Appendix A

Initial Study, Notice of Preparation, Responses to the NOP, Scoping Meeting Comments

City of West Hollywood

8555 Santa Monica Boulevard Mixed-Use Project

Initial Study

October 2021

rincon

Environmental Scientists Planners Engineers

8555 Santa Monica Boulevard Mixed-Use Project

Initial Study

Prepared by:

City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
Contact: Laurie Yelton, Associate Planner, Community Development Department
(323) 848-6475

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October 2021

8555 SANTA MONICA BOULEVARD MIXED-USE PROJECT

INITIAL STUDY

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1. Project Title:

8555 Santa Monica Boulevard Mixed-Use Project

2. Lead Agency Name and Address:

City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216

3. Contact Person and Phone Number:

Laurie Yelton
Associate Planner
Community Development Department
(323) 848-6890

4. Project Location:

The project site is located at 8527-8555 Santa Monica Boulevard and 8532, 8538, 8546, and 8552 West Knoll Drive (site collectively known as 8555 Santa Monica Boulevard) in the City of West Hollywood. The project site encompasses 61,097 square feet (sf) (approximately 1.40 acres) and includes six parcels (APNs: 4339-005-009, 4339-005-010, 4339-005-011, 4339-005-012, 4339-005-013, and 4339-005-025).

5. Project Sponsor's Name and Contact Information:

Soto Capital, LP
PO Box 17110
Beverly Hills, CA 90209
(818) 905-0283

6. General Plan Designation/Zoning:

The 42,164 square foot portion of the project site that currently contains commercial buildings is zoned and has a General Plan land use designation of Commercial, Community 1 (CC1). This portion of the site is also within the West Hollywood General Plan's Commercial Subarea 2, Transit Overlay Zone, and Mixed-Use Incentive Overlay Zone. The 18,933 square foot portion of the project site on the northeast corner that currently contains single-family residences is zoned Residential, Multi-Family High Density (R4B) and has a General Plan Land Use Designation of High Density Residential (R4B).

7. Description of Project:

The proposed project would involve the demolition of the three existing two-story commercial structures (which total approximately 27,338 square feet) as well as four

existing one-story single-family residences and surface parking areas, and the construction of a mixed-use development on the same site. The proposed development would be 55 feet in height and would include 111 apartment units (17 of which would be designated as affordable housing), 3,938 sf of restaurant and cafe uses, 15,494 sf of live/work use (12 units), 14,488 sf of retail space, a 3,643 sf hair salon, and 6,711 sf of creative office space. Commercial uses would be on the first floor and partially on the second floor. Residential units would be on levels 2, 3, 4, and 5. Apartment units would range in size between 410 and 1,721 square feet (not including patios and balconies).

The project also includes three levels of parking with 346 vehicle parking spaces and 133 bicycle parking spaces. One level of the parking structure would be fully subterranean. The first floor and mezzanine parking levels would be partially subterranean.

The major characteristics of the proposed project are summarized in Table 1.

8. Surrounding Land Uses and Setting:

The project site is located in a neighborhood characterized by a mix of residential and commercial uses. To the west of the project site is the Ramada Plaza Hotel, a four-story hotel building with ground-floor retail. Immediately northwest of the project site is a three-story multi-family condominium building. East of the project site is the one-story commercial store Healthy Spot. Across Santa Monica Boulevard to the south are one to two-story commercial, retail, and restaurant buildings. Across West Knoll Drive to the north are one- to four-story multi-family residential uses.

9. Other Public Agencies Whose Approval Is Required:

The proposed project would require the discretionary approval of the City of West Hollywood Planning Commission. No other public agencies approval is required. If appealed, the City Council would make decisions related to approval prior to initiation of construction. Specifically, the following approvals would be required:

- *Certification of the Final EIR*
- *Approval of Development and Demolition Permits*
- *Approval of a Density Bonus pursuant to WHMC Section 19.22.050(D);*
- *Approval of Affordable Housing Concessions, pursuant to WHMC Section 19.22.050(E), as follows:*
  1) *An additional story, not to exceed 10 feet of total project height (WHMC Section 19.22.050.E.2(a);*
  2) *An extra mezzanine level for residential parking (vehicle and bicycle) consisting of a partial level located above a portion of the first floor and below a portion of the second floor, open to the first floor and partially subterranean, and creating no greater volume in the project's envelope than that authorized under the Code (including height incentive and concession).*
- *Approval of building design and materials, as well as landscaping;*
- *Approval of 10 sharing parking credits to meet project parking requirements;*
- *Any other approvals or permits that would be necessary for construction and operation of the project, including a lot tie agreement and utility relocation permits*

Table 1
Project Characteristics

Project Site Size	61,097 sf (1.40 acres)
Parcel Numbers	4339-005-009, 4339-005-010, 4339-005-011, 4339-005-012, 4339-005-013, 4339-005-025
Building Floor Area	Commercial Restaurant/Café: 3,938 sf Live/work space: 15,494 sf Retail: 14,488 sf Office: 6,711 sf Hair Salon: 3,643 sf *Subtotal: 44,274 sf* Residential Apartments: 104,066 sf Residential Lobby: 833 sf Residential Recreation Room: 892 sf Residential Storage 4,777 sf *Subtotal: 110,568 sf* Residential and Commercial Circulation (stairs, elevators, corridors, trash chute); waste/recycling; electrical; shower/locker: 3,994 sf **Total Floor Area: 158,836 sf**
Parking	Commercial: 117 Live/Work Single: 0 Live/Work in Tandem: 54 Residential Single: 47 Residential in Tandem: 128 Parking credit needed for spaces: 10 **Total provided: 346 spaces** **Bicycle: 133 spaces**
Unit Summary	Studio: 6 1-bedroom: 41 2-bedroom: 64 **Total Apartment Units: 111 units** **Live Work/Units: 12 units**
Affordable Housing	*Very Low Income Units: 6* *Low Income Units: 4* *Moderate Income Units: 7* ***Total Affordable Housing: 17 units (out of the 111 total units)***
Height	55 feet
Floor Area Ratio (FAR)	2.8 (CC1 portion only)
Setbacks	**Commercial Zone** Front (facing SMB): 0 feet Rear: 10 feet & 25 feet Side:5'-0" to15'-0" feet **Residential Zone** Front (facing West Knoll): 14 feet 1 & 1/4 inches Side (facing adjacent multi-family residences): 8 feet

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant" or "Less Than Significant With Mitigation Incorporated" as indicated by the checklist on the following pages.

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

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Laurie Yelton
Printed Name

A Notice of Preparation (NOP) of an environmental impact report, along with this Initial Study, was distributed for a 30-day agency and public review period on April 12, 2013. The applicant revised the project and a Draft EIR and revised Initial Study was circulated for a 45-day public review period that began on June 29, 2017 and concluded on August 21, 2017. Since then, the applicant has again revised the project to add an additional residential lot along West Knoll Drive to the project site and revised the proposed project, also incorporating modifications to address some of the neighborhood issues raised. This Initial Study has been updated to reflect these revisions and will be recirculated with the revised Draft EIR.

ENVIRONMENTAL CHECKLIST

I. AESTHETICS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a-d) According to Senate Bill (SB) 743, signed into law on September 27, 2013, and effective January 1, 2014, "aesthetics…impacts of a residential, mixed-use, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." A "transit priority area" is defined as an area within one-half mile of an existing or planned major transit stop. A "major transit stop" is defined in Section 21064.3 of the California Public Resources Code as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

The proposed project is a mixed-use project on an infill site in the City of West Hollywood. The project site is located with one-half mile (approximately 700 feet) from the intersection of Santa Monica Boulevard and La Cienega Boulevard. Santa Monica Boulevard is served by Metro Line 4 and Metro Rapid Line 704 and La Cienega Boulevard is served by Metro Lines 105 and Metro Rapid Line 705. These Metro Lines all have a service interval of less than 15 minutes during the morning and afternoon peak commute periods. Therefore, the proposed project is within a transit priority area and meets the criteria of SB 743. **As such, aesthetics impacts shall not be considered significant impacts on the environment and further discussion of these issues in an EIR is not warranted.**

II. AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))??	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a-e) The project site is within a highly urbanized area in the City of West Hollywood. The City does not contain any agricultural land, agriculturally zoned land, or land under Williamson Act contract (2035 General Plan; California Department of Conservation, 2010). The project would have no effect on forestland or the conversion of farmland to non-agricultural uses. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The project site is in the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD, the local air quality management agency, is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met, the air basin is classified as being in "attainment" or "nonattainment." The South Coast Air Basin is in nonattainment for both the federal and state standards for ozone, nitrogen dioxide, and PM_{10}. Thus, the basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies that would reduce the pollutant levels to acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local air shed to eliminate pollutants from the air, and the number, type, and density of emission sources within the South Coast Air Basin.

The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards. The South Coast Air Basin is classified as being in "attainment" for federal and state carbon monoxide standards (SCAQMD 2016). (Greenhouse gas emissions are addressed below in Section VII, *Greenhouse Gas Emissions*.)

a) A project may be inconsistent with the AQMP if it would generate population, housing or employment growth exceeding the forecasts used in the development of the AQMP because vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. In addition, a project may be inconsistent with the AQMP if it would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

As described in Section XIII, *Population and Housing*, the proposed project is consistent with regional and local population and housing projections. The AQMP for the SCAQMD relies on population data from the Southern California Association of Governments (SCAG). According to SCAG's latest growth forecast (2020-2045 RTP/SCS Final Growth Forecast), the City of West Hollywood is projected to have a population of 42,600 in 2045. According to the City's General Plan EIR (October 2010), the population in General Plan buildout year 2035 is estimated at 44,182.

Development of 119 new units on the project site (111 new apartment units plus 12 live/work units minus the four units that would be demolished as part of the project) could cause a direct increase in the City's population. Using the California State Department of Finance average household size for West Hollywood of 1.52 persons, the 119 units would generate an average resident population of 181 persons (119 units x 1.52 persons/unit) (California Department of Finance 2021). The current City population is approximately 36,125, according to the most recent (May 2021) California Department of Finance estimate. Therefore, the proposed project would result in a total population of approximately 36,306 persons (36,125 + 181). This increase in population would not exceed SCAG's or the City's growth forecast for 2045.

However, as discussed below under checklist items (b) and (c), project construction and operation would generate temporary and long-term emissions, respectively, that could exceed SCAQMD significance thresholds and therefore could result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. As a result, impacts would be potentially significant and will be analyzed further in an EIR.

b, c) Emissions generated by the proposed project would include temporary construction emissions and long-term operational emissions.

Construction activities such as the operation of construction vehicles and equipment over unpaved areas, grading, trenching, and disturbance of stockpiled soils have the potential to generate fugitive dust (PM_{10}) through the exposure of soil to wind erosion and dust entrainment. In addition, exhaust emissions associated with heavy construction equipment would potentially degrade air quality. Emissions could exceed SCAQMD significance thresholds.

Long-term emissions associated with operational impacts would include emissions from vehicle trips, natural gas and electricity use, landscape maintenance equipment, and consumer products and architectural coating associated with onsite development. Emissions could exceed SCAQMD significance thresholds. Long-term vehicular emissions could also result in elevated concentrations of carbon monoxide (CO) at congested intersections in the project site vicinity. **Impacts related to both temporary construction-related air pollutant emissions and long-term emissions would be potentially significant and will be analyzed further in an EIR.**

d) The proposed mixed-use project includes retail, restaurant, and residential uses. Restaurant uses have the potential to generate odors in the form of smells associated with cooking and preparing food. Residential uses have the potential to generate odors associated with cooking, barbequing, or smoking. However, residential, retail, and restaurant uses are not listed on Figure 4-3 of the 1993 SCAQMD CEQA Air Quality Handbook as uses that require analysis of

odor impacts. Further, residential, restaurant, and retail uses are not identified on Figure 5-5, *Land Uses Associated with Odor Complaints,* of the Handbook. Substantial objectionable odors are normally associated with agriculture, wastewater treatment, industrial uses, or landfills. The proposed project would not generate objectionable odors affecting a substantial number of people. **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

IV. BIOLOGICAL RESOURCES Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) The project site is located in a highly urbanized area of West Hollywood and lacks native biological habitats. Therefore, site development would not adversely affect sensitive plant or animal species. The proposed project may involve removal of two trees along West Knoll Drive and would involve removal of trees that are part of the landscaping for the single-family residences along West Knoll. These trees could contain bird nests and birds that are protected under the Migratory Bird Treaty Act (MBTA). Birds protected include all common songbirds, waterfowl, shorebirds, hawks, owls, eagles, ravens, crows, native doves and pigeons, swifts,

martins, swallows and others, including their body parts (feathers, plumes etc.), nests, and eggs. Therefore, the project has the potential to affect nesting birds if construction occurs during the nesting season. Implementation of Mitigation Measure BIO-1 would reduce impacts to nesting birds to a less than significant level by insuring nesting birds are protected should they be present. **With mitigation, impacts would be less than significant and further analysis of this issue in an EIR is not warranted.** This mitigation measure has been carried forward into the Executive Summary of the EIR.

BIO- 1 Nesting/Breeding Native Bird Protection. To avoid impacts to nesting birds, including birds protected under the Migratory Bird Treaty Act, all initial ground disturbing activities shall be limited to the time period between August 31 and January 31 (i.e., outside the nesting season) if feasible. If initial site disturbance, grading, and vegetation removal cannot be conducted during this time period, a pre-construction survey for active nests within the project site shall be conducted by a qualified biologist at the site no more than two weeks prior to any construction activities. If active nests are identified, species specific exclusion buffers shall be determined by the biologist, and construction timing and location adjusted accordingly. The buffer shall be adhered to until the adults and young are no longer reliant on the nest site, as determined by the biologist. Limits of construction to avoid a nest shall be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the sensitivity of the area.

b-f) The project site is located in a highly urbanized area of West Hollywood. The project site lacks native biological habitats, including wetlands. The project would not interfere with the movement of wildlife, nor would it conflict with a local ordinance to protect biological resources or interfere with the provisions of any adopted habitat conservation plan. The project site does not contain any heritage trees defined by the City's Heritage Tree protection program (City of West Hollywood 2019). **No impact would occur and further analysis of this issue in an EIR is not warranted.**

V. CULTURAL RESOURCES Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

a) The project site currently consists of commercial buildings built between 1925 and 1940 and four single-family residences built in the early 1920's that would be demolished to develop the proposed mixed-use building. The residences at 8532, 8538, 8552, and 8546 West Knoll Drive were evaluated for eligibility under the criteria for the National Register of Historic Places, California Register of Historical Resources, and West Hollywood Register of Designated Cultural Resources in 2019 and again in 2020 and were found not to rise to the level of significance to merit listing in any of these registers (Sapphos Environmental, Inc. 2019, 2020). These residences originated during the demand for single-family housing that took place in the City and the greater Los Angeles area in the 1920s and were constructed during the period when the town of Sherman became known as West Hollywood. They are substantially altered vernacular buildings. Therefore, they are not considered historical resources for the purposes of CEQA (Sapphos Environmental, Inc. 2019, 2020).

The existing commercial buildings located at 8531 and 8543 Santa Monica Boulevard were evaluated by GPA Consulting in 2016, and were also found ineligible for listing on the national, state, or local registers through survey evaluation. Therefore, the project would not result in a substantial adverse change in the significance of a historic resources. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

b) Archival research indicates that they are no archaeological resources (prehistoric or historic) resources located within the project site. Additionally, the project site is located in a dense urbanized area that has been highly disturbed by modern human development. The potential for uncovering significant resources on the project site during earthmoving construction activities is unknown. Nevertheless, ground-disturbing activities associated with the proposed project site, where excavation depths could exceed those previously attained, have the potential to encounter prehistoric or historic archaeological resources that may be present below the ground surface. Consequently, damage to newly discovered sub-surface cultural resources, could result in potential significant impacts. The following mitigation measure is required to reduce impacts from development on potential subsurface archaeological and/or Native American cultural resources to less than a significant level.

With mitigation, impacts would be less than significant and further analysis of this issue in an EIR is not warranted.

CR-1 **Unanticipated Discovery of Cultural Resources.** In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending on the significance of the find, the archaeologist may simply record the find and allow work to continue. If the qualified archaeologist determines that the discovery is significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, and/or data recovery may be warranted at the discretion of the qualified archaeologist.

c) The project site is in a highly urbanized area. In addition, it has been disturbed to accommodate past and present onsite development and is currently covered with structures and surface parking lots. In the unlikely event that human remains are unearthed during excavation and grading, applicable regulatory requirements pertaining to the handling and treatment of such resources would be followed. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. No impact would occur and further analysis of this issue in an EIR is not warranted.

VI. ENERGY Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) The proposed project would involve the use of energy during the construction and operational phases of the project. Energy use during the construction phase would be in the form of fuel consumption (e.g.: gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, machinery, and generators for lighting. In addition, temporary grid power may also be provided to any temporary construction trailers or electric construction equipment. Long-term operation of the proposed project would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems. In addition, the increase in vehicle trips associated with the project would increase fuel consumption in the City.

The proposed project would utilize an estimated 1,611 megawatt-hours (MWh) of electricity per year and 2,250 million British thermal units (MMBtu) of natural gas per year (see Tables 5.2 and 5.3 of CalEEMod modeling results in Appendix C to the EIR). The proposed project would be subject to the energy conservation requirements of the California Energy Code (Title 24 of the California Code of Regulations, Part 6) and the California Green Building Standards Code (24 CCR part 11) as well as the City's green building ordinance (WHMC Section 19.20.060). The proposed project is estimated to achieve 90 points on the City's Green Building Point System. In order to reduce energy use, the proposed project would exceed Title 24 energy efficiency standards by 15% and would include Energy Star appliances, lighting and signage. In addition, the project includes a rooftop photovoltaic solar power system to offset a portion of the building's energy use with renewable energy. The solar panels are estimated to generate 87 MWh of electricity per year. The proposed project would also include programmable thermostats and ceiling fans in residential units. These features along with adherence to the City's Energy Efficiency Standards and other energy conservation requirements would ensure

that energy is not used in an inefficient or wasteful manner. **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

b) Table 1 provides a project consistency analysis with the City of West Hollywood Climate Action Plan, which includes measures that would reduce energy consumption of the proposed project. As shown therein, the project would be consistent with each applicable policy. **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

Table 1
Project Consistency with Applicable West Hollywood Climate Action Plan Reduction Measures

Measure	Project Consistency
Land Use and Community Design	
LU-1.1: Facilitate the establishment of mixed-use, pedestrian- and transit-oriented development along the commercial corridors and in Transit Overlay Zones.	**Consistent** The proposed project is a mixed-use, pedestrian-friendly development located along a commercial corridor and within the General Plan's Transit Overlay Zone.
Transportation and Mobility	
T-1.1: Increase the pedestrian mode share in West Hollywood with convenient and attractive pedestrian infrastructure and facilities.	**Consistent** The proposed project is located within walking distance of retail facilities, restaurants, and public transportation.
T-2.1: Increase the bicycle mode share by providing accessible, convenient, and attractive bicycle infrastructure.	**Consistent** The proposed project is located adjacent to a bike lane along Santa Monica Boulevard and includes 133 bicycle parking spaces for residents, employees, and customers visiting restaurants and retail.
T-2.2: Install bike racks and bike parking in the City where bike parking infrastructure currently does not exist.	**Consistent** The proposed project includes bicycle parking for residents, employees and customers.
Energy Use and Efficiency	
E-2.2: Require all new construction to achieve California Building Code Tier II Energy Efficiency Standards (Section 503.1.2).	**Consistent** The proposed project would exceed California Building Code Energy Efficiency Standards by 15%. This would be achieved through energy efficiency features and installation of solar panels.
E-3.1: Require that all new construction and condominium conversions be sub-metered to allow each tenant the ability to monitor their own energy and water use.	**Consistent** Residential and commercial units would be sub-metered.
E-3.2: Require the use of recycled materials for 20% of construction materials in all new construction.	**Consistent** As described in the green building checklist for the proposed project, the proposed project would include recycled-content materials in the foundation, insulation, and landscaping. The interior spaces would use materials composed of recycled content or rapidly renewable and sustainably harvested resources. The exact percentage of building materials that would use recycled content is unknown; however, the project is consistent with the intent of this policy.
Water Use and Efficiency	
W-1.1: Reduce per capita water consumption by 30% by 2035.	**Consistent** In order to reduce water use, the proposed project would, install low-flow showerheads, tankless water heaters and water-efficient toilets and faucets. In addition, the proposed project would use drought-tolerant landscaping.

