Lot)
Operational Year	2031
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	34.06633285447674, -118.23535236392179
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4031
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments High Rise	822	Dwelling Unit	7.87	789,120	89,232	0.00	2,902	—

High Turnover (Sit Down Restaurant)	15.8	1000sqft	0.00	15,800	0.00	0.00	—	—
Strip Mall	10.0	1000sqft	0.00	10,000	0.00	0.00	—	—
General Office Building	1.50	1000sqft	0.00	1,500	0.00	0.00	—	—
Enclosed Parking with Elevator	1,222	Space	11.0	488,800	0.00	0.00	—	—
Recreational Swimming Pool	4.70	1000sqft	0.00	4,700	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Water	W-7	Adopt a Water Conservation Strategy
Waste	S-1/S-2	Implement Waste Reduction Plan

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	41.9	13.7	171	0.25	0.47	23.7	24.2	0.45	6.03	6.48	36,888
Mit.	41.9	13.7	171	0.25	0.47	23.7	24.2	0.45	6.03	6.48	35,409
% Reduced	—	—	—	—	—	—	—	—	—	—	4%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	34.1	13.8	95.5	0.24	0.41	23.7	24.1	0.40	6.03	6.43	35,647
Mit.	34.1	13.8	95.5	0.24	0.41	23.7	24.1	0.40	6.03	6.43	34,168
% Reduced	—	—	—	—	—	—	—	—	—	—	4%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	38.5	12.2	143	0.24	0.35	23.5	23.8	0.33	5.96	6.29	35,702
Mit.	38.5	12.2	143	0.24	0.35	23.5	23.8	0.33	5.96	6.29	34,223
% Reduced	—	—	—	—	—	—	—	—	—	—	4%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.02	2.23	26.1	0.04	0.06	4.28	4.35	0.06	1.09	1.15	5,911
Mit.	7.02	2.23	26.1	0.04	0.06	4.28	4.35	0.06	1.09	1.15	5,666
% Reduced	—	—	—	—	—	—	—	—	—	—	4%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	13.5	8.01	96.6	0.24	0.13	23.7	23.9	0.12	6.03	6.15	24,805
Area	26.7	0.62	69.3	< 0.005	0.06	—	0.06	0.05	—	0.05	218
Energy	0.03	0.52	0.43	< 0.005	0.04	—	0.04	0.04	—	0.04	8,659
Water	—	—	—	—	—	—	—	—	—	—	539
Waste	—	—	—	—	—	—	—	—	—	—	1,794
Refrig.	—	—	—	—	—	—	—	—	—	—	30.4
Stationary	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	842
Total	41.9	13.7	171	0.25	0.47	23.7	24.2	0.45	6.03	6.48	36,888
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	13.4	8.74	90.8	0.23	0.13	23.7	23.9	0.12	6.03	6.15	23,782
Area	19.0	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	0.03	0.52	0.43	< 0.005	0.04	—	0.04	0.04	—	0.04	8,659
Water	—	—	—	—	—	—	—	—	—	—	539

Waste	—	—	—	—	—	—	—	—	—	—	1,794
Refrig.	—	—	—	—	—	—	—	—	—	—	30.4
Stationary	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	842
Total	34.1	13.8	95.5	0.24	0.41	23.7	24.1	0.40	6.03	6.43	35,647
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	13.3	8.78	92.7	0.23	0.13	23.5	23.6	0.12	5.96	6.09	24,068
Area	24.3	0.43	47.4	< 0.005	0.04	—	0.04	0.03	—	0.03	149
Energy	0.03	0.52	0.43	< 0.005	0.04	—	0.04	0.04	—	0.04	8,659
Water	—	—	—	—	—	—	—	—	—	—	539
Waste	—	—	—	—	—	—	—	—	—	—	1,794
Refrig.	—	—	—	—	—	—	—	—	—	—	30.4
Stationary	0.90	2.51	2.29	< 0.005	0.13	0.00	0.13	0.13	0.00	0.13	462
Total	38.5	12.2	143	0.24	0.35	23.5	23.8	0.33	5.96	6.29	35,702
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.42	1.60	16.9	0.04	0.02	4.28	4.31	0.02	1.09	1.11	3,985
Area	4.43	0.08	8.66	< 0.005	0.01	—	0.01	0.01	—	0.01	24.7
Energy	0.01	0.09	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	1,434
Water	—	—	—	—	—	—	—	—	—	—	89.2
Waste	—	—	—	—	—	—	—	—	—	—	297
Refrig.	—	—	—	—	—	—	—	—	—	—	5.04
Stationary	0.16	0.46	0.42	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	76.4
Total	7.02	2.23	26.1	0.04	0.06	4.28	4.35	0.06	1.09	1.15	5,911