Table 1
Project Consistency with Applicable West Hollywood Climate Action Plan Reduction Measures

Measure	Project Consistency
W-1.2: Encourage all automated irrigation systems installed in the City to include a weather-based control system.	**Consistent** The proposed project would include drought-tolerant, climate appropriate landscaping to reduce the amount of irrigation needed.
Waste Reduction and Recycling	
SW-1.1: Establish a waste reduction target not to exceed 4.0 pounds per person per day (by 2035).	**Consistent** The City of West Hollywood's Public Works Department is responsible for complying with AB 939. The City has enacted numerous programs to achieve the mandated diversion rates and continues to implement projects to reduce per capita waste generation in order to achieve a 4.0 pounds per person per day target (City of West Hollywood, April 2014). In 2007 and 2008, the per capita disposal rate per day in West Hollywood was 5.6 pounds per resident which is below CalRecycle's target of 5.8 pounds per capita per day, meaning that the City is exceeding CalRecycle's target (City of West Hollywood General Plan Final EIR, October 2010). The proposed project would provide space for the collection and storage of recyclables in each unit. In addition, the proposed project would divert at least 80% of construction and demolition waste in accordance with WHMC Section 19.20.060. The project would also be subject to all applicable State and City requirements for solid waste reduction as they change in the future. Therefore, the project would be consistent with City requirements which are designed to help the City achieve the target of 4.0 pounds per person per day.
Urban Forest	
G-1.1: Increase and enhance the City's urban forest to capture and store carbon and reduce building energy consumption.	**Consistent** The proposed project includes landscaping on the sidewalks surrounding the project site, throughout the project site in the pool/spa area in other seating areas, on the roof, using concrete planters where appropriate, in order to increase the amount of landscaping onsite as compared to existing conditions.
G-1.2 Establish a green roof and roof garden program to standardize, promote, and incentivize green roofs and roof gardens throughout the City.	**Consistent** To date, the City has not established a green roof and roof garden program. The City's Green Building Program allows projects to earn up to 6 points on the West Hollywood Green Building Point System Table for projects that install extensive vegetated green roof. Most of the proposed project's rooftop space would be occupied by solar panels in order to achieve the energy reductions in accordance with policy E-2.2. However, the portion of the roof not occupied by solar panels or mechanical equipment would include landscaping. Therefore, some portions of the rooftop would include roof gardens and the project is consistent with this goal to the extent feasible.

VII. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv) Landslides?	☒	☐	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☒	☐	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

a.i) The project site is not located in an Alquist-Priolo earthquake fault zone as defined by the State Geologist (Beverly Hills Quadrangle, California Department of Conservation, 1986) nor is it located within a known fault. According to the geotechnical study completed by GeoDesign, Inc. in 2011, the closest active fault to the site capable of surface rupture is the Hollywood fault, approximately 700 feet north of the site. A state-designated Alquist-Priolo Earthquake Zone is not established for the active Hollywood Fault. For planning purposes, the City of West Hollywood has established a Fault Precaution (FP) zone along the Hollywood Fault zone. FP Zone 1 requires a site-specific surface fault rupture evaluation and FP Zone 2 requires either a site-specific surface fault rupture evaluation or foundation strengthening to mitigate up to 2

inches of ground displacement. The project site is not located in FP zone 1 or FP zone 2 (GeoDesign 2011). Therefore, the project would not be exposed to hazards associated with surface fault rupture. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

a.ii) As with any site in the southern California region, the project site is susceptible to strong seismic ground shaking in the event of a major earthquake. Nearby active faults include the Hollywood Fault, the Santa Monica Fault, the Newport-Inglewood Fault Zone, the Raymond Fault, the Verdugo Fault, and the San Fernando Fault. These faults are capable of producing strong seismic ground shaking at the project site.

Onsite structures would be required to be constructed to comply with the California Building Code (CBC). With adherence to the CBC, design and construction of the proposed mixed-use development would be engineered to withstand the expected ground acceleration that may occur at the project site. The calculated design base ground motion for the site would take into consideration the soil type, potential for liquefaction, and the most current and applicable seismic attenuation methods that are available. In addition, project construction would be subject to review and approval by City building and safety officials. Seismic hazard impacts would be **less than significant and further analysis of this issue in an EIR is not warranted**.

a.iii) The project site is in a potential liquefaction zone as identified on the State Hazards map (California Department of Conservation 1999). According to the geotechnical report conducted by GeoDesign Inc. in 2011, the potential for liquefaction exists on-site. **Liquefaction impacts are potentially significant and will be analyzed further in an EIR.**

a.iv) The project is located in a highly urbanized area. The site is not listed or shown as an area prone to slope instability or landslides in the City of West Hollywood 2035 General Plan Safety and Noise Element or the California Department of Conservation Seismic Hazards map (1999). However, an existing approximately 1.5:1 (H:V) gradient (approximately 66.7% slope) , 10- to 15-foot high ascending slope is present at the northwest site boundary between the existing uses and the residential uses to the north. **Impacts related to landslide hazards are potentially significant and will be analyzed further in an EIR.**

b) Temporary erosion could occur during project construction. However, construction activity would be required to comply with West Hollywood Municipal Code Section 15.56.090. The following requirements would apply to the site:

- *Sediment, construction wastes, trash and other pollutants from construction activities shall be reduced to the maximum extent practicable.*
- *Structural controls such as sediment barriers, plastic sheeting, detention ponds, filters, berms, and similar controls shall be utilized to the maximum extent practicable in order to minimize the escape of sediment and other pollutants from the site.*
- *Between October 1 and April 15, all excavated soil shall be located on the site in a manner that minimizes the amount of sediment running onto the street, drainage facilities or adjacent properties. Soil piles shall be bermed or covered with plastic or similar materials until the soil is either used or removed from the site.*
- *No washing of construction or other vehicles is permitted adjacent to a construction site. No water from the washing of construction vehicle of equipment on the construction site is permitted to run off the construction site and enter the municipal storm water system.*

- *Trash receptacles must be situated at convenient locations on construction sites and must be maintained in such a manner that trash and litter does not accumulate on the site nor migrate off site.*
- *Erosion from slopes and channels must be controlled through the effective combination of best management practices.*

This WHMC provision requires storm water runoff containing sediment, construction materials or other pollutants from a construction site to be reduced to the maximum extent practicable and requires that erosion from slopes and channels be controlled. All projects in West Hollywood are subject to these requirements and they have been shown to be successful in reducing substantial soil erosion in the City. Therefore, adherence to these requirements would prevent substantial soil erosion or the loss of topsoil. **This impact would be less than significant and further analysis of this issue in an EIR is not warranted.**

c) Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. Lateral spreading is the horizontal movement or spreading of soil toward an open face. The potential for failure from subsidence and lateral spreading is highest in areas where the groundwater table is high and where relatively soft and recent alluvial deposits exist. Lateral spreading hazards may also be present in areas with liquefaction risks.

The project site is located in an area with a high water table potential liquefaction area and therefore may be located on a geologic unit or soil that is unstable. **Impacts are potentially significant and will be analyzed further in an EIR.**

d) Expansive soils are generally clays that increase in volume when saturated and shrink when dried. According to the City's General Plan FEIR, expansive soils exist in the City but are more prevalent in the southern part of the City, south of Santa Monica Boulevard. According to the geotechnical analysis conducted by GeoDesign Inc. (2011), medium stiff clay and sandy clay soils with trace gravel were encountered at the project site at depths of 4 to 15.5 feet below ground surface (BGS). The clayey soils were underlain by fine to coarse sand with varying amounts of silt and fine travel to the maximum depth explored (120 feet BGS). Clays have the potential to be expansive. However, the California Building Code (CBC) Section 1808.6 requires special foundation design for buildings constructed on expansive soils. If the soil is not removed or stabilized, then foundations must be designed to prevent uplift of the supported structure or to resist forces exerted on the foundation due to soil volume changes or shall be isolated from the expansive soil. Current provisions in building codes are considered suitable for design at sites with expansive soils (West Hollywood General Plan EIR, 2010). Compliance with the CBC requirements would ensure protection of structures and occupants from expansive soils. **Therefore, expansive soil impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

e) The proposed project would be connected to the local wastewater treatment system. Septic systems would not be used. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

f) The paleontological sensitivity of the geologic units that underlie the project site was evaluated using the results of the paleontological locality search and review of existing information in the scientific literature concerning known fossils within those geologic units. Fossil collections records from the University of California Museum of Paleontology (UCMP) online database were reviewed, which contain known fossil localities in Los Angeles County (2019). In addition, a request for a list of known fossil localities from the project site and immediate vicinity (i.e., localities recorded on the United States Geological Survey Beverly Hills, 7.5-minute topographic quadrangle) was submitted to the Natural History Museum of Los Angeles County (NHMLAC).

Following the literature review and museum record search a paleontological sensitivity classification was assigned to the geologic units within the project site. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. The Society of Vertebrate Paleontology (SVP) has developed a system for assessing paleontological sensitivity and describes sedimentary rock units as having high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources (SVP 2010). This system is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present.

The project site is located in the Los Angeles Basin, a northwest-trending lowland plain at the northern end of the Peninsular Ranges Province, which is one of eleven major geomorphic provinces in California (California Geological Survey 2002). The project site is mapped at a scale of 1:100,000 by Yerkes and Campbell (2005) and 1:24,000 by Dibblee and Ehrenspeck (1991). According to the published geologic mapping, the project site is immediately underlain by younger Quaternary alluvium (Qa) and older Quaternary alluvial fan deposits (Qae). The younger Quaternary alluvium consists of Holocene deposits derived from the nearby Santa Monica Mountains and are composed of slightly to poorly-consolidated and poorly-sorted floodplain deposits comprised of clay, silt, and sand. The older Quaternary alluvial fan deposits are middle to late Pleistocene in age and are composed of unconsolidated to moderately consolidated, poorly-sorted, gravel to coarse-grained granitic sand, with slightly to moderately dissected surfaces (Dibblee and Ehrenspeck 1991; Yerkes and Campbell 2005).

A search of the paleontological locality records at the NHMLAC resulted in no previously recorded fossil localities on the project site; however, several vertebrate localities have been recorded south and southeast of the project site within older Quaternary (Pleistocene) alluvium. The closest vertebrate fossil locality, LACM 7673, produced a specimen of fossil horse (*Equus*) near the intersection of Rosewood Avenue and Westbourne Drive. Farther southeast, near the intersection of La Cienega Boulevard and Oakwood Avenue, LACM 7966 yielded fossil specimens of plants, invertebrates, and vertebrates including; bird (Aves), ground sloth (*Paramylodon harlani*), mastodon (*Mammut americanum*), rabbits (*Sylvilagus* and *Lepus californicus*), meadow mouse (*Microtus californicus*), pocket gopher (*Thomomys bottae*), squirrel (Sciuridae), horse (*Equus occidentalis*), and camel (*Camelops hesternus*) at approximately 30 feet below ground surface (bgs). Near the intersection of Colgate Avenue and Drexel Avenue, LACM 7671 produced fossil specimens of mastodon. Between 3rd Street and San Vicente Boulevard, LACM 7672 produced fossil specimens of deer (Cervidae) and elephantoid (Proboscidea). Near the intersections with Wilshire Boulevard and Orange Street, localities

LACM 7669 and LACM 7770, yielded fossil specimens of ground sloth (Xenarthra), elephantoid (Proboscidea), and bison (*Bison*). Just to the west of these latter localities, at the intersection of La Cienega Boulevard and Wilshire Boulevard, LACM 3176, produced fossil specimens of bison (*Bison*) at a depth of 30 feet bgs (McLeod 2019).

Intact Holocene alluvial deposits underlying portions of the project site are too young to preserve paleontological resources (SVP 2010). However, older Quaternary (Pleistocene) alluvial fan deposits underlying the northern portion of the project site have a high paleontological sensitivity and a high potential to contain buried intact paleontological resources because they have proven to yield significant Pleistocene vertebrate fossils near the project site and elsewhere in the Los Angeles Basin. Additionally, the younger Quaternary sediments may grade into older deposits of late Pleistocene age that could preserve fossil remains as shallow as 10 feet bgs (City of West Hollywood 2010). As currently proposed, project ground disturbance would exceed 10 feet bgs during excavation for the subterranean parking structure. Because the project site is underlain by geologic units with a high paleontological sensitivity, paleontological resources may be encountered during ground-disturbing activities associated with project construction (e.g., grading, excavation, or any other activity that disturbs the surface of the site). Construction activities may result in the destruction, damage, or loss of undiscovered scientifically-important paleontological resources. Therefore, impacts to paleontological resources would be potentially significant. Implementation of Mitigation Measure GS-1 during project construction would reduce potential impacts related to paleontological resources to a less than significant level by providing for the recovery, identification, and curation of previously unrecovered fossils. **With implementation of Mitigation Measure GS-1, impacts would be less than significant and further analysis in an EIR is not warranted.**

GS-1 **Paleontological Resources Monitoring.** Prior to the commencement of project construction, a Qualified Paleontologist shall be retained to conduct paleontological monitoring during ground-disturbing activities (including, but not limited to site preparation, grading, excavation, and trenching) of previously undisturbed geologic units determined to have a high paleontological sensitivity.

Ground-disturbing activities of previously undisturbed areas within the project site shall be monitored on a full-time basis (i.e., all excavations in undisturbed areas underlain by Qae and excavations exceeding 10 feet bgs within undisturbed areas underlain by Qa). Monitoring shall be supervised by the Qualified Paleontologist and shall be conducted by a qualified paleontological monitor.

The duration and timing of the monitoring shall be determined by the Qualified Paleontologist. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, he or she may recommend reducing monitoring to periodic spot-checking or may recommend that monitoring cease entirely. Monitoring shall be reinstated if any new ground disturbances of previously undisturbed areas are required, and reduction or suspension shall be reconsidered by the Qualified Paleontologist at that time.

If a paleontological resource is discovered, the monitor shall have the authority to temporarily divert construction equipment around the find until it is assessed for scientific significance and collected. Once salvaged, significant fossils shall be prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection (such as the NHMLAC and UCMP). Curation fees are the responsibility of the project owner.

A final report shall be prepared describing the results of the paleontological monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The report shall be submitted to the City. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.

VIII. GREENHOUSE GAS EMISSIONS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

a-b) Project construction and operation would generate greenhouse gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs, thus potentially contributing to cumulative impacts related to global climate change. Emissions could potentially exceed locally adopted significance thresholds and the project could potentially conflict with local and regional plans adopted for the purpose of reduce GHG emissions, including the City's Climate Action and the regional Sustainable Communities Strategy (SCS). **Impacts related to greenhouse gas emissions are potentially significant and will be analyzed further in an EIR.**

IX. HAZARDS AND HAZARDOUS MATERIALS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a, b) The proposed project would involve replacement of existing commercial and residential uses with a mix of residential and commercial uses. The proposed uses would not involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for cleaning and maintenance. However, construction of the project would involve demolition of the existing onsite structures which, due to their age, may contain asbestos and lead-based paints and materials. The removal of any asbestos-containing materials would be required to comply with all applicable existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities). In addition, demolition activity associated with the proposed project would be required to comply with California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. The California Code of Regulations Section 1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards.

Compliance with applicable standards would reduce impacts related to hazardous materials to a less than significant level. Further analysis of this issue in an EIR is not warranted.

c) The school closest to the project site is the West Hollywood Elementary, which is approximately 0.5 miles west of the project site. Operation of the proposed project would not involve the use or transport of hazardous materials. However, construction of the project would involve demolition of the existing onsite structures, which as described in subsection (a), due to their age, may contain asbestos and lead-based paints and materials. As stated above, the removal of any asbestos-containing materials would be required to comply with all applicable existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities) and CalOSHA regulations regarding lead-based materials. California Code of Regulations Section 1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards. **Therefore, impacts related to hazardous emissions or materials affecting school sites would be less than significant and further analysis of this issue in an EIR is not warranted.**

d) The project site does not appear on any hazardous material site list compiled October 1, 2021 for known hazardous materials contamination at the project site:

- *GeoTracker (California State Water Resources Control Board): list of leaking underground storage tank sites*
- *EnviroStor (California Department of Toxic Substances Control): list of hazardous waste and substances sites*
- *Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database*
- *Cortese list of Hazardous Waste and Substances Sites*
- *EnviroMapper (U.S. Environmental Protection Agency)*

The project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The closest listings were two leaking underground storage tank (LUST) cleanup sites located at 1107 La Cienega Boulevard and 958 Hancock Avenue. These properties are approximately 700 and 800 feet from the project site, respectively. However, the status for both listings is "completed-case closed," indicating that no hazards remain. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

e) The project site is not located in the vicinity of a public or private airstrips. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

f) The proposed project involves infill development in a highly urbanized area of West Hollywood. The project would not involve alteration or blocking of emergency response or evacuation routes; therefore, project implementation would not interfere with emergency response or evacuation. No street closures or lane closures are anticipated to occur during construction of the project. Construction of the project may temporarily displace on-street parking located along Santa Monica Boulevard and West Knoll Drive near the project site. Any lane closure requests or requests to displace on-street parking would be submitted to the City for prior approval in accordance with City policies and procedures. The applicant would be responsible for all costs associated with signage and lane closure equipment and for providing flagging as necessary or requested by the City, to ensure the safe operation and movement of

traffic during periods of lane closures or on-street parking displacement. The applicant would be required to provide temporary sidewalks or alternative pedestrian passage for pedestrians should existing sidewalks be closed during construction. Therefore, the project would not interfere with emergency response or evacuation. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

g) The project site is in an urbanized area and is not in a wildland fire hazard area as defined by the City of West Hollywood 2035 General Plan Safety and Noise Element. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

X. HYDROLOGY AND WATER QUALITY Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a, c.i, c.ii, c.iii) The proposed project would not involve alteration of a stream or river and would not substantially alter drainage patterns in the area. During construction of the project, the

drainage pattern could be temporarily altered and erosion could occur. However, as discussed under Section VI, *Geology and Soils*, Item b, construction activity would be required to comply with West Hollywood Municipal Code Section 15.56.090. This section requires storm water runoff containing sediment, construction materials or other pollutants from a construction site to be reduced to the maximum extent practicable. This requirement would reduce temporary erosion-related effects.

The project site is highly urbanized and almost entirely covered with impervious surfaces, and would remain so under the proposed project. Therefore, the project would not substantially increase surface runoff from the site. In addition, the project would be required to comply with Chapter 15.56.096 of the WHMC which requires a Low Impact Development (LID) plan for the proposed project. A LID Plan is a document developed to control pollutants, pollutant loads, and runoff volume being released from the project site by minimizing the impervious surface area and controlling runoff from impervious surfaces (West Hollywood LID Plan Development Guide, no date). The proposed project is required to implement Best Management Practices (BMPs), such as use of flow-through planter boxes, vegetative swales, semi-pervious surfaces, or infiltration trenches, to meet retain runoff from the 85th percentile 24-hour rain event. The proposed project involves a "green" roof that would capture and filter a portion of runoff from the project site. **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

b, e) The proposed project involves the construction of a mixed-use development on a site currently occupied for commercial and residential uses and would incrementally increase water consumption. Water would be provided by the Los Angeles Department of Water and Power, which receives approximately 15% of its water from groundwater sources. However, the water demand associated with the proposed project would not be enough to substantially deplete groundwater supply. (Refer to Section XVI, *Utilities and Service Systems*, for further discussion of this impact.) The project site is underlain by the Coastal Plain of Los Angeles - Hollywood Groundwater Basin, for which no groundwater management plan currently exists. **Impacts related to the depletion of groundwater supply would be less than significant and further analysis of this issue in an EIR is not warranted.**

The project site is located in an area where groundwater has been found at depths of 30-49 feet below ground surface (GeoDesign, 2011). The proposed project involves a subterranean parking garage. Excavation and use of the subterranean parking garage may impact groundwater resources. **Impacts related to intrusion of site structures into the groundwater table would be potentially significant and this will be further analyzed in an EIR.**

c.iv, d) Part of the project site is in Flood Zone X, which is an area outside of the 100-year flood zone, and part of the project site is in Flood Zone X shaded, meaning it is either outside the 100-year flood hazard area or protected by levees from 100-year floods (FEMA FIRM Map No. 06037C1585F, 2008). The project would not involve construction of a structure that would impede flood flows. The site is not located within a potential inundation area (City of West Hollywood, 2035 General Plan Safety and Noise Element). The project site is approximately nine miles from the Pacific Ocean and is not located within a seiche or landslide/mudslide hazard zone (California Department of Conservation, 1999). **No impact would occur and further analysis of this issue in an EIR is not warranted.**

XI. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

a) The proposed project involves intensification of the existing land use on the site (commercial and residential), and would not divide an established community. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

b) The project site contains six parcels. Two parcels are zoned and have a General Plan land use designation of Commercial, Community 1 (CC1) and are within General Plan's Commercial Subarea 2 (Santa Monica Boulevard West), Mixed-Use Incentive Overlay Zone and in a Transit Overlay District. Four smaller parcels (the four residences on the northern portion of the project site) are zoned and have a General Plan land use designation of Residential, Multi-Family High Density (R4B). The CC1 designation identifies areas for mixed-use development. R4B designates high-density, multi-family housing types. The proposed project involves a five-story mixed-use building with a FAR of 2.8 (CC1 portion only). The proposed project may be inconsistent with the City's General Plan goals and policies and/or the City's Zoning Ordinance. **Impacts related to conflicts with land use plans are potentially significant and will be discussed further in an EIR.**

XII. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a, b) The project site is in a highly urbanized area of West Hollywood that is not used for mineral resource extraction. No state-designated or locally designated mineral resource zones exist in the City (City of West Hollywood General Plan Final EIR, October 2010). The proposed project would not affect mineral resources. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

XIII. NOISE Would the project result in:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by 3 dBA, regardless of the initial sound level. For example, 60 dBA plus 60 dBA equals 63 dBA, and 80 dBA plus 80 dBA equals 83 dBA. However, where ambient noise levels are high in comparison to a new noise source, there will be a small change in noise levels. For example, 70 dBA ambient noise levels are combined with a 60 dBA noise source the resulting noise level equals about 70.4 dBA.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. For acoustically absorptive, or soft sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a

receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction.

The City of West Hollywood adopted the 2035 General Plan Safety and Noise Element in September 2011. The Noise Element provides a description of existing noise levels and sources and incorporates comprehensive goals, policies, and implementing actions. The Noise Element includes several policies on noise and acceptable noise levels. These policies address unnecessary, excessive, and annoying noise levels and sources such as vehicles, construction, special sources (e.g., radios, musical instrument, animals, etc.), and stationary sources (e.g., heating and cooling systems, mechanical rooms, etc.). The Noise Element also establishes land use compatibility categories for community noise exposure. The maximum "normally acceptable" noise level for the exterior of residential areas is 60 dBA CNEL or Ldn. The maximum "normally acceptable" noise level for commercial and professional uses is 65 dBA CNEL or Ldn.

To implement the City's noise policies, the City adopted a Noise Ordinance. The Noise Ordinance is part of the West Hollywood Municipal Code (WHMC). The City of West Hollywood Noise Ordinance has no numerical standards, but restricts unnecessary or excessive noise within the City limits. The operation of any motor may not be audible at more than 50 feet from the source (Section 9.08.050[c]); loading and unloading activities are generally prohibited from 10:00 pm to 8:00 am (Section 9.08.050[e]); and commercial activities may not be plainly audible at any residence between 10:00 pm to 8:00 am (Section 9.08.050[k]).

a) The most common sources of noise in the project vicinity are transportation-related, such as automobiles, trucks, and motorcycles. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. The primary sources of roadway noise near the project site are automobiles traveling on Santa Monica Boulevard immediately south of the Project site as well as automobile traffic on West Knoll Drive, which borders the project site on its eastern and northern sites. According to the City of West Hollywood General Plan, new construction in the "normally unacceptable" range must include noise insulation features. Due to existing traffic noise levels, project residents may be exposed to unacceptable noise levels.

The project could generate temporary noise increases during construction and long-term increases associated with operation of the proposed uses.

Construction Noise

Noise levels from construction of the project would result from demolition and removal of the existing commercial buildings, residences and surface parking lots currently located on the site, grading and trenching for the proposed structure, construction of the structure, and traffic noise from construction vehicles. As shown in Table 2, noise levels on the project site could reach 89 dBA at 50 feet from the source during construction (Harris, Miller, Miller, and Hanson Inc., May 2006).

Table 2
Typical Noise Levels at Construction Sites

Equipment Onsite	Average Noise Level at 50 Feet
Air Compressor	81 dBA
Concrete Mixer	85 dBA
Saw	76 dBA
Scraper Laying	89 dBA

Source: Transit Noise and Vibration Impact Assessment, Harris Miller, Miller & Hanson Inc., May 2006.

Temporary noise levels shown in Table 2 could affect sensitive receptors near the project site, particularly the multi-family residential uses located immediately to the north of the project site. **Construction noise impacts would be potentially significant and will be analyzed further in an EIR.**

Operational Noise

Noise associated with operation of the proposed project may be periodically audible at adjacent uses. Noise events that are typical of residential developments include music, conversations, and children playing. Commercial, restaurant, and market noise levels would vary depending on how the commercial and retail space is filled. On-site operations are expected to also involve noise associated with rooftop ventilation, heating systems, and trash hauling.

General noise that would be associated with the proposed parking garage includes the movement of vehicles through the garage, the slamming of doors, conversations, and similar activities. It is anticipated that these noises would be reduced due to the placement of most of these activities within the parking garage. Nevertheless, noise associated with the parking garage could potentially be audible at adjacent properties.

Increased traffic on the roadway system would also increase local traffic noise levels. Such increases could be audible at nearby receivers.

Impacts related to operational noise increases would be potentially significant and will be further analyzed in the EIR.

b) The proposed project would involve construction activities such as demolition, asphalt removal, grading, and excavation activities. Each of these is anticipated to result in some vibration that affect nearby residential sensitive receptors. Operation of the proposed project would not perceptibly increase groundborne vibration or groundborne noise on the project site above existing conditions, due to the proposed mixed-use nature of the project.

The City has not adopted any thresholds or regulations addressing vibration. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

Due to the presence of sensitive noise receptors approximately 25 feet from the project site (the residences northwest of the project site), groundborne vibration could affect these sensitive receptors. **Impacts would be potentially significant and will be further analyzed in an EIR.**

c) The project site is not in the vicinity of any public or private airport. The closest airport is the Santa Monica Airport, located approximately 8 miles southwest of the project site. **Therefore, no impact related to aircraft noise would occur and further analysis of this issue in an EIR is not warranted.**

XIV. POPULATION AND HOUSING Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

a) Using the California State Department of Finance average household size for West Hollywood of 1.52 persons, the 119 new units (111 new apartment units plus 12 live/work units minus the four units that would be demolished as part of the project) would generate a resident population of 181 persons (119 units x 1.52 persons/unit). The current City population is approximately 36,125, according to the most recent (May 2021) California Department of Finance estimate. Therefore, the proposed project would result in a total population of approximately 36,306 persons (36,125 + 181). The latest SCAG growth forecast (2020-2045 RTP/SCS Final Growth Forecast) projects the population of the City of West Hollywood will be 42,600 in 2045. According to the City's General Plan EIR (October 2010), the population in General Plan buildout year 2035 is estimated at 44,182. The level of population increase associated with the proposed project would be within the SCAG and City of West Hollywood's citywide population forecasts. The proposed project is urban infill so it would not substantially indirectly induce population growth. **Therefore, a less than significant impact would occur and further analysis of this issue in an EIR is not warranted.**

b) The project site is currently occupied by a commercial use, parking areas, and four residences. The proposed project would involve demolition of four existing occupied housing units, but would involve the construction of 111 apartment units and 12 live/work units. The proposed project would not displace housing or people or necessitate the construction of replacement housing, as the project itself involves housing. **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

XV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☒	☐

a.i) The Los Angeles County Fire Department (LACFD) provides fire protection and emergency medical services for the City of West Hollywood, which is within LACFD's Battalion 1 service area. The LACFD operates six fire stations within the Battalion 1 area, with 2 fires stations, #7 and #8 located within West Hollywood. The closest fire station to the project site is Fire Station #7, located at 864 N. San Vicente Blvd approximately 0.5 miles west of the project site. The proposed project would involve removal of existing commercial and residential uses and construction of a mixed-use project. The proposed project would increase density on the project site, which would incrementally increase demand for fire protection services.

As identified in Section 14.04.010 of the Municipal Code, the City of West Hollywood has adopted the 2017 Los Angeles County Title 32 (Fire Code), an amended California Fire Code (2016 edition), and an amended International Fire Code (2015 edition). The City's Fire code is based on the Los Angeles County Fire Code supplemented by the other fire codes identified. The Fire Code contains regulations related to construction, maintenance and design of buildings and land uses. The project would be required to comply with applicable Fire Codes. With adherence to existing regulations, the proposed project would not result in the need for new or expanded fire facilities (City of West Hollywood General Plan Final EIR, 2010; Capt. Salmo, personal communication, March 6, 2013). **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

a.ii) Law enforcement services in West Hollywood are provided by contract with the Los Angeles County Sheriff's Department (LACSD). Protection services include emergency and non-emergency police response, routine police patrols, investigative services, traffic enforcement, traffic investigation, and parking code enforcement. The LACSD has established the West Hollywood Sheriff's Department and operates two stations: the headquarters for West Hollywood, located at 780 N. San Vicente Boulevard, and a sub-station at Universal City Walk.

LACSD has mutual aid agreements with the City of Los Angeles and the City of Beverly Hills police departments.

The proposed project involves removal of existing commercial and residential uses and construction of a mixed-use project. The addition of more residential uses on the project site would incrementally increase demand for police protections services compared to existing uses. According to the City's General Plan FEIR, the City has a ratio of 3.6 sworn officers per 1,000 residents, which far exceeds the average for cities in the Western United States of 1.7 officers per 1,000 residents. The proposed project would add an estimated 181 residents and would not substantially reduce the ratio of officers to residents. Therefore, the proposed project would not affect service ratios such that new or expanded police facilities are needed. In addition, the proposed project would be within the growth projections contained in the City's General Plan and would not place an unanticipated burden on police protection services. The City's General Plan EIR found that impacts related to police protection services would be less than significant with implementation of proposed General Plan policies and required mitigation measures. The mitigation measures require the City to conduct activities to ensure proper police protection levels such as update the City's assessment of impacts of new development on policy services, coordinate with service providers during the Capital Improvement Program process, establish a public safety impact fee, update the West Hollywood Emergency Management Plan, continue public education programs, establish communication protocols, support neighborhood watch programs, and create design recommendations for "eyes on the street." The City is implementing these required mitigation measures. The proposed project and all other projects in the City must comply with the City's requirements and procedures for ensuring proper public services are provided. Therefore, since the project is consistent with the General Plan, the project would not contribute to a cumulative impact. Overall, the proposed project would not affect service ratios such that new or expanded police facilities are needed. At present time, there are no plans for a new police station (City of West Hollywood General Plan Final EIR, October 2010). **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

a.iii) The Los Angeles Unified School District (LAUSD) provides public school services to West Hollywood residents. The proposed project would involve 119 net new units (see Section XIII, *Population and Housing*). Based on LAUSD's student generation rates (see Table 3), the proposed project would generate an estimated 23 elementary school students, 11 middle school students, and 13 high school students.

Table 3
Student Generation Rates

Type of Use	Quantity	Generation Factor	Students Generated
Multi-Family Residential/Live-Work Units	119 Units	0.1966 Elementary School Students Per Unit	23
		0.0935 Middle School Students Per Unit	11
		0.1106 High School Students Per Unit	13
Total Students			**47**

Source: City of West Hollywood 2035 General Plan FEIR, 2010

The proposed project would be served by West Hollywood Elementary School, Bancroft Middle School, and Fairfax Senior High School (LAUSD 2019). Table 4 compares the capacity of these schools to current enrollment. As shown, the middle school and high school have adequate capacity to serve new students generated by the proposed project. The elementary school may be overcapacity depending on enrollment during the operational year of the proposed project.

However, in accordance with State law the applicant would be required to pay school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of the development fees is considered full mitigation for the proposed project's impacts under CEQA**. Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

Table 4
School Capacity and Enrollment

School	Capacity [a]	2018-2019 Enrollment [b]
West Hollywood Elementary School	398	432
Bancroft Middle School	1,601	742
Fairfax Senior High School	3,600	1,827

[a] *Source: City of West Hollywood 2035 General Plan FEIR, 2010*

[b] *Source: California Department of Education. DataQuest: http://dq.cde.ca.gov/dataquest/dataquest.asp*

a.iv) The proposed project would involve the addition of 181 residents and would incrementally increase the demand for usage of existing parks in the City (see Section XV, *Recreation*). The City assesses Quimby Act and public open space development fees for new residential and non-residential development (West Hollywood Municipal Code Chapter 19.64). These fees are intended to be used for the acquisition, improvement, and expansion of public parks and/or recreational facilities. **With payment of park fees, impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

a.v) The proposed project would contribute incrementally toward impacts to City Public Services and facilities such as storm drain usage (discussed in Section IX, *Hydrology and Water Quality*), public parks (discussed above in this section), solid waste disposal (discussed in Section XVII, *Utilities and Service Systems*), water usage and wastewater disposal (discussed in more detail in Section XVII, *Utilities and Service Systems*). The project's contribution would be offset through payment of fees that are used to fund storm drain improvements, school facility expansions, etc., as well as by the project specific features described in the individual resource section analyses described in this Initial Study. **The project's contribution, taking into account existing capacities and assuming compliance with existing ordinances, would be less than significant. Further analysis of this issue in an EIR is not warranted.**

XVI. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

a, b) West Hollywood has six parks totaling 15.3 acres of parkland (West Hollywood 2035 General Plan FEIR, 2010). Using the City's current population of 36,125, this amounts to a park ratio of 0.42 acres per 1,000 residents. West Hollywood does not specify a park acreage standard. However, the desired standard stated in the 1975 Quimby Act is 3 acres per 1,000 residents. By this standard, West Hollywood is park deficient.

The proposed project would involve 119 net new units (111 residential units and 12 live work units minus the four single-family residences), increasing the City population by approximately 181 residents (see Section XIII, *Population and Housing*). The proposed project would incrementally increase the use of and demand for parks and recreational facilities. However, the proposed project would provide open space and amenities for use by project residents. The proposed project includes common and private open space per City of West Hollywood Municipal Code requirements and the second floor of the building (the first floor of the residential space) would include a residential lobby and a recreation room and 2,000 square feet of common open space that would consist of courtyards and other useable space. The roof top would include a roof deck, pool, spa, and sundeck. Further, the project applicant would be required to pay Quimby Act and Public Open Space Development fees that would be used by the City to acquire parkland as it becomes available and/or to expand and maintain existing recreational facilities (West Hollywood Municipal Code Section Chapter 19.64). Impacts would be less than significant level and **further analysis of this issue in an EIR is not warranted.**

XVII. TRANSPORTATION / TRAFFIC Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☒	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

a) The proposed project would increase traffic compared to existing conditions. Trips generated as a result of the proposed project have the potential to impact area intersections and roadway segments and contribute to cumulative traffic increases. The proposed project may also conflict with applicable plans and policies including the Los Angeles Congestion Management Plan. **Traffic impacts would be potentially significant and will be analyzed further in an EIR.**

b) Section 15064.3(b) of the CEQA Guidelines requires an analysis of vehicle miles traveled (VMT). The proposed project has the potential to increase VMT from new vehicle trips to and from the project site. **VMT impacts would be potentially significant and will be analyzed further in an EIR.**

c) The project includes changing the site circulation and access for the project site. **Impacts would be potentially significant and will be analyzed further in an EIR.**

d) Emergency vehicle access to the project would be provided from Santa Monica Boulevard and West Knoll Drive. The project does not propose any major modifications to the roadway network, circulation patterns or design features that would hinder emergency vehicle access. The project would be required to conform to traffic and safety regulations that specify adequate emergency access measures including the California Fire Code. The site is located along an existing roadway lacking any identified significant safety hazards. Adherence to existing local, state, and federal regulations would reduce potential impacts. **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

a, b) Archival research indicates that they are no Tribal Cultural Resources (TCR's) or/and unique archaeological (prehistoric or historic) resources that are associated with TRC's located within the project site. Additionally, the project site is located within an urbanized area that has been highly disturbed by modern human development in the recent past.

In April 2020, the City transmitted seven AB 52 Consultation Notification Letters to the following tribal governments:

- Fernandeno Tataviam Band of Mission Indians
- San Fernando Band of Mission Indians
- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Gabrieliño/Tongva Nation
- Gabrieliño Tongva Indians of California Tribal Council
- Gabrieliño-Tongva Tribe

These tribal governments had submitted a request to be notified and to be consultant on CEQA Projects located within the tribes traditional and/or cultural use area, as specified in Public Resources Sections (PRC) 21080.1, 21080.3.1 and 21080.3.2. One tribe, the Gabrieleno Band of Mission Indians-Kizh Nation, requested government to government consultations. During consultations, the tribe identified the project area as being highly sensitive for Native American resources including TCR's and unique archaeological resources and requested specific mitigation measures from the City to ensure that impacts to TRC's and/or unique

archaeological resources are reduced to a less than significant level (see Appendix 1, Tribal Response Letter with Specified Mitigation Measures).

The potential for uncovering significant TCR's and/or unique archaeological resources during earthmoving construction activities is unknown. Nevertheless, ground-disturbing activities associated with the proposed project site, where excavation depths could exceed those previously attained, have the potential to damage or destroy TRC's and/or unique archaeological (prehistoric or historic) resources that may be present below the ground surface. Consequently, damage to or destruction to newly discovered sub-surface TCR's, could result in potential significant impacts.

In the event that Tribal Cultural Resources and/or unique archaeological resources are unearthed during excavation and grading could result in potential significant impacts. The following mitigation measure is required to reduce impacts from development on potential subsurface Traditional Cultural Resources and/or unique archaeological resources to less than a significant level.

With mitigation, impacts would be less than significant and further analysis of this issue in an EIR is not warranted.

TCR-1 **Unanticipated Discovery of Traditional Cultural Resources.** In the event that Traditional Cultural Resources and/or unique archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending on the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, and/or data recovery may be warranted. Treatment of any such resources shall be completed in consulting with the consulting tribes for the project.

XIX. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a, b, c) Wastewater

The sewer collection in West Hollywood contains City-owned local sewers and County-owned trunk sewer links. Within the City, there are 39 miles of gravity piping providing sewer service to every parcel in the City. None of the regional trunk sewers are at or near capacity (2035 General Plan FEIR, 2010). Wastewater from the City is carried to the Hyperion Treatment Plant (HTP) in Playa Del Rey. This wastewater treatment plant provides full secondary treatment (LADWP 2019). The HTP has a dry-weather flow capacity of 450 million gallons per day (MGD) for full secondary treatment and an 800 MGD wet weather capacity. Currently, the average wastewater flow to the plant on an average dry weather day is 275 million gallons per day (LADWP 2019). Therefore, the current available capacity of the HTP is 175 MGD.

The proposed project would increase the number of residential units and commercial space on the project site, which would increase wastewater generation within the City. As shown in Table 5 on the following page, the proposed project would generate a net increase of approximately 18,299 gallons of wastewater per day (25,290 gpd – 6,991 gpd). This increase may exceed the capacity of the City's wastewater conveyance system. **Impacts would be potentially significant and will be analyzed further in an EIR.**

Stormwater Drainage

Storm drain infrastructure in the City is owned and operated by the City of West Hollywood or the County of Los Angeles. Currently, the project site contains three commercial buildings, parking areas, and four residential units. The project site is almost entirely impervious except for the yards associated with the residential units, limited landscaping on the sidewalk along West Knoll Avenue, and a small undeveloped slope on the northwest project boundary line. The proposed project would include impervious surfaces comparable to existing conditions and would include a system to capture rainfall to reduce runoff. Therefore, the amount and rate of runoff from the project site would not increase as a result of the proposed project and existing storm drain facilities would not be adversely affected.

The proposed project would be required to comply with Chapter 15.095 of the WHMC which requires a Low Impact Development (LID) plan for redevelopment projects that replace 5,000 square feet or more of impervious surface area on an already developed site. The proposed project would replace over 5,000 square feet of impervious surfaces and therefore is subject to the LID requirements. The proposed project must be "designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention, and/or rainfall harvest in accordance with the West Hollywood LID Technical Guidance Manual. The proposed project would be required to implement Best Management Practices to reduce runoff and control pollutant loads. **Therefore, impacts would be less than significant and further analysis of this issue in an EIR is not warranted**.

Water

Water service to the project site would be provided by the Los Angeles Department of Water and Power (LADWP). LADWP provides water service to approximately 4 million people in the City of Los Angeles, portions of West Hollywood, Culver City, and other areas. The primary sources of water supply for LADWP are the Los Angeles Aqueduct (average of 31% of total water supply), local groundwater (average 12%), and purchased imported water from the Metropolitan Water District (MWD, average of 57%) (LADWP 2015). LADWP also delivers recycled water for parkland irrigation.

Assuming an industry standard water use assumption that water use is 120% of wastewater generation, the proposed project would use approximately 21,959 gallons of water per day, which equates to 24.6 acre feet per year.

The LADWP addresses issues of water supply in its 2015 Urban Water Management Plan (UWMP). According to the Plan, LADWP has analyzed three different hydrological conditions to determine the reliability of water supplies for the City: average year (50 year average hydrology from FY 1961/92 to 2010/11), single dry- year, and multiple dry-year period. In each of the three hydrological conditions, the projected water demand was calculated taking into account growth in billing data, water conservation efforts, and demographics. The UWMP states that LADWP can reliably meet the projected water demand in each of the hydrological conditions through 2035 (LADWP, 2011).

Table 5
Estimated Wastewater Generation

Type of Use	Quantity	Generation Factor (per day)	Amount (gpd)
Existing Uses			
Restaurant (Indoor Seating)	32 seats	30 gallons/seat	960
Restaurant (Outdoor Seating	37 seats	18 gallons/seat	666
Office	4,211 sf	150 gallons/1,000 sf	632
Gymnasium (Health/Fitness)	4,058 sf	250 gallons/1,000 sf	1,015
Beauty Parlor (Hair Salon/Facial)	6,218 sf	280 gallons/1,000 sf	1,741
Retail Store	10,426 sf	80 gallons/1,000 sf	834
Auto Parking	21,130 sf	20 gallons/1,000 sf	423
Residence: Single-Family Detached, 2-Bedroom	4 units	180 gallons/unit	720
		Existing Wastewater Generation	**6,991gpd**
		Existing Flow Rate	**0.01081 cfs**
		Existing Peak Flow Rate[1]	**0.02703 cfs**
Proposed Project			
Residential Apt 1 BD	47 units	120 gallons/unit	5,640
Residential Apt 2 BD	64 units	160 gallons/unit	10,240
Residential Live/Work	12 units	120 gallons/unit	1,440
Auto Parking	113,225 sf	20 gallons/1000 sf	2,265
Restaurant (Indoor Seating)	98 seats	30 gallons/seat	2,940
Hair Salon	3,643 sf	100 gallons/1000 sf	364
Office	6,711 sf	150 gallons/1000 sf	1,007
Retail	14,488 sf	80 gallons/1000 sf	1,159
Storage	4,777 sf	20 gallons/1000 sf	96
Residential Lobby	833 sf	80 gallons/1000 sf	67
Residential Recreation Room (Lounge)	892 sf	80 gallons/1000 sf	72
		Proposed Project Wastewater Generation	**25,290 gpd**
		Flow Rate (Proposed Project Only)	**0.03913 cfs**
		Peak Flow Rate (Proposed Project Only)[2]	**0.09783 cfs**

Source: VCA Engineers, Inc. (2019) based on land use table from the LA County Sanitation District No 4.
Notes: sf = square feet, gpd = gallons per day, bd= bedroom, cfs = cubic feet per second
[1] Kitchen area excluded from analysis, only seating area included in analysis
[2] To determine the maximum peak flow rate for sewer diameters less than 15 inches, a peaking factor of 2.5 was used per City of West Hollywood requirements

The UWMP states that if a proposed development is consistent with the City's General Plan, the projected water demand of the development is accounted for in the most recently adopted UWMP. The UWMP incorporates the projected demographic data from SCAG. As stated in Sections IV, *Land Use and Planning,* and XIII, *Population and Housing,* the proposed project would be consistent with the West Hollywood 2035 General Plan and population growth associated with the project would be within the SCAG RTP/SCS growth forecast. Thus, the project would not consume water in excess of the water supplies available to the City.