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Mobile	13.5	8.01	96.6	0.24	0.13	23.7	23.9	0.12	6.03	6.15	24,805
Area	26.7	0.62	69.3	< 0.005	0.06	—	0.06	0.05	—	0.05	218
Energy	0.03	0.52	0.43	< 0.005	0.04	—	0.04	0.04	—	0.04	8,659
Water	—	—	—	—	—	—	—	—	—	—	431
Waste	—	—	—	—	—	—	—	—	—	—	423
Refrig.	—	—	—	—	—	—	—	—	—	—	30.4
Stationary	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	842
Total	41.9	13.7	171	0.25	0.47	23.7	24.2	0.45	6.03	6.48	35,409
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	13.4	8.74	90.8	0.23	0.13	23.7	23.9	0.12	6.03	6.15	23,782
Area	19.0	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Energy	0.03	0.52	0.43	< 0.005	0.04	—	0.04	0.04	—	0.04	8,659
Water	—	—	—	—	—	—	—	—	—	—	431
Waste	—	—	—	—	—	—	—	—	—	—	423
Refrig.	—	—	—	—	—	—	—	—	—	—	30.4
Stationary	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	842
Total	34.1	13.8	95.5	0.24	0.41	23.7	24.1	0.40	6.03	6.43	34,168
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	13.3	8.78	92.7	0.23	0.13	23.5	23.6	0.12	5.96	6.09	24,068
Area	24.3	0.43	47.4	< 0.005	0.04	—	0.04	0.03	—	0.03	149
Energy	0.03	0.52	0.43	< 0.005	0.04	—	0.04	0.04	—	0.04	8,659
Water	—	—	—	—	—	—	—	—	—	—	431
Waste	—	—	—	—	—	—	—	—	—	—	423
Refrig.	—	—	—	—	—	—	—	—	—	—	30.4
Stationary	0.90	2.51	2.29	< 0.005	0.13	0.00	0.13	0.13	0.00	0.13	462
Total	38.5	12.2	143	0.24	0.35	23.5	23.8	0.33	5.96	6.29	34,223
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.42	1.60	16.9	0.04	0.02	4.28	4.31	0.02	1.09	1.11	3,985

Area	4.43	0.08	8.66	< 0.005	0.01	—	0.01	0.01	—	0.01	24.7
Energy	0.01	0.09	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	1,434
Water	—	—	—	—	—	—	—	—	—	—	71.4
Waste	—	—	—	—	—	—	—	—	—	—	70.1
Refrig.	—	—	—	—	—	—	—	—	—	—	5.04
Stationary	0.16	0.46	0.42	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	76.4
Total	7.02	2.23	26.1	0.04	0.06	4.28	4.35	0.06	1.09	1.15	5,666

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	2,979
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	745
Strip Mall	—	—	—	—	—	—	—	—	—	—	131

General Office Building	—	—	—	—	—	—	—	—	—	—	30.6
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	1,657
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	2,496
Total	—	—	—	—	—	—	—	—	—	—	8,040
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	2,979
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	745
Strip Mall	—	—	—	—	—	—	—	—	—	—	131
General Office Building	—	—	—	—	—	—	—	—	—	—	30.6
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	1,657
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	2,496
Total	—	—	—	—	—	—	—	—	—	—	8,040
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	493
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	123
Strip Mall	—	—	—	—	—	—	—	—	—	—	21.8
General Office Building	—	—	—	—	—	—	—	—	—	—	5.07

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	274
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	413
Total	—	—	—	—	—	—	—	—	—	—	1,331

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	2,979
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	745
Strip Mall	—	—	—	—	—	—	—	—	—	—	131
General Office Building	—	—	—	—	—	—	—	—	—	—	30.6
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	1,657
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	2,496
Total	—	—	—	—	—	—	—	—	—	—	8,040
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	2,979

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	745
Strip Mall	—	—	—	—	—	—	—	—	—	—	131
General Office Building	—	—	—	—	—	—	—	—	—	—	30.6
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	1,657
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	2,496
Total	—	—	—	—	—	—	—	—	—	—	8,040
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	493
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	123
Strip Mall	—	—	—	—	—	—	—	—	—	—	21.8
General Office Building	—	—	—	—	—	—	—	—	—	—	5.07
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	274
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	413
Total	—	—	—	—	—	—	—	—	—	—	1,331