Further, the LADWP, in coordination with the City, would be required to review the proposed project for consistency with water infrastructure requirements established in development plans and agreements, and to ensure that sufficient water infrastructure capacity is available to serve new development prior to approval of the project (City of West Hollywood 2010). **Therefore, impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

Electric Power, Natural Gas, and Telecommunications

The project site is currently served by local utilities providers for electricity, natural gas, and telecommunications service. This would continue under the proposed project, and the incremental increase in demand for these services is not anticipated to result in the need for new or expanded facilities to adequately serve the project and existing utility customers. **Therefore, impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

d, e) The City of West Hollywood contracts with Athens Services, a private company to collect, transport, and dispose of solid waste for all residential and commercial uses (City of West Hollywood 2010). Solid waste from West Hollywood is collected by Athens Services and taken to their recycling facility, the City of Industry Materials Recovery Facility (MRF) (Athens Services 2014). Food waste is processed and delivered to their compost facility, American Organics, in Victorville. Waste that cannot be recycled is disposed at the following facilities on a regular basis: Sunshine Canyon Landfill, Simi Valley Landfill, and City of Commerce's Waste to Energy Incinerator. Table 6 summarizes the permitted daily throughput, estimated average waste quantities disposed, and remaining capacity for these facilities.

Eventually, solid waste may be transferred by rail to the Mesquite Regional Landfill in Imperial County (2035 General Plan FEIR, 2010). The Eagle Mountain Landfill project in Riverside County was abandoned by the Sanitation Districts of Los Angeles County in May of 2013. The Mesquite Regional Landfill is permitted to accept 20,000 tons per day. It is not expected to be operational for another 10 years, but will receive up to 12,000 tons per day (Los Angeles County 2017; Scauzillo 2017).

Senate Bill (SB) 1016 requires that the 50% diversion requirement mandated by Assembly Bill (AB) 939 be measured in terms of pounds per person per day, instead of by volume or as an aggregate measure separate from population. CalRecycle sets a target for resident and employee per capita per day disposal rates. The target for residents is 5.8 and 7.7 for employees. In 2015 the per capita disposal rate per day per resident in West Hollywood was 4.2 and 5.6 per employee. West Hollywood has achieved both the resident and employee targets set by CalRecycle.

Table 6
Solid Waste Disposal Facilities

Facility	Permitted Daily Throughput (tons/day)	Average Daily Waste Quantities Disposed (tons/day)	Estimated Remaining Daily Capacity (tons/day)
City of Industry MRF[a]	5,000	2,203	2,797
Sunshine Canyon City/County Landfill [b]	12,100	6,482	5,618
Simi Valley Landfill and Recycling Center [c]	9,250	Not Available	--
Commerce Refuse-to-Energy Facility [d]	1,000	201	799

Sources:
[a] Los Angeles, County of, Department of Public Works. Solid Waste Information Management System website, Fact Sheet: Grand Central Recycling & Transfer Station, July 2017 Report Period. Available at:https://dpw.lacounty.gov/epd/swims/site/factsheet-esri.aspx?id=187&action=2
[b] *Los Angeles, County of, Department of Public Works. Solid Waste Information Management System website, Fact Sheet: Sunshine Canyon City/County Landfill, March 2019October 2014 Report Period. Available: https://dpw.lacounty.gov/epd/swims/site/factsheet-esri.aspx?id=1524&action=2*
[c] Los Angeles, County of, Department of Public Works. Solid Waste Information Management System website, Fact Sheet: Simi Valley Landfill & Recycling Center. Available: https://dpw.lacounty.gov/epd/swims/site/factsheet-esri.aspx?id=704&action=2
[d] *Los Angeles, County of, Department of Public Works. Solid Waste Information Management System website, Fact Sheet: Commerce Refuse-to-Energy Facility, June 2018October 2014 Report Period. Available: https://dpw.lacounty.gov/epd/swims/site/factsheet-esri.aspx?id=8&action=2*

In accordance with the City's green building ordinance, the proposed project would divert at least 80% of construction and demolition waste from being sent to landfills. Therefore, the proposed project would not generate a substantial amount of waste during construction. During operation, as shown in Table 7, the proposed project would generate an estimated 230 pounds, or 0.1 tons, of solid waste per day. The landfills listed in Table 6 have adequate capacity to dispose of waste generated by the proposed project. **Therefore, impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

Table 7
Estimated Solid Waste Generation

Land Use	Size	Generation Factor*	Total (lbs/day)	Total (tons/day)
Proposed Project				
Residential- Multifamily	123 units**	4 lbs / unit / day	492.0	0.246
Restaurant	3,938 sf	0.005 lbs / sf / day	19.7	0.009
Retail	14,488 sf	0.006 lbs / sf / day	86.9	0.043
Office	6,711 sf	0.006 lbs / sf / day	40.3	0.020
Hair Salon	3,643 sf	0.006 lbs / sf / day***	21.9	0.010
		Subtotal – Proposed Project	660.8	0.328
Existing Uses				
Retail	20,702 sf	0.006 lbs / sf / day	124.2	0.062
Restaurant	2,475 sf	0.005 lbs / sf / day	12.4	0.006
Office	4,211 sf	0.006 lbs / sf / day	25.3	0.013
Single Family Residence	4 unit	10 lbs / unit / day	40	0.020
		Subtotal – Existing Uses	*201.9*	*0.101*
Total Net Solid Waste Generation			**458.9**	**0.227**
Total Solid Waste Sent to Landfill (assuming 50% diversion rate)			**229.45**	**0.1135**

Notes: sf = square feet, lbs= pounds
** CalRecycle Waste Generation Rates, available at: http://www.calrecycle.ca.gov/wastechar/WasteGenRates/default.htm*
*** For the purposes of this analysis, the 12 live/work units are considered residential-multifamily units.*
**** No generation rate for hair salon available, retail generation rate used.*

XX. WILDFIRE If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a-d) The project site is not located in a State Responsibility Area or Very High Fire Hazard Severity Zone (VHFHSZ). However, the site is approximately 1,500 feet south of the nearest VHFHSZ (CAL FIRE 2007, 2011). The project would not impair emergency vehicle access to the project site or result in conflicts with adopted emergency response or evacuation plans. Additionally, the project would not require the installation of infrastructure that could exacerbate wildfire risk. **Therefore, impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

XXI. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

a) The project site is located within an urbanized area that lacks native biological habitats, as discussed under item IV, *Biological Resources*. Mitigation Measure BIO-1 would reduce impacts associated with removal of on-site trees that could contain nesting birds. As discussed under item V, *Cultural Resources*, there are no historic resources onsite. With Mitigation Measure BIO-1, the proposed project would not significantly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. **Impacts are less than significant with mitigation incorporated and further analysis of these issues in an EIR is not warranted.**

b) In combination with other planned and pending development in the area, the proposed project could contribute to significant cumulative impacts. In particular, cumulative impacts could occur with respect such issues as transportation, air quality, greenhouse gases, wastewater generation, and noise. **The cumulative effects of the project, in combination with other planned projects in the vicinity, will be evaluated in an EIR.**

c) The proposed project may result in potential adverse impacts to human beings. Impacts related to Hazards and Hazardous Materials were found to be less than significant. **However, impacts to Air Quality, Geology and Soils, Greenhouse Gas Emissions, Hydrology, Land Use, Noise, and Transportation would be potentially significant. These impacts will be analyzed further in an EIR.**

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REPORT PREPARERS

This Initial Study was prepared by Rincon Consultants, Inc., under contract to the City of West Hollywood. Consultant staff involved in the preparation of the EIR are listed below.

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Annaliese Miller, Environmental Planner
Debra Jane Seltzer, Lead Formatting Specialist

Appendix 1

Tribal Response Letter with Specified Mitigation Measures

From: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Thursday, May 21, 2020 1:04 PM
To: Laurie Yelton <LYelton@weho.org>
Cc: Matthew Teutimez <Matthew.Teutimez@gabrielenoindians.org>; Andy Salas <chairman@gabrielenoindians.org>
Subject: AB52 Consultation- 8555 Santa Monica Blvd in the City of West Hollywood

Thank you for your time during the AB52 consultation for the project at 8555 Santa Monica Blvd in the City of West Hollywood.

As stated in the Public Resource Code section 21080.3.1. (a) The Legislature finds and declares that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources and an area that has cultural value. According to section 21074. (a) "Tribal cultural resources" can be sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe.

Therefore, to explain our concerns for impacts to tribal cultural resources (TCR's) and how this project location may impact TCR's due to the location and the proposed ground disturbing activities, attached are screenshots and some explanatory text that was also verbally explained in the phone consultation for your project location.

This 8555 Santa Monica Blvd_1938 map indicates the project location within the Village of Cahuenga. All of our mainland villages (sans our island villages) overlapped each other to help facilitate the movement of tribal cultural resources throughout the landscape and also to our sister tribes outside of our traditional ancestral territory. Village use areas were usually shared between village areas and were commonly used by two or more adjoining villages depending on the type, quantity, quality, and availability of natural resources in the area. Therefore, human activity can be pronounced within the shared use areas due to the combined use by multiple villages and TCR's may be present in the soil layers from the thousands of years of human activity within that landscape.

This 8555 Santa Monica Blvd_1898 and the 8555 Santa Monica Blvd_1901 map shows the project's close proximity to a railroad that existed in this location. All railroads were placed on top of our Tribe's traditional trade routes because when the first railroad planners came out west, the topography was too varied to place the rail lines just anyplace, so they chose the paths of least resistance that already existed which were our traditional trade routes that were flattened by human travel over thousands of years of use.

The 8555 Santa Monica Blvd_1871 map shows the many trade routes around the project area. Trade routes were heavily used by our Tribe for movement of trade items, visiting of family, going to ceremony, accessing recreation areas, and accessing foraging areas. Within and around these routes contained seasonal or permanent ramadas or trade depots, seasonal and permanent habitation areas, and often still contain isolated burials and cremations from folks who died along the trail. These isolated burials are not associated with a village community burial site or ceremonial burial site, rather the location is simply where the person died and was buried where they died. Therefore, isolated burials are

more concentrated and likely to occur in proximity to our trade routes, especially the major trade routes. Trade routes are considered “cultural landscapes”, as stated in section 21074. (a) because the landscapes will house the objects, therefore, both cultural landscapes and cultural objects are protected under AB52 as a tribal cultural resource.

The 8555 Santa Monica Blvd_1938 maps indicate the hydrography or waterways that existed around the project area. All water sources were used by our Tribe for life sustenance. Along these watercourses and water bodies occurred seasonal or permanent hamlets, seasonal or permanent trade depots, ceremonial and religious prayer sites, and burials and cremation sites of our ancestors. These activities occurred around water, both inland and coastal, because these water areas create unique habitats and riparian corridors that provide an abundance of food and medicine resources along with aesthetically peaceful areas with running water, shade trees, and shelter. Larger water bodies were high attractants for human activity and the banks and shores of these water bodies have a higher than average potential for encountering Tribal Cultural Resources of artifacts and human remains during ground disturbing activities. Waterways are a “cultural landscape”, as stated in section 21074. (a) and are protected under AB52 as a tribal cultural resource.

Due to the project site being located within and around a sacred village Cahuenga adjacent to sacred water courses, a major traditional trade routes, there is a high potential to impact Tribal Cultural Resources still present within the soil from the thousands of years of prehistoric activities that occurred within and around these Tribal Cultural landscapes. Therefore, to avoid impacting or destroying Tribal Cultural Resources that may be inadvertently unearthed during the project's ground disturbing activities and pursuant to our consultation, we have provided to the Lead Agency substantial evidence that the proposed project may have a significant impact on our TCRs. “. . . [T]ribal Cultural Resources include, but are not limited to, sites, features, places, or objects with cultural value to descendant communities, traditional culture properties, or tribal cultural landscapes consistent with the guidance of the federal National Park Services’ Advisory Council on Historic Preservation.” (AB 52, Natural Resources Agency, at p. 2.) Moreover, Public Resources Code (“PRC”) Section 21084.2 states that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” A project that may have a significant effect on the environment requires appropriate mitigation. (PRC § 21082.3(b).) Through the consultation process, AB 52 authorized California Native American tribes to assist lead agencies in identifying, interpreting, and determining the significance of TCRs. (See AB 52, Legislative Digest.) Unless the environmental document includes mitigation measures agreed on during the consultation process, "if substantial evidence demonstrates" the project "will cause" a significant effect to a TCR, the agency must "consider" feasible mitigation measures "pursuant to" Pub Res C §21084.3(b).

As well, Consultation is not deemed concluded for purposes of CEQA until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource, or when a party concludes, after a reasonable effort, that mutual agreement cannot be reached. (PRC §21080.3.2(b).) Any mitigation measures agreed on during the consultation process must be recommended by lead agency staff for inclusion in the environmental document and the mitigation monitoring and reporting program for the project pursuant to section 21082.3(a) of the PRC. Moreover, now that consultation has begun, as the lead agency, you may certify an EIR or adopt a mitigated negative declaration for the subject project (which that may have a significant impact on a tribal cultural resource) only after consultation has concluded. (PRC §21082.3(d).)

Please find attached the proposed mitigation measures for the subject project. Once you have reviewed them, please provide written notification to the Tribe stating whether and to what extent you will include and require the proposed mitigations for TCR for the subject project so that we may conclude our consultation, and if you do not agree with the mitigations as proposed, so that we may continue our consultation discussions in an effort to reach an agreement.

Admin Specialist
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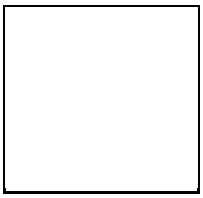
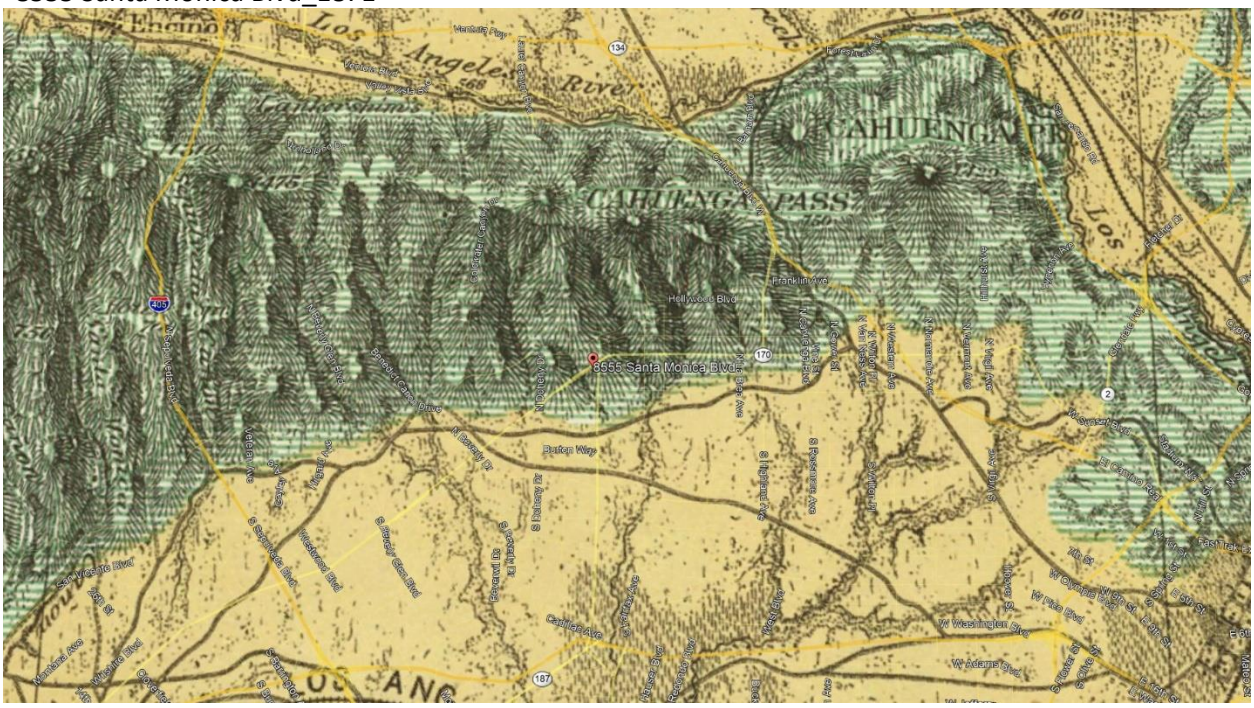


The region where Gabrieleño culture thrived for more than eight centuries encompassed most of Los Angeles County, more than half of Orange County and portions of Riverside and San Bernardino counties. It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing of herds of livestock. "The Gabrieleño are the ones who did all this work, and they really are the foundation of the early economy of the Los Angeles area ". "That's a contribution that Los Angeles has not recognized--the fact that in its early decades, without the Gabrieleño, the community simply would not have survived."

“8555 Santa Monica Blvd_1871”



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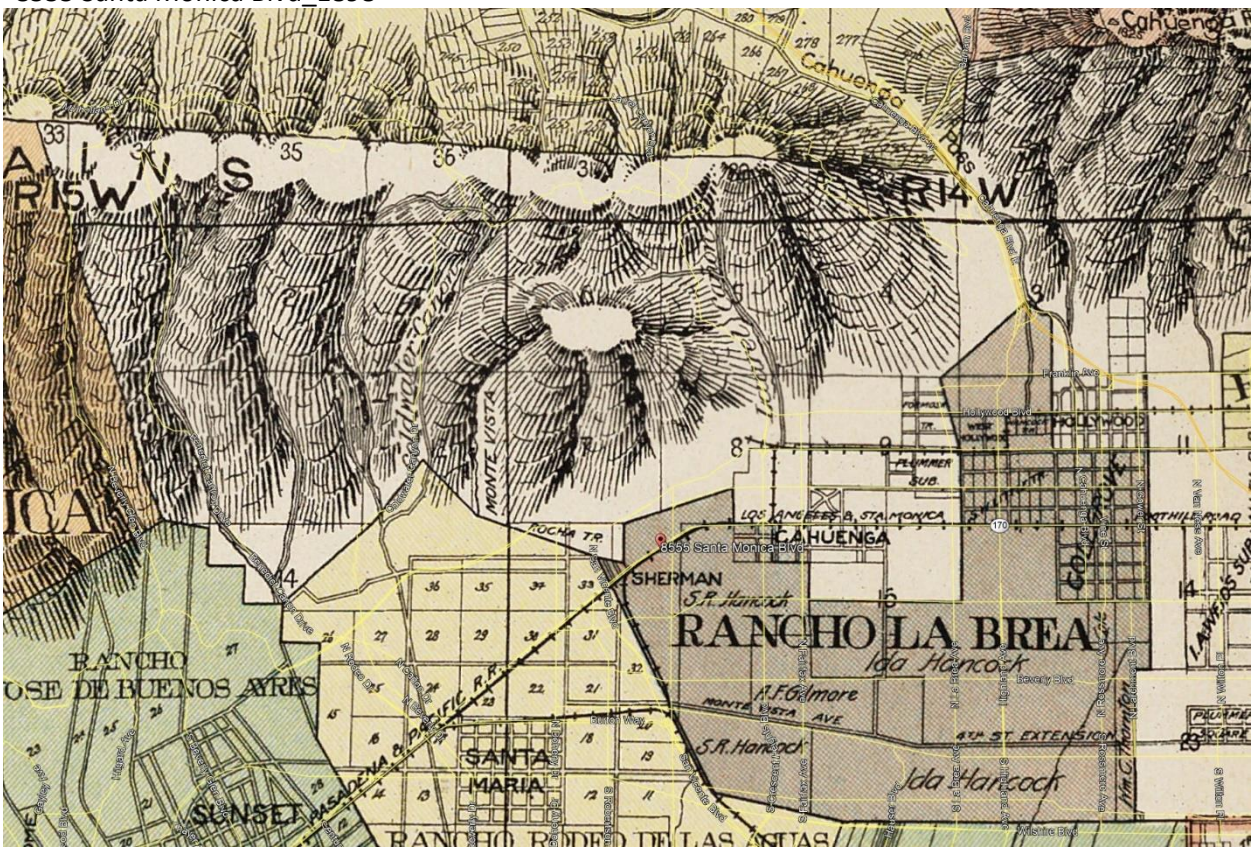

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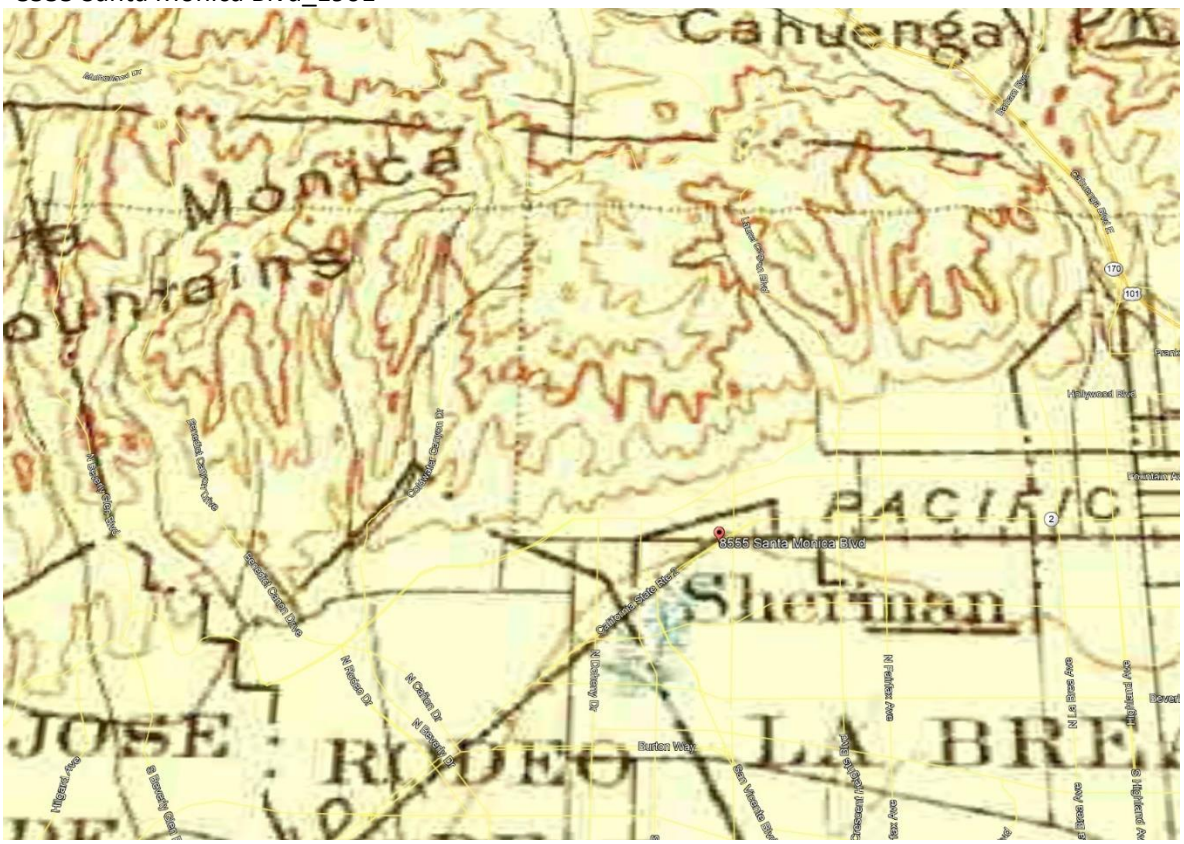

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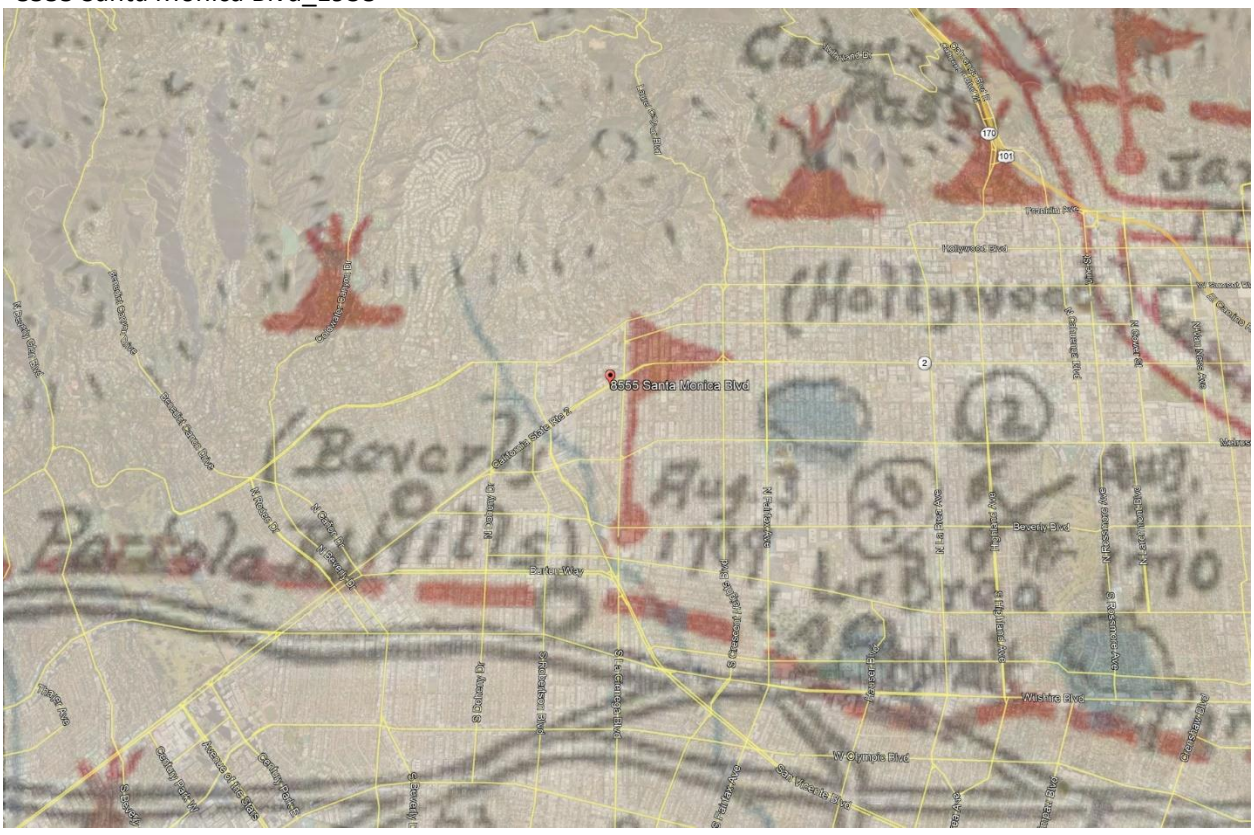


Gabrieleno Band of Mission Indians – Kizh Nation

Protection of Tribal Cultural Resources (TCRs)

Most Important Things for Agencies to Know About AB52:

- An EIR, MND, or ND can not be certified until AB-52 tribal consultation has concluded.
- Agreed mitigation measures with the tribe, MUST be recommended for inclusion in the environmental document.
- Signature confirming acceptance of these mitigation measures recommended by our Tribal Government is required within 14 days of receipt to conclude AB52 consultation.

Tribal Cultural Resources Mitigation Measures within Kizh Nation Tribal Territory:

Note: To avoid compliance issues with the following laws, all Native American Monitoring shall be conducted by a documented lineal descendant from the ancestral Tribe of the project area (NAGPRA Law 10.14)

- The Native American Graves Protection and Repatriation Act (NAGPRA), Public Law-101-601, 25 U.S.C. 3001 et seq., 104 Stat. 3048.
- CEQA Guidelines Section15064.5, PRC 5097.98 (d)(1).
- The United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).

If you are receiving these measures, The Gabrieleño Band of Mission Indians Kizh -Nation are the direct lineal descendants of your project area. The Kizh Nation ONLY responds and consults on projects within their ANCESTRAL tribal territory. Therefore, to remain in compliance with above referenced laws and to enable our Tribe with the ability to protect and preserve our last remaining and irreplaceable Tribal Cultural Resources, it is recommended that the project applicant retain a qualified professional tribal monitor/consultant from the Gabrieleño Band of Mission Indians Kizh -Nation. The Kizh Nation possesses Tribal archives including documented historical information as well as multiple members who possess unique knowledge derived from oral tradition passed down through generations of the Tribe in order to provide the expertise needed to identify whether a project is located within a culturally sensitive area given its proximity to village areas, commerce areas, recreation areas, ceremonial areas, and burial locations.

Native American Heritage Commission (NAHC) Guidelines for Native American Monitors/Consultants (approved 9/13/05): By acting as a liaison between Native American, archaeologist, developers, contactors and public agency, a Native American monitor/consultant can ensure that cultural features are treated appropriately from the Native American point of view. This can help others involved in a project to coordinate mitigation measures. These guidelines are intended to provide prospective monitors/consultants, and people who hire monitors/consultants, with an understanding of the scope and extant of knowledge that should be expected.

Mitigation Guidelines for Tribal Cultural Resources (TCRs): CEQA now defines TCRs as an independent element separate from archaeological resources. Environmental documents shall address a separate Tribal Cultural Resources section that includes a thorough analysis of the impacts to only TCRs and includes separate and independent mitigation measures created with tribal input under AB-52 consultations. Therefore, all agreements, mitigation, and conditions of approval regarding TCRs shall be handled solely with the Tribal Government and conversely all agreements, mitigation, and conditions of approval regarding Archaeological Resources shall be handled by an Archaeological resource company.

MITIGATION MEASURES

Retain a Native American Monitor/Consultant: The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both ancestrally affiliated with the project area and approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the area of the project location. This list is provided by the NAHC. A Native American monitor shall be retained by the Lead Agency or owner of the project to be on site to monitor all project-related, ground-disturbing construction activities (i.e., boring, grading, excavation, potholing, trenching, etc.). A monitor associated with one of the NAHC recognized Tribal governments which have commented on the project shall provide the Native American monitor. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

Unanticipated Discovery of Tribal Cultural and Archaeological Resources: Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.

Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.

Unanticipated Discovery of Human Remains and Associated Funerary Objects:
Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.

Resource Assessment & Continuation of Work Protocol:

Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

Kizh-Gabrieleno Procedures for burials and funerary remains:

If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Treatment Measures:

Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Professional Standards: Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

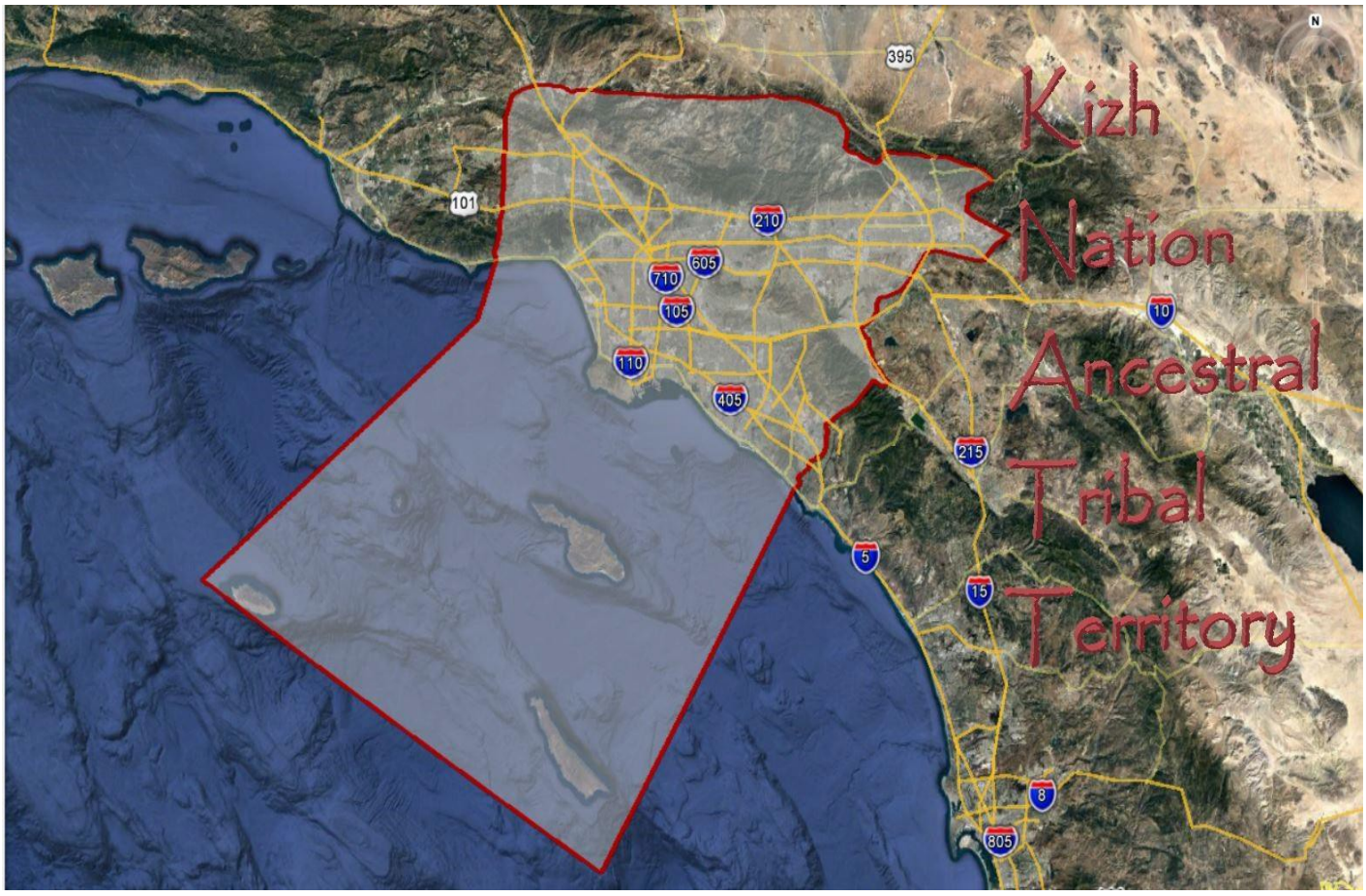
Acceptance of Tribal Government Recommended Mitigation Measures:

By _____ Date: _____
Lead Agency Representative Signature

Revised: April 2020

Attachment A

Kizh Nation Ancestral Tribal Territory extended along the coast from Malibu Creek in Los Angeles County down to Aliso Creek in Orange County and encompassed the Channel Islands of Catalina (Pimugna), San Nicolas (Haraasnga), and San Clemente (Kiinkenga). Our inland border was the San Gabriel Mountains (Hidakupa) and eastwardly our territory extended to parts of San Bernardino (Waatsngna), Orange, and Riverside counties.



City of West Hollywood
California 1984

PUBLIC NOTICE
NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT & SCOPING MEETING

Pursuant to Public Resources Code Section 21165, the City of West Hollywood is the Lead Agency responsible for preparing an Environmental Impact Report (EIR) addressing potential impacts associated with the proposed project.

Purpose of Notice of Preparation: Under the requirements of the California Environmental Quality Act (CEQA) and its Guidelines, the City is the Lead Agency for environmental review and must evaluate the potentially significant environmental effects of the proposed project. The City has determined that an Environmental Impact Report (EIR) will be prepared to assess the proposed project's effects on the environment, to identify significant impacts, and to identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts. An analysis of alternatives to the proposed project will also be included in the Draft EIR, including the No Project Alternative.

This Notice of Preparation (NOP) is being circulated pursuant to California Resources Code Section 21153(a) and CEQA Guidelines Section 15082. Public agencies and the public are invited to comment on the proposed scope and content of the environmental information to be included in the Draft EIR. A 30-day comment period is provided to return written comments to the City. All comments should be directed to the City at the following address:

Laurie Yelton, Associate Planner
Community Development Department
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069-6216
Fax: (323) 848-6569
E-mail: lyelton@weho.org

Due to the time limits mandated by state law, your response to this NOP should be sent at the earliest possible date, but not later than 30 days after issuance of this notice. **The response deadline is May 13, 2013**.

Project Title: 8555 Santa Monica Boulevard Mixed-Use Project

Project Applicant: Soto Capital, LP - Jeff Seymour, PO Box 17119, Beverly Hills, CA 90209

Project Location: The 1.04-acre project site is located at 8555 Santa Monica Boulevard on the north side of Santa Monica Boulevard at West Knoll Drive in the City of West Hollywood, western Los Angeles County. The site is currently occupied by three two-story commercial buildings, one single-family residence located at 8532 West Knoll Drive, and two surface parking lots.

Project Description: The proposed project involves construction of a mixed-use development. The mixed-use development would be five stories in height and would include: 93 apartment units (19 of which would be designated as affordable housing), approximately 6,720 square feet (sf) of restaurant and cafe uses, approximately 4,708 sf of live/work use, and approximately 27,840 sf of retail uses. Commercial and live/work uses would be on the first two floors and residential units would be on levels 3, 4, and 5. The project also includes four levels of parking with 308 vehicle parking spaces as well as 45 bicycle parking spaces. One level of the parking structure would be subterranean. Primary commercial access to the project site would be located along Santa Monica Boulevard and primary residential access would be located along West Knoll Drive.

Project implementation would require demolition of three existing two-story commercial structures, an existing one-story single-family residence, and surface parking areas on the project site.

Potential Environmental Effects: Potentially significant environmental impacts have been identified in the following issue areas: Aesthetics, Air Quality, Geology and Hydrology, Greenhouse Gas Emissions, Noise, and Transportation and Traffic. These impacts will be addressed in the EIR.

Scoping Meeting: As part of the EIR scoping process, the City of West Hollywood will hold a public scoping meeting on Monday, April 22, 2013, from 5:30 p.m. to 7:00 p.m., at the City Hall Community Conference Room located at 8300 Santa Monica Boulevard in West Hollywood. The purpose of the scoping meeting is to describe the proposed project and provide the public the opportunity to comment on the scope, or what is to be included in the contents of the Draft EIR.

Date: April 12, 2013

Signature: [signature]
Title: Associate Planner
Telephone: (323) 848-6890

From:	Laurie Yelton
To:	Karly Kaufman
Subject:	FW: 8555 Santa Monica Boulevard Mixed-Use Project
Date:	Monday, April 22, 2013 9:33:54 AM

From: Jusuf Lukito [mailto:jslukito@yahoo.com]
Sent: Monday, April 22, 2013 2:09 AM
To: Laurie Yelton
Subject: 8555 Santa Monica Boulevard Mixed-Use Project

Dear Ms. Yelton,

My name is Joseph Lukito and I reside at 8535 West Knoll Drive in West Hollywood.

I have been a homeowner in West Hollywood for over 25 (twenty five) years and I have watched the community go through many changes and have supported the development of the area as West Hollywood has grown as an independent city. However, I feel it is important to voice my disapproval of the newly planned development called "8555 Santa Monica Boulevard Mixed-Use Project".

The excavation planned for the new development poses a structural risk to not only my home on West Knoll Drive, but to neighboring residents throughout the area. Our city government should, first and foremost, be looking out for the safety of the current resident of the city. Even if sufficient studies are done which would show the excavation and construction to be safe, and proper insurance required to guarantee any unexpected property damage to neighboring homeowners, I would still have to strongly urge against the project or at the very least, the current proposal of the project. The density of the immediate area has grown, by any standards, to a dangerous and uncomfortable level. To add a project of this size to this area, on top of all the other development that has gone over the last decade, is to make the area almost unlivable with traffic reaching unbearable levels.

While I understand that growth is a part of any city plan, the size and viability of that growth has to geared toward making sure that the city is still offering its inhabitants a sustainable and enjoyable style of life. This project does not do that and the proposed plans should be modified.

Sincerely yours,
Joseph Lukito

April 19, 2013

Laurie Yelton, Associate Planner
Community Development Dept.
City of West Hollywood
8300 Santa Monica Blvd.
West Hollywood, CA 90069

Re: **8555 Santa Monica Blvd. Mixed-Use Project**

Dear Ms. Yelton:

I am writing to you with respect to the proposed project at 8555 Santa Monica Blvd. directly across the street from my building located at 8535 West Knoll Dr. I wish to challenge the current plans for this project. There are several components of this proposed project that adversely affect the 8535 West Knoll Dr. building and the surrounding neighborhood.

The following issues must be addressed before proceeding in any way with the proposed project:

- **Building Height**: The number of proposed stories is five and the overall height is 55 feet from the base line of the boulevard. Two levels of subterranean garage going 30 feet below ground are planned. This will have a disastrous effect on the stability of the 8535 West Knoll Dr. building. There is a high water table in the neighborhood and the 8535 West Knoll Dr. building has experienced movement and shifting. The management of the 8535 West Knoll Dr. building will be providing you and the planning commission with engineering reports along with letters and e-mails from 8535 West Knoll Dr. homeowners documenting movement and shifting in their units. Other significant issues that need to be thoroughly addressed are natural conditions and seismic zone, including any and all fault lines, in the area surrounding the proposed project.

- **Ingress and Egress**: The ingress and egress for residential parking for 110 rental units and a separate driveway for the loading dock are planned to be directly across from the 8535 West Knoll Dr. building. This will create an absolute nightmare, taxing the traffic on West Knoll Dr. and causing backups and traffic jams on Santa Monica Boulevard and at the intersection of La Cienega Blvd. and Santa Monica Blvd. These traffic backups and jams will negatively impact the quality of life in the entire neighborhood.

- **Compatibility**: The sheer height and size of the proposed project will negatively impact the 8535 West Knoll Dr. building and the surrounding neighborhood. A five-story, 55-feet-high, 124,850 square-foot mixed-use project is grossly disproportionate to the scale and use of the surrounding buildings. The proposed 8555 Santa Monica Blvd. project's 40,000 square feet of commercial use is roughly three times that of 901 Hancock, the closest mixed-use project in the neighborhood. Of further concern are insets between the windows on the façade of the proposed project which could be used for large-scale advertising.