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
High Turnover (Sit Down Restaurant)	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	356
Strip Mall	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Recreational Swimming Pool	0.01	0.22	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	263
Total	0.03	0.52	0.43	< 0.005	0.04	—	0.04	0.04	—	0.04	620
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
High Turnover (Sit Down Restaurant)	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	356
Strip Mall	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Recreational Swimming Pool	0.01	0.22	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	263
Total	0.03	0.52	0.43	< 0.005	0.04	—	0.04	0.04	—	0.04	620
Annual	—	—	—	—	—	—	—	—	—	—	—

Apartments High Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
High Turnover (Sit Down Restaurant)	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	59.0
Strip Mall	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Recreational Swimming Pool	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	43.6
Total	0.01	0.09	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	103

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
High Turnover (Sit Down Restaurant)	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	356
Strip Mall	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Recreational Swimming Pool	0.01	0.22	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	263
Total	0.03	0.52	0.43	< 0.005	0.04	—	0.04	0.04	—	0.04	620
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
High Turnover (Sit Down Restaurant)	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	356
Strip Mall	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Recreational Swimming Pool	0.01	0.22	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	263
Total	0.03	0.52	0.43	< 0.005	0.04	—	0.04	0.04	—	0.04	620
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
High Turnover (Sit Down Restaurant)	< 0.005	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	59.0
Strip Mall	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00

Recreational Swimming Pool	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	43.6
Total	0.01	0.09	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	103

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	17.5	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.49	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	7.72	0.62	69.3	< 0.005	0.06	—	0.06	0.05	—	0.05	218
Total	26.7	0.62	69.3	< 0.005	0.06	—	0.06	0.05	—	0.05	218
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	17.5	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.49	—	—	—	—	—	—	—	—	—	—
Total	19.0	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	3.20	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.27	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.96	0.08	8.66	< 0.005	0.01	—	0.01	0.01	—	0.01	24.7
Total	4.43	0.08	8.66	< 0.005	0.01	—	0.01	0.01	—	0.01	24.7

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	17.5	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.49	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	7.72	0.62	69.3	< 0.005	0.06	—	0.06	0.05	—	0.05	218
Total	26.7	0.62	69.3	< 0.005	0.06	—	0.06	0.05	—	0.05	218
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	17.5	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.49	—	—	—	—	—	—	—	—	—	—
Total	19.0	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Consumer Products	3.20	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.27	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.96	0.08	8.66	< 0.005	0.01	—	0.01	0.01	—	0.01	24.7
Total	4.43	0.08	8.66	< 0.005	0.01	—	0.01	0.01	—	0.01	24.7

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	451
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	69.4
Strip Mall	—	—	—	—	—	—	—	—	—	—	10.7
General Office Building	—	—	—	—	—	—	—	—	—	—	3.86
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	4.02
Total	—	—	—	—	—	—	—	—	—	—	539
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	451

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	69.4
Strip Mall	—	—	—	—	—	—	—	—	—	—	10.7
General Office Building	—	—	—	—	—	—	—	—	—	—	3.86
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	4.02
Total	—	—	—	—	—	—	—	—	—	—	539
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	74.6
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	11.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	1.77
General Office Building	—	—	—	—	—	—	—	—	—	—	0.64
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	0.67
Total	—	—	—	—	—	—	—	—	—	—	89.2

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	361
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	55.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	8.58
General Office Building	—	—	—	—	—	—	—	—	—	—	3.09
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	3.22
Total	—	—	—	—	—	—	—	—	—	—	431
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	361
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	55.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	8.58
General Office Building	—	—	—	—	—	—	—	—	—	—	3.09
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	3.22
Total	—	—	—	—	—	—	—	—	—	—	431
Annual	—	—	—	—	—	—	—	—	—	—	—

Apartments High Rise	—	—	—	—	—	—	—	—	—	—	59.7
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	9.19
Strip Mall	—	—	—	—	—	—	—	—	—	—	1.42
General Office Building	—	—	—	—	—	—	—	—	—	—	0.51
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	0.53
Total	—	—	—	—	—	—	—	—	—	—	71.4

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	1,367
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	355
Strip Mall	—	—	—	—	—	—	—	—	—	—	19.8
General Office Building	—	—	—	—	—	—	—	—	—	—	2.63
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00

Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	50.5
Total	—	—	—	—	—	—	—	—	—	—	1,794
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	1,367
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	355
Strip Mall	—	—	—	—	—	—	—	—	—	—	19.8
General Office Building	—	—	—	—	—	—	—	—	—	—	2.63
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	50.5
Total	—	—	—	—	—	—	—	—	—	—	1,794
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	226
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	58.7
Strip Mall	—	—	—	—	—	—	—	—	—	—	3.28
General Office Building	—	—	—	—	—	—	—	—	—	—	0.44
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00

Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	8.36
Total	—	—	—	—	—	—	—	—	—	—	297

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	323
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	83.7
Strip Mall	—	—	—	—	—	—	—	—	—	—	4.67
General Office Building	—	—	—	—	—	—	—	—	—	—	0.62
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	11.9
Total	—	—	—	—	—	—	—	—	—	—	423
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	323
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	83.7
Strip Mall	—	—	—	—	—	—	—	—	—	—	4.67

General Office Building	—	—	—	—	—	—	—	—	—	—	0.62
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	11.9
Total	—	—	—	—	—	—	—	—	—	—	423
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	53.4
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	13.9
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.77
General Office Building	—	—	—	—	—	—	—	—	—	—	0.10
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	1.97
Total	—	—	—	—	—	—	—	—	—	—	70.1

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Apartments High Rise	—	—	—	—	—	—	—	—	—	—	5.65
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	24.7
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.06
General Office Building	—	—	—	—	—	—	—	—	—	—	< 0.005
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	0.02
Total	—	—	—	—	—	—	—	—	—	—	30.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	5.65
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	24.7
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.06
General Office Building	—	—	—	—	—	—	—	—	—	—	< 0.005
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	0.02
Total	—	—	—	—	—	—	—	—	—	—	30.4
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	0.94
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	4.09
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.01
General Office Building	—	—	—	—	—	—	—	—	—	—	< 0.005

Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	5.04

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	5.65
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	24.7
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.06
General Office Building	—	—	—	—	—	—	—	—	—	—	< 0.005
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	0.02
Total	—	—	—	—	—	—	—	—	—	—	30.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	5.65
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	24.7
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.06
General Office Building	—	—	—	—	—	—	—	—	—	—	< 0.005

Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	0.02
Total	—	—	—	—	—	—	—	—	—	—	30.4
Annual	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	0.94
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	4.09
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.01
General Office Building	—	—	—	—	—	—	—	—	—	—	< 0.005
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	5.04

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	842
Total	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	842
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	842
Total	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	842
Annual	—	—	—	—	—	—	—	—	—	—	—

Emergency Generator	0.16	0.46	0.42	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	76.4
Total	0.16	0.46	0.42	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	76.4

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	842
Total	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	842
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	842
Total	1.64	4.59	4.18	0.01	0.24	0.00	0.24	0.24	0.00	0.24	842
Annual	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.16	0.46	0.42	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	76.4
Total	0.16	0.46	0.42	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	76.4

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	5,334	5,334	5,334	1,946,910	33,462	33,462	33,462	12,213,630

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	5,334	5,334	5,334	1,946,910	33,462	33,462	33,462	12,213,630

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments High Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments High Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
1597968	532,656	62,508	16,045	28,744

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments High Rise	3,243,071	332	0.0489	0.0069	0.00
High Turnover (Sit Down Restaurant)	810,983	332	0.0489	0.0069	1,109,160
Strip Mall	143,135	332	0.0489	0.0069	0.00
General Office Building	33,312	332	0.0489	0.0069	0.00
Enclosed Parking with Elevator	1,804,372	332	0.0489	0.0069	0.00
Recreational Swimming Pool	2,717,525	332	0.0489	0.0069	818,688

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments High Rise	3,243,071	332	0.0489	0.0069	0.00
High Turnover (Sit Down Restaurant)	810,983	332	0.0489	0.0069	1,109,160
Strip Mall	143,135	332	0.0489	0.0069	0.00
General Office Building	33,312	332	0.0489	0.0069	0.00
Enclosed Parking with Elevator	1,804,372	332	0.0489	0.0069	0.00