I understand a project will be built. But I want to make sure it is not the one that is currently proposed. I will be vigorously challenging the proposed project at every phase of the approval process. Please advise the Planning Commission to thoroughly address all of the 8535 West Knoll Dr. building's concerns and issues before making any decision with respect to the proposed project at 8555 Santa Monica Blvd. Thank you for your consideration.

Very truly yours,

Ludovic Pathoux
8535 West Knoll Dr. Unit 308
West Hollywood, CA 90069

Karly Kaufman

From: Laurie Yelton <LYelton@weho.org>
Sent: Monday, April 22, 2013 1:39 PM
To: Karly Kaufman
Subject: FW: 8555 Santa Monica EIR concerns

From: Schneider, Kim [mailto:Kim.Schneider@Sothebyshomes.com]
Sent: Monday, April 22, 2013 1:37 PM
To: Laurie Yelton
Subject: 8555 Santa Monica EIR concerns

Hi Laurie, below are my concerns regarding this project and the items I believe should be included in the EIR:

I. Aesthetics

a) Scenic Vista (additional question)

Question the loss of scenic view of Hollywood Hills as drive/walk along Santa Monica Blvd.

c) Visual Character of site and surrounding

Serious concerns about the scale vis-à-vis surrounding buildings. Massive project that significantly alters the character of the neighborhood.

Lack of compatibility and scale with both the residential structures behind and even with the commercial structures on SMB.

d) Shade

Who will pay for landscape that doesn't survive shadowing?

II. Agricultural Resources

No questions

III. Air Quality

b) Air quality standards

How many loads of soil removed? Will trucks be diesel, gas or low emission?

IV. Biological Resources

No questions

V. Cultural Resources

No questions

VI. Geology and Soils

a) i Rupture of known earthquake fault

What provisions have been made to mitigate any damage due to an earthquake during construction?

a) iv Landslides

Why are there no concerns of a landslide? Tons of soil removed and a three-story hole will be formed at the north edge of the project.

d) Expansive Soil

We believe there is a significant amount of expansive soil under this project and would like to understand the effect of the project on it.

VII. Greenhouse Gas Emissions
No questions

VIII. Hazards and Hazardous Materials
No questions

IX. Hydrology and Water Quality
c-e) Drainage and Runoff (additional questions)
We know that this site overlays a major underground water system that had sufficient reliable flow to supply the Beverly Hills Water Department water wells on La Cienega for close to a century. Please describe this system including source watershed, source flows, routes and dimensions of major aquifers and rivers, flow rates, directional flows, and pressures, and the impacts of its interference.

Please study surface runoff and the impacts of the project on surface runoff. The existing structures contain many varieties of surfaces that hold, diffuse and redirect runoff. The proposed project is more monolithic and would appear to have more impervious surfaces.
We believe there needs to be a complete evaluation of surface water flows, particularly impacts upon gutters and storm channels. Will the project have any impact upon areas downstream? Will increase surface run-off exacerbate surface flows?

Due to the topography and grade, area gutters and storm drains are known to overflow during heavy rains and rainy seasons. Is there capacity for extra runoff? How much capacity is there and how much will this project contribute? How much will the project pay to offset this contribution?
Local experience with the high groundwater table is extensive and spans periods of drought and deluge. There have been numerous reports of special problems in the area owing to the high groundwater table including subsidence, collapse, flooding, flotation, buoyancy, mold, and the discovery and inadvertent dispersal of hazardous and/or toxic substances including but not limited to oil, tar, explosive fumes, gasoline and oil production residue.
These conditions and environmental impacts need to be adequately assessed, described, quantified, evaluated and subsequent mitigation measures discussed in the DEIR.

We know high water table conditions have interfered with construction on Hancock and West Knoll causing catastrophic structural collapse around the project site within the same watershed.

Similarly many of the residential and commercial buildings in this area require extensive use of sump pumps to attempt to mitigate the effects of the voluminous underground water and high water table and several local buildings have been materially affected by this issue long term. There is substantial concern that the subterranean parking systems, no matter how well shielded, may divert substantial underground water flow onto adjacent properties, with the potential for serious long term damage and injury to those properties.

Please provide data or modeling to assess similar impacts related to interference with this major underground water system. What happens should the proposed project act like a dam or a huge impenetrable obstacle across this major water system? Will the neighborhood to the north saturate and flood? How much can we expect the groundwater to rise? How will sump pump and other mitigation systems in nearby buildings be impacted? Will this project require nearby buildings to modify or materially increase their underground water mitigation measures?

What happens should the neighborhood to the south, where many mature trees draw from the existing water table, go fallow? What is the projected new route of this water system when it is interrupted with this project? What impact will there be to surrounding properties, streets and major public and private assets? What

protection is needed to warrant surety, completion, and indemnification for potential damages? And how much variability is caused by actual accumulated seasonal rainfall?

What are the long-term effects of the underground conditions on liquefaction and on the water table?
What is the proposed disposal for the discharged groundwater during construction?

X. Land Use and Planning

b) Land Use Plan (additional question)

The current zoning for this location is CC1 for 35 feet. Bonuses have been given to bring the building to a maximum of 55 feet.
Code 19.36.170 Mixed-Use Projects
A. *Mixed-Use Projects that Span Both Residential and Commercial Zoning Districts.* A proposal to consolidate abutting residential and commercial parcels into a unified mixed-use project shall comply with the following standards.

- Minimum Site Area. The proposed parcels shall contain a minimum aggregate area of 60,000 square feet.
- Design Standards. A proposed mixed-use project shall be designed and constructed to:

  - Be compatible with and complement adjacent land uses;
  - Maintain the scale and character of development in the immediate neighborhood;

The project doesn't meet either of these Zoning Code criteria. It is only 45,000 sq. ft. in size and its scale is massive, clearly incompatible with nearby land uses and overpowers the neighborhood.

It is also unclear from the project materials whether a rezoning of the residential parcel is being requested or if a zone text amendment attempting to revise the provisions of Zoning Code Section 19.36.170 is being requested to provide new and different standards for mixed use projects spanning across residential and commercial zones.

XI. Mineral Resources

No questions

XII. Noise

b) Excessive ground-bourne noise and vibration (additional question)

What are the plans to mitigate the excessive noise and vibration during construction? The noise and vibration during construction will have a very serious negative economic impact on the Ramada Hotel and all the commercial businesses in the area. Hotel rooms and facilities near the construction area will become very undesirable during construction and definitively decrease room and other revenues as well as the resulting transit occupancy tax revenues to the City.

Nearby residents will similarly suffer similar serious extended negative impacts to the quiet enjoyment of their homes.
Given the seriousness of the noise and vibration impacts over an extended construction period special well tailored additional mitigation measures and conditions should be imposed to hopefully limit and minimize the deleterious effects.
Also, noise vibration from delivery trucks needs to be studied.

f) Excessive noise from active airstrip affecting residents of project

West Hollywood Sheriff and Cedars Sinai helicopter pads are active airstrips in the vicinity

XIII. Population and Housing

a) Substantial population growth (additional question)

Nearly 10 new apartment/condo and/or mixed use buildings, many of them quite large in scope are either already under construction, entitled or otherwise planned by 2020 and there is concern that the cumulative impacts of all these new residential and mixed use projects will drive the City's population well over the planned 35,100 that the city is estimating by then. What are the exact beds/baths planned for all these projects.

Also this project will literally double the number of residential units in the immediate neighborhood. Will the sudden increase negatively impact the quality of life there and if so how can those impacts be mitigated?

XIV. Public Services

a, b) Fire and Police Protection (additional question)

Doubling the population of the neighborhood puts strain on both police and fire departments and services. The small street of West Knoll will also hamper access to the building during emergencies.

XV. Recreation

No questions

XVI. Transportation/Traffic

a-f) Traffic study

We'd like an in-depth analysis of major streets and all intersections within a half-mile of the project, with such a study based on recent, realistic traffic counts (i.e, not collected during the summer, or on holidays, or on a Sunday). These streets should include Santa Monica, West Knoll, Westbourne, Westmount, Holloway, Fountain, Hancock and Rugby.

The study should specifically address the impacts on the West Knoll cul de sac and explore options to help mitigate those impacts. Also needing study is the u-turn at West Knoll and Santa Monica and the left turn from La Cienega to Santa Monica.

Similarly given the size of this project and the substantial increases in both residential and commercially generated traffic, the impacts on the nearest signaled intersections at Westbourne and Santa Monica, the intersection at Westmount and Holloway (which serves as a major point of ingress and egress for residents in West Hollywood North) the Westmount/West Knoll round about, of course the West Knoll/Santa Monica Boulevard intersection should all be studied, impacts analyzed and mitigation measures considered.

In the previous studies, sometimes they used V/C figures and sometimes they used Delay. This was very confusing and we can only assume they used the number that was the more optimistic/favorable of the two. Please feel free to give us both sets of numbers.

In the previous studies, gross averages were used versus peak-hour level of service. Gross averages do not reveal the peak-hour level of service. Gross averages can actually mask peak impacts. We would specifically request that peak-hour data be provided. We would like to see charts by peak-hour level of service for am and pm.

What is the plan for ingress/egress of retail, retail deliveries and residents?

Given the existing F level of traffic on Santa Monica Boulevard during extended periods of the day, ingress/egress must be carefully studied, impacts analyzed and hopefully some mitigation measures developed. How will vehicles exit the project when traffic is solidly backed up Westbound on Santa Monica Boulevard?

Will there be a resulting substantial increase in traffic at the next major signaled intersection making a right (North) or left (south) on Westbourne Drive to avoid traffic ahead?

Given the F level of traffic on Santa Monica Boulevard, many local residents access their homes from Holloway to the north and it must be anticipated that both new residents and commercial patrons of this project will do the same thing. How if at all can this increased traffic flow on the residential streets be mitigated? Will the roundabout at West Knoll/Westbourne still accommodate and work with the increase in traffic?
Will there be significant impacts at the major La Cienega/Santa Monica Boulevard intersection, especially during rush hours, especially to Westbound lanes of traffic and traffic travelling south on La Cienega making a right turn onto Santa Monica Boulevard? If so, what are the additional traffic mitigation measures?

Will residents be given parking passes for guests?

Will parking places on West Knoll be eliminated?

What is planned for vehicles exiting West Knoll?

Will commercial vehicles be accessing the project from West Knoll? Where are loading and unloading zones and what conditions will be imposed to eliminate impacts of delivery trucks on West Knoll Drive? Given the narrow size of West Knoll large delivery trucks will be unable to properly access the project from West Knoll and/or they will significantly impede residential traffic in the area and potentially block and/or substantial impede access to residents parking in their nearby residential buildings. Can this be mitigated and how?

Should all commercial vehicles be banned on West Knoll Drive?

Guest parking for 8535 WK is open for public viewing and will be a target for visitors at 8555 SM. There will be costs for 8535 to monitor this. How will this be dealt with?

XVII. Utilities and Service System

f) Solid Waste (additional question)

The closing landfills are a concern, there needs to be more study on this subject.

XVIII. Mandatory Findings of Significance

No additional questions.

XIX. Additional Items

Multiple Project Impacts

We request a special section that specifically evaluates comprehensive environmental impacts from concurrent projects (i.e., Gold's Gym, Ramada improvements, Millenium project, etc) located within close proximity to one another and surrounding the same critical intersections.

Staging

What are plans for construction vehicle parking and construction worker parking? Will parking on West Knoll during construction be limited?

Thank you and please let me know if you have any questions.

Kind regards,

Kim Schneider
8604 West Knoll Drive
West Hollywood, CA 90069
310.418.6748

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Karly Kaufman

From: Laurie Yelton <LYelton@weho.org>
Sent: Monday, April 22, 2013 1:56 PM
To: Karly Kaufman
Subject: FW: Environmental and Traffic Issues
Attachments: image.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

From: Eric Ingelson [mailto:attentioneric@gmail.com]
Sent: Monday, April 22, 2013 1:55 PM
To: Laurie Yelton
Cc: WHNNA@la.twcbc.com
Subject: Environmental and Traffic Issues

Ms. Yelton,

Please consider the width of West Knoll Drive. It is dangerous with the current traffic and congestion. I have attached a photo of what us residents on West Knoll experience every day. Illegal parking, terrible congestion, blind spots to oncoming traffic, no set backs to to traffic around corner to Santa Monica Bl.

Development is good, but when it will adversely affect the quality and character of the neighborhood, you must try to avoid a traffic nightmare on this corner. (Of a narrow street)

Is there any other information I can send you or try to make this plea for safety to someone else?

Thank you for your attention.

Eric Ingelson

Karly Kaufman

From: Laurie Yelton <LYelton@weho.org>
Sent: Monday, April 22, 2013 2:28 PM
To: Karly Kaufman
Subject: FW: 8555 SMB

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jacqueline Smith [mailto:jacqueline12446@yahoo.com]
Sent: Monday, April 22, 2013 2:25 PM
To: Laurie Yelton
Subject: 8555 SMB

Dear Ms Yelton;

I am a resident of 8535 West Knoll Drive. I understand the need for the developer to improve his property. I like the idea of a mixed use building. However I have some reservations about the size of the proposed property.

1. West Knoll Drive is a small street. With parking on both sides, traffic is held up when trash, UPS, and other trucks must stop to do their jobs. More than 100 additional cars a day will bring traffic to a halt onto SMB or all the way up to Holloway. We need the on street parking because some current residents do not have an off street space.

2. The noise of the additional people and traffic will make it difficult, if not impossible for those in the front of our building to ever have their windows open. Privacy will be much harder to maintain with the additional stories across the street.

There are other concerns, but these two will do for a start.
Thank you for your time and attention to this matter.

Jacqueline K. Smith

Karly Kaufman

From: Laurie Yelton <LYelton@weho.org>
Sent: Monday, April 22, 2013 4:32 PM
To: Karly Kaufman
Subject: FW: Development at 8555 S.M. Bl and West Knoll Drive
Attachments: image.jpg; image.jpg

From: Eric Ingelson [mailto:attentioneric@gmail.com]
Sent: Monday, April 22, 2013 4:28 PM
To: Laurie Yelton
Subject: Fwd: Development at 8555 S.M. Bl and West Knoll Drive

---------- Forwarded message ----------
From: **Eric Ingelson** <attentioneric@gmail.com>
Date: Mon, Apr 22, 2013 at 2:36 PM
Subject: Development at 8555 S.M. Bl and West Knoll Drive
To: Eric Ingelson <attentioneric@gmail.com>
Cc: WHNNA@la.twcbc.com

Please see the attached pictures that shows just how narrow West Knoll Drive is already.
This street is extremely dangerous with illegal parking, congestion and noise now.
We must do more to mitigate the adverse effects of this monstrous development and the impact it will have on existing residences and businesses.

Thank you for your attention. Please forward to others concerned with the quality of our neighborhood.

Karly Kaufman

From: Laurie Yelton <LYelton@weho.org>
Sent: Thursday, May 02, 2013 7:46 PM
To: Karly Kaufman
Subject: Fwd: 8555 SMB
Attachments: photo.JPG; ATT00001.txt

-------- Original Message --------
Subject: 8555 SMB
From: Smith Jacqueline <jksmith1932@gmail.com>
To: Laurie Yelton <LYelton@weho.org>
CC:

We do not want our block of SMB to look like this. Five story mixed use building going up. Blocks view of the hills too.

Jacqueline Smith
8535 West Knoll

Laurie Yelton, Associate Planner 05/04/2013
Community Development department
City of West Hollywood

Dear Ms. Yelton,

I am writing about the proposed development at 8555 SMBlvd. I have been a resident of this neighborhood for many years. I own and reside at 8561-8563 Rugby Drive. I attended the Environmental Impact Report meeting Monday, April 22nd. I'm concerned about some of the assertions made in the 'initial study' put forth prior to the meeting. The concerns I address herein are directed towards the larger impact of this project finished and in some instances from the perspective of a south facing neighbor. They are not directed at the short-term construction phase. To the point my concerns about the project are as follows:

1) I do not believe the impact of the subterranean water displacement caused by the parking plan can be properly identified. 8535 West Knoll Ave has a partial one-floor subterranean parking structure sustained by originally one sump pump and now two. I'm told they have related hydro-structural sinking issues they have identified in portions of their complex. My neighbors and I live downhill on that same existing water table which will be altered by such a deep sub structure.
******No other building in the area has such a deep sub structure nor should they be granted one.
2) The aesthetic of this building is far too large in relation to all other structures around it. It is too tall for the neighborhood. Everyone South of SMBLVD (and the project) is on a much lower grade and will have unwanted views of the structure instead of the the current views of the hills. The height aesthetic does not fit the neighborhood. Combined with the huge footprint this structure smacks of the unseemly apartment complexes proliferating in the densest areas of Hollywood.
*****The project needs to be lower and of smaller scale.
3) Traffic congestion caused by the additional number of renters, restaurant and retail goers, delivery / trash and utility trucks will be unsustainable. Already traffic here area is too congested. Daily the boulevard is very crowded and a 'parking lot' during rush hours. EG: where are the valets going to park cars for the diners? How much worse will traffic become with added drivers looking for parking that does not exist? How many hours of the day will service/ delivery trucks (for this project) be blocking traffic lanes and on what streets? How is the owner addressing any of these concerns in his Plan? How and why should my neighbors and I deal with the increased volume of displaced cars and noise made by all of the above? Remember, we have a huge project breaking ground on Sunset and La Cienega, which is very high density! 8550 SMBLVD is entitled and newly purchased.
There have been no improvements to our existing public transit nor have we seen any viable proposals to make such changes. How can adding multiple, high density /trafficked structures not worsen an already overburdened traffic condition? West Hollywood needs to take care of the mounting issues these green- lighted projects are creating FIRST and stop worsening the situation.

******The increased strain on the current traffic situation caused by this too dense project is detrimental to the quality of life to the areas residents and we are not willing to put up with it. The density of the proposed project must be lessened.

Note: 8550 SMBLVD is entitled to build and the property was purchased about a year ago by a developer. The remaining nightclub on the property is being closed as the property owners state they are going forward with development.

4) Noise levels caused by the density of the proposed rentals will be considerable. The proposed upper balconies facing South will cause noise levels that will travel south and be heard in my neighborhood. I invite your Environmental impact team to my property on Rugby Dr to measure the current sound levels of the activity on SMBLVD. They will be surprised how much noise on the BLVD carries south
******The height/density needs to be lowered and the outdoor terracing needs to be carefully examined.

I am in full support of responsible development in West Hollywood. I feel this proposed project is inappropriate in scale and plan for the reasons I have stated above. I realize this project proposes new low- income housing and increased commerce. I do not feel it comes close to justifying this incentive in that the quality of life of the majority of the areas residents will be so negatively impacted. It is past time the city takes more responsibility mitigating the serious, negative impact these large- scale developments have on our community. We will not lie down and allow this to continue.
Thank you for taking the time to read my letter.
Very Truly Yours, Kevin Berschinski

WATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON CHAN
Chief Engineer and General Manager

May 9, 2013

Ref. File No: 2566492

Ms. Laurie Yelton, Associate Planner
Community Development Department
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069-6216

Dear Ms. Yelton:

8555 Santa Monica Boulevard Mixed-Use Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on April 15, 2013. The proposed development is located within the jurisdictional boundaries of District No. 4. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Sherman Trunk Sewer, located in Santa Monica Boulevard at Huntley Drive. This 12-inch diameter trunk sewer has a design capacity of 3.7 million gallons per day (mgd) and conveyed a peak flow of 0.7 mgd when last measured in 2009.

2. Wastewater generated by the proposed project will be treated by the City of Los Angeles Hyperion Treatment System. Questions regarding sewerage service for the proposed project should also be directed to the City of Los Angeles' Department of Public Works.

3. The expected increase in average wastewater flow from the project site is 23,076 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link.

4. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, Will Serve Program, and click on the appropriate link. For more specific

information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Chan

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR: ar

c: M. Tremblay
J. Ganz

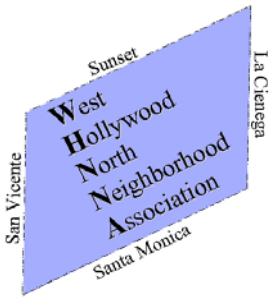
From:	Laurie Yelton
To:	Karly Kaufman
Subject:	FW: 8555 Santa Monica Blvd, Mixed use project
Date:	Friday, May 10, 2013 3:14:38 PM

From: GG Verone [mailto:giftsgalore@gmail.com]
Sent: Friday, May 10, 2013 3:10 PM
To: Laurie Yelton
Subject: 8555 Santa Monica Blvd, Mixed use project

G.G. Verone (President)
1323 Miller Drive
Los Angeles, Ca 90069
Save The Sunset Strip Coalition
323-650-6367
giftsgalore@gmail.com

This is in regard to the overwhelming project that you are considering for the above address. We've been through so many of these and it appears that the City of West Hollywood has lost sight of why people choose to live here. For some unknown reason, except for revenue, there is a desire to destroy the charm of the city and turn it into New York. This project is too large for the proposed location and the impacts it will cause will not only effect WEHO but Los Angeles and Beverly Hills as well. The streets can barely handle the existing traffic and this combined with all the other projects on the board will concentrate a much larger traffic issue. It's not one project but an accumulation of all the projects that effect our city you all seem to be ignoring and they all should come into the equation. The congestion leads to other issues such as safety plus it will put a much larger demand on the infrastructure of the city including the utilities that everyone in the city depends on. Money and development are not everything so please consider these issues and deny this project.

G.G.



May 9, 2013

Laurie Yelton
Associate Planner
Community Development Department
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216

RE: 8555 Santa Monica Blvd. Environmental Impact Study

Dear Laurie:

The following is an aggregation of the comments and questions from the residents of West Hollywood North Neighborhood Association regarding the 8555 Santa Monica Blvd. Environmental Impact Study.

While the Initial Study indicates that there is no need to study certain categories, we feel that there will be "Potentially Significant Impact" these additional categories:

- Land use/Planning
- Population/Housing
- Utilities

There are also other concerns in categories already deemed Potentially Significant that haven't been judged as so by Rincon Consultants.

I. Aesthetics

a) Scenic Vista (additional question)
One of the unique aspects of West Hollywood is the vista of the Hollywood Hills rising up above our boulevards. How would the construction of a 5 story building not block this vista? Would a reduction to 3 stories be an alternative that would mitigate this?

c) Visual Character of site and surrounding
This building will be the tallest building on Santa Monica Blvd. with the exception of the historical Emser building. This lack of compatibility and scale with both the residential structures behind and even with the commercial structures on SMB can only be mitigated by a reduction in both size and footprint (please address the requested variances in required setbacks). This is a massive project that significantly alters the character of the neighborhood.

This project has virtually no articulation on 3 sides of the project.

The east side of the building is a solid wall right next to the sidewalk. This is not congruent with the "pedestrian friendly" goals in the General Plan. How can this be mitigated? Can the South East corner of the building be cut at an angle (like the Face Place) and storefront windows installed on the east side?

The west wall is a large concrete surface with very little articulation. The view of this building for every driver and pedestrian eastbound will be far from aesthetically pleasing. The guests of the Ramada will be looking at a large wall. How can this be mitigated? What additional articulation can be incorporated?

Current plans seem to include very large blocks of the building to be devoted to signage? Does this comply with current code for SMB? What will be the impacts of the lighting of such large signs?

While we laud the inclusion of a green roof, what will be the impacts visually and from runoff of a failure to maintain the roof? Will the roof be accessible by residents and if so, how will that impact the ability to maintain the plantings?

d) Shade
Who will pay for landscape that doesn't survive shadowing from the building? What possible materials can be used in green space without available sunlight?

II. Agricultural Resources

No questions

III. Air Quality

b) Air quality standards
This project will more than double the population of a single city block adding hundreds of vehicle trips per day and significantly impacting the air quality. The Initial Study states that the city's current population is 34,822 and that the addition of 141 people would be within the 35,100 projected for 2020 and that "**Impacts would less than significant further analysis of this issue in an EIR is not warranted."** This statement does NOT account for the impacts of all of the projects currently entitled or under construction—significantly Sunset Millennium and Movie Town, which will be hundreds of new residents.

What are the environmental impacts of all of these projects as a whole, not just peeled off and counted one at a time?

What will be the projected emissions and how would this project propose to mitigate them?

During construction, how many loads of soil will be removed?
How many vehicle trips will be involved?
Will trucks be allowed to idle at the construction site?
Will trucks be diesel, gas or low emission?

IV. Biological Resources

No questions

V. Cultural Resources

No questions

VI. Geology and Soils

a) i) Rupture of known earthquake fault
What provisions have been made to mitigate any damage due to an earthquake during construction?

a) iv) Landslides
Tons of soil will be removed and a three-story hole will be formed at the north edge of the project. Why are there no concerns of a landslide?

d) Expansive Soil
"…expansive soils exist in the City but are more prevalent in the southern part of the City." Whether or not expansive soils are "more" prevalent south of SMB, they are significant north of the Blvd. Any number of property owners in the neighborhood can testify to this. We believe there is a significant amount of expansive soil under this project and would like to understand the effect of the project. What does ACTUAL soil testing show to be the facts?

Subsidence
While the Initial Study states that this parking lot will only go down one story, this is only true for the SMB side of the project. The north side of the project will remove at least 3.5 stories of soil from the hillside to build the parking lot. What are the historical impacts of subsidence in this neighborhood? What are the likely impacts of a construction project of this magnitude?

Soil Conditions
Developer has asserted that they will use a "new" technology called Mat Slab to address the water issues. However, it is our understanding that specific soil and geology requirements must exist for this technology to be successful. Does the geology and soils meet these conditions? If not, what are the conditions and what mitigants would be required?

VII. Greenhouse Gas Emissions

How will the significant amount of CO2 emissions from 4 levels of parking be handled?
How will it be vented?
How will neighboring residences be protected?

VIII. Hazards and Hazardous Materials

No questions

IX. Hydrology and Water Quality

a-e) Goundwater, Drainage and Runoff (additional questions)
We know that this site overlays a major underground water system that had sufficient reliable flow to supply the Beverly Hills Water Department water wells on La Cienega for close to a century. Please describe this system including source watershed, source flows, routes and dimensions of major aquifers and rivers, flow rates, directional flows, and pressures, and the impacts of its interference.

Please study surface runoff and the impacts of the project on surface runoff. The existing structures contain many varieties of surfaces that hold, diffuse and redirect runoff. The proposed project is more monolithic and would appear to have more impervious surfaces.

We believe there needs to be a complete evaluation of surface water flows, particularly impacts upon gutters and storm channels. Will the project have any impact upon areas downstream? Will increase surface run-off exacerbate surface flows?

Due to the topography and grade, area gutters and storm drains are known to overflow during heavy rains and rainy seasons. Is there capacity for extra runoff? How much capacity is there and how much will this project contribute? How much will the project pay to offset this contribution?

Local experience with the high groundwater table is extensive and spans periods of drought and deluge. There have been numerous reports of special problems in the area owing to the high groundwater table including subsidence, collapse, flooding, flotation, buoyancy, mold, and the discovery and inadvertent dispersal of hazardous and/or toxic substances including but not limited to oil, tar, explosive fumes, gasoline and oil production residue.

These conditions and environmental impacts need to be adequately assessed, described, quantified, evaluated and subsequent mitigation measures discussed in the DEIR.

We know high water table conditions have interfered with construction on Hancock and West Knoll causing catastrophic structural collapse around the project site within the same watershed.

Similarly many of the residential and commercial buildings in this area require extensive use of sump pumps to attempt to mitigate the effects of the voluminous underground water and high water table and several local buildings have been materially affected by this issue long term. There is substantial concern that the subterranean parking systems, no matter how well shielded, may divert substantial underground water flow onto adjacent properties, with the potential for serious long term damage and injury to those properties.

How will sump pump and other mitigation systems in nearby buildings be impacted?

Will this project require nearby buildings to modify or materially increase their underground water mitigation measures?

Please provide data or modeling to assess similar impacts related to interference with this major underground water system. What happens should the proposed project act like a dam or a huge impenetrable obstacle across this major water system? Will the neighborhood to the north saturate and flood? How much can we expect the groundwater to rise? How will sump pump and other mitigation systems in nearby buildings be impacted? Will this project require nearby buildings to modify or materially increase their underground water mitigation measures?

What will be the impact on the trees and plantings in the neighborhood to the south where many mature trees draw from the existing water table? What is the projected new route of this water system when it is interrupted with this project? What impact will there be to surrounding properties, streets and major public and private assets? What protection is needed to warrant surety, completion, and indemnification for potential damages? And how much variability is caused by actual accumulated seasonal rainfall?

What are the long-term effects of the underground conditions on liquefaction and on the water table?

What is the proposed disposal for the discharged groundwater during construction?

What are the potential impacts on structures to the south of the Blvd. with the loss of ground water? What are the potentials for sinkholes, settling or other structural impacts?

What is the projected daily volume in gallons of water that will be pumped from this project? What is the current volume pumped from 901 Hancock?

How will this ground water dumping impact the storm drain system?

X. Land Use and Planning

b) Land Use Plan (additional question)
The current zoning for this location is CC1 for 35 feet. Bonuses have been given to bring the building to a maximum of 55 feet.

Code 19.36.170 Mixed-Use Projects
A. *Mixed-Use Projects that Span Both Residential and Commercial Zoning Districts.* A proposal to consolidate abutting residential and commercial parcels into a unified mixed-use project shall comply with the following standards.

- **Minimum Site Area**. The proposed parcels shall contain a minimum aggregate area of **60,000 square feet**.
- Design Standards. A proposed mixed-use project shall be designed and constructed to:
  - **Be compatible with and complement adjacent land uses;**
  - **Maintain the scale and character of development in the immediate neighborhood;**

The project doesn't meet either of these Zoning Code criteria. It is only 45,000 sq. ft. in size and its scale is massive, clearly incompatible with nearby land uses and overpowers the neighborhood.

It is also unclear from the project documents whether a rezoning of the residential parcel is being requested or if a zone text amendment attempting to revise the provisions of Zoning Code Section 19.36.170 is being requested to provide new and different standards for mixed use projects spanning across residential and commercial zones.

"The proposed project is also in the General Plan Mixed-Use Incentive Overlay Zone and in a Transit Overlay District. The Mixed-Use Inventive Zone allows for new development with a mix of residential and commercial uses to receive an additional 0.5 FAR and ten feet in height. The Transit Overlay District identifies sites close to major transit nodes for which modifications to the General Plan's permitted density, height, parking requirements, or other development standards may be considered when projects provide Transportation Demand Management programs."

What "major transit nodes"? Other than a bus line what "major transit" is mitigating this additional density?

Under what law, ordinance or other agency is the 10% reduction in setbacks qualified or allowed? What are the impacts on the neighborhood of these reduced setbacks?

XI. Mineral Resources

No questions

XII. Noise

b) Excessive groundbourne noise and vibration (additional question)
What are the plans to mitigate the excessive noise and vibration during construction? The noise and vibration during construction will have a very serious negative economic impact on the Ramada Hotel and all the commercial businesses in the area. Hotel rooms and facilities near the construction area will become very undesirable during construction and definitively decrease room and other revenues as well as the resulting transit occupancy tax revenues to the City.

Nearby residents will similarly suffer similar serious extended negative impacts to the quiet enjoyment of their homes. Many of the residents of this neighborhood work from their homes—this will become untenable during an extended construction period.

Given the seriousness of the noise and vibration impacts over an extended construction period special well tailored additional mitigation measures and conditions should be imposed to hopefully limit and minimize the deleterious effects.

What will be the noise/vibration from delivery trucks?

Will all delivery trucks be required to use the garage entrance or will they be allowed to park on the street. Note: Moving vans and other delivery vehicles use the street at 901 Hancock, significantly impacting neighborhood with sound, vibration, blocked parking and other access issues.

What is the noise impact of 93 condensers on the roof to surrounding homes? Where will the condensers be located given the green roof design?

What will be the noise impacts of the outdoor patio on the west side of the building on the guests of the Ramada?

f) Excessive noise from active airstrip affecting residents of project
West Hollywood Sheriff and Cedars Sinai helicopter pads are active airstrips in the vicinity.

XIII. Population and Housing

a) Substantial population growth (additional question)
Nearly 10 new apartment/condo and/or mixed use buildings, many of them quite large in scope are either already under construction, entitled or otherwise planned by 2020 and there is concern that the cumulative impacts of all these new residential and mixed use projects will drive the City's population well over

the planned 35,100 that the city is estimating by then. What are the exact beds/baths and populations counts planned for all these projects COMBINED?

To our knowledge the list of projects Under Review, Approved or in Construction is well over 2,000 units which would put the population growth at close to 4,000 people which more than a 10% increase in our current population.

Under Construction	
Monarch I &II	**371**
Courtyard @ La Brea	**32**
1232 Kings Road	**25**
Total Under Construction	**428**
Approved	
Sunset Milennium	**190**
Movietown	**371**
Palm Restaurant	**42**
House of Blues	**40**
Total Approved	**643**
Under Review	
Melrose Triangle	**191**
Faith Plating	**166**
8555 Santa Monica	**102**
8899 Beverly (office building conversion)	**82**
Total Under Review	**541**
Projects with Less Than 20 Units	**414**
Total Units	**2,026**
Not Included	
Edition Hotel/Condo	
9001 SMB	

This project will literally double the number of residential units in the immediate neighborhood. Will the sudden increase negatively impact the quality of life there and if so how can those impacts be mitigated?

XIV. Public Services

a,b) Fire and Police Protection (additional question)
Doubling the population of the neighborhood puts strain on both sheriff and fire departments and services. The small street of West Knoll will also hamper

access to the building during emergencies. What are the impacts to safety of the neighborhood and the City as a whole of congestion at La Cienega & SMB and other streets?

XV. Recreation

No questions

XVI. Transportation/Traffic

a-f) Traffic study

We'd like an in-depth analysis of major streets and all intersections within a half-mile of the project, with such a study based on recent, realistic traffic counts (i.e, not collected during the summer, or on holidays, or on a Sunday). These streets should include Santa Monica, West Knoll, Westbourne, Westmount, Holloway, Fountain, Sunset, Hancock and Rugby.

The study should specifically address the impacts on the West Knoll cul de sac and explore options to help mitigate those impacts.

Cars eastbound on SMB will have three choices to enter this project:

1. Wait at the long light on Westbourne, turn left, cut up Westbourne, right on West Knoll and then either into the residential lot or right again on SMB.
2. Make the U turn at the cut in front of Ramada, turn right on Westbourne and then same as 1 above.
3. Go to La Cienega, wait for a long light, make a U turn.

This will put a tremendous strain on Westbourne and West Knoll both in terms of traffic and safety.

What are the trips pre- and post-construction on each of these streets and intersections?

Left turn at Westbourne
U-turn at West Knoll and Santa Monica
U-turn at La Cienega
Left turn from La Cienega to Santa Monica

Similarly given the size of this project and the substantial increases in both residential and commercially generated traffic, the impacts on the nearest signaled intersections at Westbourne and Santa Monica, the intersection at Westmount and Holloway (which serves as a major point of ingress and egress for residents in West Hollywood North) the Westmount/West Knoll round about, and the West Knoll/Santa Monica Boulevard intersection should all be studied, impacts analyzed and mitigation measures considered.

In the previous studies, sometimes they used V/C figures and sometimes they used Delay. This was very confusing and we can only assume they used the number that was the more optimistic/favorable of the two. Please publish both sets of numbers.

In the previous studies, gross averages were used versus peak-hour level of service. Gross averages do not reveal the peak-hour level of service. Gross averages can actually mask peak impacts. We would specifically request that peak-hour data be provided. We would like to see charts by peak-hour level of service for am and pm. This is especially true of Holloway, Fountain, and the La Cienega/SMB intersection in all directions.

What is the plan for ingress/egress of retail, retail deliveries and residents?

The most recent plan shows additional medians in West Knoll, presumably to prevent left turns out of the project. Has this design ever been used on another project? If so, have post construction studies been done to establish the level of success? Given the narrowness of the street, is this feasible? Would it require removing all street parking in the lower section of West Knoll?

Given the existing F level of traffic on Santa Monica Boulevard during extended periods of the day, ingress/egress must be carefully studied, impacts analyzed and hopefully some mitigation measures developed. How will vehicles exit the project when traffic is solidly backed up Westbound on Santa Monica Boulevard?

Will there be a resulting substantial increase in traffic at the next major signaled intersection making a right (North) or left (south) on Westbourne Drive to avoid traffic ahead? i.e. cars trying to cut through the neighborhood to avoid SMB.

Given the F level of traffic on Santa Monica Boulevard, many local residents access their homes from Holloway to the north. It must be anticipated that both new residents and commercial patrons of this project will do the same thing. How, if at all, can this increased traffic flow on the residential streets be mitigated? Will the roundabout at West Knoll/Westbourne still accommodate and work with the increase in traffic?

Will there be significant impacts at the major LaCienega/Santa Monica Boulevard intersection, especially during rush hours, especially to Westbound lanes of traffic and traffic travelling south on LaCienega making a right turn onto Santa Monica Boulevard? If so, what are the additional traffic mitigation measures?

Will residents be given parking passes for guests?

Will parking places on West Knoll be eliminated?

What is planned for vehicles exiting West Knoll?

How will left turns from the exit onto West Knoll be mitigated?

Historically the City has required new developments to widen the street for new developments. Why has that requirement been waived for this project? What will be the impacts of the failure to do so?

Will commercial vehicles be accessing the project from West Knoll? Where are all of the loading and unloading zones and what conditions will be imposed to eliminate impacts of delivery trucks on West Knoll Drive? Given the narrow size of West Knoll large delivery trucks will be unable to properly access the project from West Knoll and/or they will significantly impede residential traffic in the area and potentially block and/or substantial impede access to residents parking in their nearby residential buildings.

The sharp angle of the West Knoll entrance will make it very difficult for delivery trucks to enter the building from Santa Monica Blvd.
Will trucks be permitted to drive through the neighborhood for easier access?
How will the impact of this traffic, noise, etc. mitigated?
Should all commercial vehicles be banned on West Knoll Drive?

Parking

Guest parking for 8535 West Knoll is an open , unsecured lot. Given the paucity of guest parking at 8555 SMB and the current restriction against permit parking, this lot will be a target for visitors at 8555 SMB. There will be costs for 8535 to monitor this. How can these costs and disturbances be mitigated?

Will businesses in this project be allowed to apply for C parking permits for their staff to park on neighborhood streets?

What will be the onsite parking demands of the proposed commercial and retail uses of the property? i.e. the "normal" parking demands for a 6,000 sq. ft. restaurant. What would be the peak demand for a "hot" restaurant?

Staging

During construction, how and where will construction vehicles be staged?
During concrete pours, will all street parking on West Knoll be blocked?
How many truck trips will be required?
How many trucks will be allowed to line up at one time?
Will they be allowed to idle indefinitely?
Where will construction workers park?
Will staging be limited to SMB? If so, how will that impact the intersection at La Cienega?

XVII. Utilities and Service Systems

a) Wastewater

Will the evacuated ground water be put through the sewer system? If so, what will be the volume and does this meet Regional Water Quality Control Board requirements?

f) Solid Waste (additional question)
Major landfills are closing in the next year. What will the additional waste requirements of this project do to City's requirements for waste disposal and how will this service be provided?

Electricity
The electrical infrastructure of this neighborhood is severely antiquated in inadequate to current demand. In the past three years there have been at least three transformer explosions within two blocks of this project that put residents at risk for their safety and causing days long power outages. What will be the additional electrical demands for this project? How will they be provided? How will the risks of future transformer explosions be mitigated?

XVIII. Mandatory Findings of Significance

Multiple Project Impacts
We request a special section that specifically evaluates comprehensive environmental impacts from concurrent projects (i.e., Gold's Gym, Ramada improvements, Millenium project, etc) located within close proximity to one another and surrounding the same critical intersections.

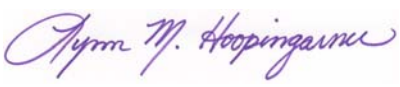
XIX. Additional Items

Alternatives for this project

Reduce size to three stories.
Remove traffic entrance from West Knoll.
Remove balconies facing north.

3 Story mixed use with ground floor retail and second & third stories townhome style two story live/work spaces. Narrow and tall with balconies on the SOUTH side of the building.

Sincerely,



Lynn M. Hoopingarner
Vice President
West Hollywood North Neighborhood Association

Cc: Council Member D'Amico
Council Member Duran
Council Member Heilman
Council Member Land
Council Member Prang

Delivered via email:
lyelton@weho.org
jdamico@weho.org
jduran@weho.org
fsolomon@weho.org
aland@weho.org
jprang@weho.org

Karly Kaufman

From: Laurie Yelton <LYelton@weho.org>
Sent: Monday, May 13, 2013 8:12 AM
To: Karly Kaufman
Subject: FW: Concerns regarding 8555 Santa Monica Blvd. Mixed-Use Development

From: Eric Ingelson [mailto:attentioneric@gmail.com]
Sent: Saturday, May 11, 2013 1:19 PM
To: Laurie Yelton
Subject: Concerns regarding 8555 Santa Monica Blvd. Mixed-Use Development

Dear Ms. Yelton:

I was at the Public Scope Meeting on April 22, 2013.

I was concerned about the people hired to do the environmental impact report. They did not seen very knowledgeable about the plans and layout of this development. The drawings submitted so far are vague and confusing as to the elements such as driveways entrances, lobbys and commercial zones and parking.

1.) Where is the lobby entrance for the residential units? Is it on SMB as the address suggests? Or are they fooling us all, and going to use the little house they bought at 8532 West Knoll Drive as the address for the residences? Please report.

2.) The mouth of the street at West Know Drive and SMB is TOO narrow to support any increase in traffic? It is dangerous now! The street must be widened as is required in new development projects in West Hollywood.

3.) Please show all commercial parking zones and residential driveways to scale to show the true impact traffic will have on West Knoll Drive.

4.) A setback of at least 10-15 feet of development should be required on West Knoll Drive to avoid blind spots from cross traffic on West Knoll Drive.

5.) Traffic Accidents and Congestion will occur much more frequently because the street on West Knoll Drive is too narrow.

6.) The proposed building is just too tall for the neighborhood. It ruins the friendly neighborhood feel and character of this specific area. No where on SMB in central West Hollywood does such a monstrosity sit directly on SMB and a residential street such as West Knoll Drive.

7.) Safety and Congestion and existing structures should be seriously considered, before allowing such a huge development to be built that does not fit into the scale of the neighborhood and its streets.

Thank you for addressing these questions and comments. I lok forward to a reply.

Sincerely, Eric.