Recreational Swimming Pool	2,717,525	332	0.0489	0.0069	818,688

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments High Rise	30,639,064	1,529,540
High Turnover (Sit Down Restaurant)	4,795,833	0.00
Strip Mall	740,725	0.00
General Office Building	266,601	0.00
Enclosed Parking with Elevator	0.00	0.00
Recreational Swimming Pool	277,973	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments High Rise	24,511,251	1,223,632
High Turnover (Sit Down Restaurant)	3,836,666	0.00
Strip Mall	592,580	0.00
General Office Building	213,280	0.00
Enclosed Parking with Elevator	0.00	0.00
Recreational Swimming Pool	222,378	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments High Rise	725	—
High Turnover (Sit Down Restaurant)	188	—

Strip Mall	10.5	—
General Office Building	1.40	—
Enclosed Parking with Elevator	0.00	—
Recreational Swimming Pool	26.8	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments High Rise	171	—
High Turnover (Sit Down Restaurant)	44.4	—
Strip Mall	2.48	—
General Office Building	0.33	—
Enclosed Parking with Elevator	0.00	—
Recreational Swimming Pool	6.32	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments High Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments High Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Recreational Swimming Pool	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Recreational Swimming Pool	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments High Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments High Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Recreational Swimming Pool	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Recreational Swimming Pool	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Emergency Generator	Diesel	2.00	1.00	200	500	0.73

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	12.3	annual days of extreme heat
Extreme Precipitation	6.65	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A

Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	57.0
AQ-PM	95.0
AQ-DPM	91.6
Drinking Water	92.5
Lead Risk Housing	72.8
Pesticides	0.00
Toxic Releases	77.5
Traffic	79.3
Effect Indicators	—
CleanUp Sites	98.2
Groundwater	82.5
Haz Waste Facilities/Generators	98.0
Impaired Water Bodies	72.2
Solid Waste	67.4
Sensitive Population	—
Asthma	26.3
Cardio-vascular	35.9
Low Birth Weights	96.5
Socioeconomic Factor Indicators	—
Education	96.2
Housing	57.4
Linguistic	87.9
Poverty	90.5
Unemployment	72.5

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	5.594764532
Employed	29.10304119
Median HI	0.628769408
Education	—
Bachelor's or higher	26.30565892
High school enrollment	100
Preschool enrollment	63.13358142
Transportation	—
Auto Access	1.052226357
Active commuting	95.7141024
Social	—
2-parent households	41.70409342
Voting	8.392146798
Neighborhood	—
Alcohol availability	44.16784294
Park access	46.67008854
Retail density	87.052483
Supermarket access	59.12998845
Tree canopy	24.00872578
Housing	—
Homeownership	4.414217888
Housing habitability	0.769921725
Low-inc homeowner severe housing cost burden	1.655331708
Low-inc renter severe housing cost burden	64.04465546

Uncrowded housing	5.889901193
Health Outcomes	—
Insured adults	12.17759528
Arthritis	15.6
Asthma ER Admissions	76.4
High Blood Pressure	9.1
Cancer (excluding skin)	68.9
Asthma	27.9
Coronary Heart Disease	7.5
Chronic Obstructive Pulmonary Disease	7.1
Diagnosed Diabetes	1.0
Life Expectancy at Birth	83.9
Cognitively Disabled	15.2
Physically Disabled	38.4
Heart Attack ER Admissions	89.4
Mental Health Not Good	13.3
Chronic Kidney Disease	5.2
Obesity	37.0
Pedestrian Injuries	84.4
Physical Health Not Good	3.7
Stroke	5.6
Health Risk Behaviors	—
Binge Drinking	99.2
Current Smoker	14.2
No Leisure Time for Physical Activity	1.7
Climate Change Exposures	—
Wildfire Risk	47.9
SLR Inundation Area	0.0

Children	50.1
Elderly	33.4
English Speaking	1.8
Foreign-born	95.4
Outdoor Workers	32.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	36.9
Traffic Density	71.6
Traffic Access	72.6
Other Indices	—
Hardship	94.9
Other Decision Support	—
2016 Voting	5.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	97.0
Healthy Places Index Score for Project Location (b)	7.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project Specific - see project description
Construction: Construction Phases	Project Specific - see construction assumptions
Construction: Off-Road Equipment	Project Specific - see construction assumptions
Construction: Trips and VMT	Project Specific - see construction assumptions
Construction: Electricity	Carbon intensity for construction years
Characteristics: Utility Information	Carbon intensity for 2031
Operations: Hearths	No fireplaces
Operations: Energy Use	All electric building with the exception of restaurant cooking equipment and propane usage for firepits and grills in pool area.