Karly Kaufman

From: Laurie Yelton <LYelton@weho.org>
Sent: Monday, May 13, 2013 8:12 AM
To: Karly Kaufman
Subject: FW: 8555 Santa Monica Blvd. Environmental Impact Study

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From: JEFFREY JEROME [mailto:jmjerome@me.com]
Sent: Saturday, May 11, 2013 9:27 AM
To: Laurie Yelton
Cc: Jeffrey Jerome
Subject: 8555 Santa Monica Blvd. Environmental Impact Study

May 11, 2013

Laurie Yelton

Associate Planner

Community Development Department

City of West Hollywood

8300 Santa Monica Boulevard

West Hollywood, California 90069-6216

RE: 8555 Santa Monica Blvd. Environmental Impact Study

Dear Laurie:

The following is an aggregation of the comments and questions from the residents of West Hollywood North Neighborhood Association regarding the 8555 Santa Monica Blvd. Environmental Impact Study.

While the Initial Study indicates that there is no need to study certain categories, we feel that there will be "Potentially Significant Impact" these additional categories:

- Land use/Planning
- Population/Housing
- Utilities

There are also other concerns in categories already deemed Potentially Significant that haven't been judged as so by Rincon Consultants.

I. Aesthetics

a) Scenic Vista (additional question)

One of the unique aspects of West Hollywood is the vista of the Hollywood Hills rising up above our boulevards. How would the construction of a 5 story building not block this vista? Would a reduction to 3 stories be an alternative that would mitigate this?

c) Visual Character of site and surrounding

This building will be the tallest building on Santa Monica Blvd. with the exception of the historical Emser building. This lack of compatibility and scale with both the residential structures behind and even with the commercial structures on SMB can only be mitigated by a reduction in both size and footprint (please address the requested variances in required setbacks). This is a massive project that significantly alters the character of the neighborhood.

This project has virtually no articulation on 3 sides of the project.

The east side of the building is a solid wall right next to the sidewalk. This is not congruent with the "pedestrian friendly" goals in the General Plan. How can this be mitigated? Can the South East corner of the building be cut at an angle (like the Face Place) and storefront windows installed on the east side?

The west wall is a large concrete surface with very little articulation. The view of this building for every driver and pedestrian eastbound will be far from aesthetically pleasing. The guests of the Ramada will be looking at a large wall. How can this be mitigated? What additional articulation can be incorporated?

Current plans seem to include very large blocks of the building to be devoted to signage? Does this comply with current code for SMB? What will be the impacts of the lighting of such large signs?

While we laud the inclusion of a green roof, what will be the impacts visually and from runoff of a failure to maintain the roof? Will the roof be accessible by residents and if so, how will that impact the ability to maintain the plantings?

d) Shade

Who will pay for landscape that doesn't survive shadowing from the building? What possible materials can be used in green space without available sunlight?

II. Agricultural Resources

No questions

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b) Air quality standards

This project will more than double the population of a single city block adding hundreds of vehicle trips per day and significantly impacting the air quality. The Initial Study states that the city's current population is 34,822 and that the addition of 141 people would be within the 35,100 projected for 2020 and that "**Impacts would less than significant further analysis of this issue in an EIR is not warranted."** This statement does NOT account for the impacts of all of the projects currently entitled or under construction—significantly Sunset Millennium and Movie Town, which will be hundreds of new residents.

What are the environmental impacts of all of these projects as a whole, not just peeled off and counted one at a time?

What will be the projected emissions and how would this project propose to mitigate them?

During construction, how many loads of soil will be removed?

How many vehicle trips will be involved?

Will trucks be allowed to idle at the construction site?

Will trucks be diesel, gas or low emission?

IV. Biological Resources

No questions

V. Cultural Resources

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VI. Geology and Soils

a) i) Rupture of known earthquake fault

What provisions have been made to mitigate any damage due to an earthquake during construction?

a) iv) Landslides

Tons of soil will be removed and a three-story hole will be formed at the north edge of the project. Why are there no concerns of a landslide?

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"…expansive soils exist in the City but are more prevalent in the southern part of the City." Whether or not expansive soils are "more" prevalent south of SMB, they are significant north of the Blvd. Any number of property owners in the neighborhood can testify to this. We believe there is a significant amount of expansive soil under this project and would like to understand the effect of the project. What does ACTUAL soil testing show to be the facts?

Subsidence

While the Initial Study states that this parking lot will only go down one story, this is only true for the SMB side of the project. The north side of the project will remove at least 3.5 stories of soil from the hillside to build the parking lot. What are the historical impacts of subsidence in this neighborhood? What are the likely impacts of a construction project of this magnitude?

Soil Conditions

Developer has asserted that they will use a "new" technology called Mat Slab to address the water issues. However, it is our understanding that specific soil and geology requirements must exist for this technology to be successful. Does the geology and soils meet these conditions? If not, what are the conditions and what mitigants would be required?

VII. Greenhouse Gas Emissions

How will the significant amount of CO2 emissions from 4 levels of parking be handled?

How will it be vented?

How will neighboring residences be protected?

VIII. Hazards and Hazardous Materials

No questions

IX. Hydrology and Water Quality

a-e) Goundwater, Drainage and Runoff (additional questions)

We know that this site overlays a major underground water system that had sufficient reliable flow to supply the Beverly Hills Water Department water wells on La Cienega for close to a century. Please describe this system including source watershed, source flows, routes and dimensions of major aquifers and rivers, flow rates, directional flows, and pressures, and the impacts of its interference.

Please study surface runoff and the impacts of the project on surface runoff. The existing structures contain many varieties of surfaces that hold, diffuse and redirect runoff. The proposed project is more monolithic and would appear to have more impervious surfaces.

We believe there needs to be a complete evaluation of surface water flows, particularly impacts upon gutters and storm channels. Will the project have any impact upon areas downstream? Will increase surface run-off exacerbate surface flows?

Due to the topography and grade, area gutters and storm drains are known to overflow during heavy rains and rainy seasons. Is there capacity for extra runoff? How much capacity is there and how much will this project contribute? How much will the project pay to offset this contribution?

Local experience with the high groundwater table is extensive and spans periods of drought and deluge. There have been numerous reports of special problems in the area owing to the high groundwater table including subsidence, collapse, flooding, flotation, buoyancy, mold, and the discovery and inadvertent

dispersal of hazardous and/or toxic substances including but not limited to oil, tar, explosive fumes, gasoline and oil production residue.

These conditions and environmental impacts need to be adequately assessed, described, quantified, evaluated and subsequent mitigation measures discussed in the DEIR.

We know high water table conditions have interfered with construction on Hancock and West Knoll causing catastrophic structural collapse around the project site within the same watershed.

Similarly many of the residential and commercial buildings in this area require extensive use of sump pumps to attempt to mitigate the effects of the voluminous underground water and high water table and several local buildings have been materially affected by this issue long term. There is substantial concern that the subterranean parking systems, no matter how well shielded, may divert substantial underground water flow onto adjacent properties, with the potential for serious long term damage and injury to those properties.

How will sump pump and other mitigation systems in nearby buildings be impacted?

Will this project require nearby buildings to modify or materially increase their underground water mitigation measures?

Please provide data or modeling to assess similar impacts related to interference with this major underground water system. What happens should the proposed project act like a dam or a huge impenetrable obstacle across this major water system? Will the neighborhood to the north saturate and flood? How much can we expect the groundwater to rise? How will sump pump and other mitigation systems in nearby buildings be impacted? Will this project require nearby buildings to modify or materially increase their underground water mitigation measures?

What will be the impact on the trees and plantings in the neighborhood to the south where many mature trees draw from the existing water table? What is the projected new route of this water system when it is interrupted with this project? What impact will there be to surrounding properties, streets and major public and private assets? What protection is needed to warrant surety, completion, and indemnification for potential damages? And how much variability is caused by actual accumulated seasonal rainfall?

What are the long-term effects of the underground conditions on liquefaction and on the water table?

What is the proposed disposal for the discharged groundwater during construction?

What are the potential impacts on structures to the south of the Blvd. with the loss of ground water? What are the potentials for sinkholes, settling or other structural impacts?

What is the projected daily volume in gallons of water that will be pumped from this project? What is the current volume pumped from 901 Hancock?

How will this ground water dumping impact the storm drain system?

X. Land Use and Planning

b) Land Use Plan (additional question)

The current zoning for this location is CC1 for 35 feet. Bonuses have been given to bring the building to a maximum of 55 feet.

Code 19.36.170 Mixed-Use Projects

A. *Mixed-Use Projects that Span Both Residential and Commercial Zoning Districts.* A proposal to consolidate abutting residential and commercial parcels into a unified mixed-use project shall comply with the following standards.

- **Minimum Site Area**. The proposed parcels shall contain a minimum aggregate area of **60,000 square feet**.
- Design Standards. A proposed mixed-use project shall be designed and constructed to:
  - **Be compatible with and complement adjacent land uses;**
  - **Maintain the scale and character of development in the immediate neighborhood;**

The project doesn't meet either of these Zoning Code criteria. It is only 45,000 sq. ft. in size and its scale is massive, clearly incompatible with nearby land uses and overpowers the neighborhood.

It is also unclear from the project documents whether a rezoning of the residential parcel is being requested or if a zone text amendment attempting to revise the provisions of Zoning Code Section 19.36.170 is being requested to provide new and different standards for mixed use projects spanning across residential and commercial zones.

"The proposed project is also in the General Plan Mixed-Use Incentive Overlay Zone and in a Transit Overlay District. The Mixed-Use Inventive Zone allows for new development with a mix of residential and commercial uses to receive an additional 0.5 FAR and ten feet in height. The Transit Overlay District identifies sites close to major transit nodes for which modifications to the General Plan's permitted density, height, parking requirements, or other development standards may be considered when projects provide Transportation Demand Management programs."

What "major transit nodes"? Other than a bus line what "major transit" is mitigating this additional density?

Under what law, ordinance or other agency is the 10% reduction in setbacks qualified or allowed? What are the impacts on the neighborhood of these reduced setbacks?

XI. Mineral Resources

No questions

XII. Noise

<u>b) Excessive groundbourne noise and vibration (additional question)</u>

What are the plans to mitigate the excessive noise and vibration during construction? The noise and vibration during construction will have a very serious negative economic impact on the Ramada Hotel and all the commercial businesses in the area. Hotel rooms and facilities near the construction area will become very undesirable during construction and definitively decrease room and other revenues as well as the resulting transit occupancy tax revenues to the City.

Nearby residents will similarly suffer similar serious extended negative impacts to the quiet enjoyment of their homes. Many of the residents of this neighborhood work from their homes—this will become untenable during an extended construction period.

Given the seriousness of the noise and vibration impacts over an extended construction period special well tailored additional mitigation measures and conditions should be imposed to hopefully limit and minimize the deleterious effects.

What will be the noise/vibration from delivery trucks?

Will all delivery trucks be required to use the garage entrance or will they be allowed to park on the street. Note: Moving vans and other delivery vehicles use the street at 901 Hancock, significantly impacting neighborhood with sound, vibration, blocked parking and other access issues.

What is the noise impact of 93 condensers on the roof to surrounding homes?

Where will the condensers be located given the green roof design?

What will be the noise impacts of the outdoor patio on the west side of the building on the guests of the Ramada?

f) Excessive noise from active airstrip affecting residents of project

West Hollywood Sheriff and Cedars Sinai helicopter pads are active airstrips in the vicinity.

XIII. Population and Housing

a) Substantial population growth (additional question)

Nearly 10 new apartment/condo and/or mixed use buildings, many of them quite large in scope are either already under construction, entitled or otherwise planned by 2020 and there is concern that the cumulative impacts of all these new residential and mixed use projects will drive the City's population well over the planned 35,100 that the city is estimating by then. What are the exact beds/baths and populations counts planned for all these projects COMBINED?

To our knowledge the list of projects Under Review, Approved or in Construction is well over 2,000 units which would put the population growth at close to 4,000 people which more than a 10% increase in our current population.

Under Construction	
Monarch I &II	**371**
Courtyard @ La Brea	**32**
1232 Kings Road	**25**
Total Under Construction	**428**
Approved	
Sunset Milennium	**190**
Movietown	**371**
Palm Restaurant	**42**
House of Blues	**40**
Total Approved	**643**
Under Review	
Melrose Triangle	**191**
Faith Plating	**166**
8555 Santa Monica	**102**
8899 Beverly (office building conversion)	**82**
Total Under Review	**541**
Projects with Less Than 20 Units	**414**
Total Units	**2,026**
Not Included	
Edition Hotel/Condo	
9001 SMB	

This project will literally double the number of residential units in the immediate neighborhood. Will the sudden increase negatively impact the quality of life there and if so how can those impacts be mitigated?

XIV. Public Services

a,b) Fire and Police Protection (additional question)

Doubling the population of the neighborhood puts strain on both sheriff and fire departments and services. The small street of West Knoll will also hamper access to the building during emergencies. What are the impacts to safety of the neighborhood and the City as a whole of congestion at La Cienega & SMB and other streets?

XV. Recreation

No questions

XVI. Transportation/Traffic

a-f) Traffic study

We'd like an in-depth analysis of major streets and all intersections within a half-mile of the project, with such a study based on recent, realistic traffic counts (i.e, not collected during the summer, or on holidays, or on a Sunday). These streets should include Santa Monica, West Knoll, Westbourne, Westmount, Holloway, Fountain, Sunset, Hancock and Rugby.

The study should specifically address the impacts on the West Knoll cul de sac and explore options to help mitigate those impacts.

Cars eastbound on SMB will have three choices to enter this project:

1. Wait at the long light on Westbourne, turn left, cut up Westbourne, right on West Knoll and then either into the residential lot or right again on SMB.

2. Make the U turn at the cut in front of Ramada, turn right on Westbourne and then same as 1 above.

3. Go to La Cienega, wait for a long light, make a U turn.

This will put a tremendous strain on Westbourne and West Knoll both in terms of traffic and safety.

What are the trips pre- and post-construction on each of these streets and intersections?

Left turn at Westbourne

U-turn at West Knoll and Santa Monica

U-turn at La Cienega

Left turn from La Cienega to Santa Monica

Similarly given the size of this project and the substantial increases in both residential and commercially generated traffic, the impacts on the nearest signaled intersections at Westbourne and Santa Monica, the intersection at Westmount and Holloway (which serves as a major point of ingress and egress for residents in West Hollywood North) the Westmount/West Knoll round about, and the West Knoll/Santa Monica Boulevard intersection should all be studied, impacts analyzed and mitigation measures considered.

In the previous studies, sometimes they used V/C figures and sometimes they used Delay. This was very confusing and we can only assume they used the number that was the more optimistic/favorable of the two. Please publish both sets of numbers.

In the previous studies, gross averages were used versus peak-hour level of service. Gross averages do not reveal the peak-hour level of service. Gross averages can actually mask peak impacts. We would specifically request that peak-hour data be provided. We would like to see charts by peak-hour level of service for am and pm. This is especially true of Holloway, Fountain, and the La Cienega/SMB intersection in all directions.

What is the plan for ingress/egress of retail, retail deliveries and residents?

The most recent plan shows additional medians in West Knoll, presumably to prevent left turns out of the project. Has this design ever been used on another project? If so, have post construction studies been done to establish the level of success? Given the narrowness of the street, is this feasible? Would it require removing all street parking in the lower section of West Knoll?

Given the existing F level of traffic on Santa Monica Boulevard during extended periods of the day, ingress/egress must be carefully studied, impacts analyzed and hopefully some mitigation measures developed. How will vehicles exit the project when traffic is solidly backed up Westbound on Santa Monica Boulevard?

Will there be a resulting substantial increase in traffic at the next major signaled intersection making a right (North) or left (south) on Westbourne Drive to avoid traffic ahead? i.e. cars trying to cut through the neighborhood to avoid SMB.

Given the F level of traffic on Santa Monica Boulevard, many local residents access their homes from Holloway to the north. It must be anticipated that both new residents and commercial patrons of this project will do the same thing. How, if at all, can this increased traffic flow on the residential streets be

mitigated? Will the roundabout at West Knoll/Westbourne still accommodate and work with the increase in traffic?

Will there be significant impacts at the major LaCienega/Santa Monica Boulevard intersection, especially during rush hours, especially to Westbound lanes of traffic and traffic travelling south on LaCienega making a right turn onto Santa Monica Boulevard? If so, what are the additional traffic mitigation measures?

Will residents be given parking passes for guests?

Will parking places on West Knoll be eliminated?

What is planned for vehicles exiting West Knoll?

How will left turns from the exit onto West Knoll be mitigated?

Historically the City has required new developments to widen the street for new developments. Why has that requirement been waived for this project? What will be the impacts of the failure to do so?

Will commercial vehicles be accessing the project from West Knoll? Where are all of the loading and unloading zones and what conditions will be imposed to eliminate impacts of delivery trucks on West Knoll Drive? Given the narrow size of West Knoll large delivery trucks will be unable to properly access the project from West Knoll and/or they will significantly impede residential traffic in the area and potentially block and/or substantial impede access to residents parking in their nearby residential buildings.

The sharp angle of the West Knoll entrance will make it very difficult for delivery trucks to enter the building from Santa Monica Blvd.

Will trucks be permitted to drive through the neighborhood for easier access?

How will the impact of this traffic, noise, etc. mitigated?

Should all commercial vehicles be banned on West Knoll Drive?

Parking

Guest parking for 8535 West Knoll is an open , unsecured lot. Given the paucity of guest parking at 8555 SMB and the current restriction against permit parking, this lot will be a target for visitors at 8555 SMB. There will be costs for 8535 to monitor this. How can these costs and disturbances be mitigated?

Will businesses in this project be allowed to apply for C parking permits for their staff to park on neighborhood streets?

What will be the onsite parking demands of the proposed commercial and retail uses of the property? i.e. the "normal" parking demands for a 6,000 sq. ft. restaurant. What would be the peak demand for a "hot" restaurant?

Staging

During construction, how and where will construction vehicles be staged?

During concrete pours, will all street parking on West Knoll be blocked?

How many truck trips will be required?

How many trucks will be allowed to line up at one time?

Will they be allowed to idle indefinitely?

Where will construction workers park?

Will staging be limited to SMB? If so, how will that impact the intersection at La Cienega?

XVII. Utilities and Service Systems

a) Wastewater

Will the evacuated ground water be put through the sewer system? If so, what will be the volume and does this meet Regional Water Quality Control Board requirements?

f) Solid Waste (additional question)

Major landfills are closing in the next year. What will the additional waste requirements of this project do to City's requirements for waste disposal and how will this service be provided?

Electricity

The electrical infrastructure of this neighborhood is severely antiquated in inadequate to current demand. In the past three years there have been at least three transformer explosions within two blocks of this project that put residents at risk for their safety and causing days long power outages. What will be the additional electrical demands for this project? How will they be provided? How will the risks of future transformer explosions be mitigated?

XVIII. Mandatory Findings of Significance

Multiple Project Impacts

We request a special section that specifically evaluates comprehensive environmental impacts from concurrent projects (i.e., Gold's Gym, Ramada improvements, Millenium project, etc) located within close proximity to one another and surrounding the same critical intersections.

XIX. Additional Items

Alternatives for this project

Reduce size to three stories.

Remove traffic entrance from West Knoll.

Remove balconies facing north.

3 Story mixed use with ground floor retail and second & third stories townhome style two story live/work spaces. Narrow and tall with balconies on the SOUTH side of the building.

Sincerely,

Jeffrey Jerome, 8535 West Knoll Drive #208, West Hollywood, CA 90069

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: JEAN MATHISON

Affiliation: RESIDENT
(resident, businessperson, agency representative, community group member)

Address: 8570/8572 HOLLOWAY

Phone: 310/652-1839

Email: None

Comments:

THIS MONSTROUS PROJECT WILL DESTROY THE AMBIENCE OF THE AREA AND BE A HUGE IMPACT ON WEST HOLLYWOOD,

JUST RECENTLY ON A THURSDAY LATE MORNING I DROVE SANTA MONICA BOULEVARDTO GELSON'S, THE USUAL TRAFFIC. AFTER 12:00 NOON I DEPARTED THE MARKET AND ENTERED SANTA MONICA BOULEVARD WEST BOUND. NEARER LA CIENEGA BLVD.THE TRAFFIC WAS LINED UP FOR BLOCKS. IT TOOK ME FOUR CHANGES OF THE TRAFFIC SIGNAL ON LACIENEGA BEFORE I COULD CROSS THROUGH THE INTERSECTION ENROUTE TO TRADER JOE'S.

ON APRIL 12th ENROUTE TO CITY HALL FOR THE EVIRONMENTAL IMPACT MEETING PULLING OUT OF OUR DRIVEWAY ON HOLLOWAY THE LEFT HAND TURN LANE AT LA CIENGA WAS BACKED UP TWO CARS WEST OF ALTA LOMA!

TODAY RUSH HOUR A.M. AND RUSH HOUR P.M. IS A PARKING LOT ON HOLLOWAY.

THE GARAGE ENTRANCE TO THIS PROJECT IS ON WEST KNOLL.SANTA MONICA IS A DIVIDED STREET, THOSE WANTING ANY DIRECTION OTHER THAN WEST WILL HAVE TO GO UP WEST KNOLL TO WESTMOUNT, MAKE A RIGHT TURN ON BUSY HOLLOWAY, MAKE A LEFT OR RIGHT TURN ON LA CIENEGA OR LEFT TURN TO GO SOUTH,CONTINUE ON HOLLOWAY TO SANTA MONICA TO GO EAST.

AND YOU ARE GOING TO BRING 300 MORE CARS INTO THE AREA!?!

WHAT ABOUT AIR QUALITY, GREENHOUSE GAS EMISSIONS,

NOISE AND OF COURSE THE TRAFFIC.....

Judith H. Mathison

Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

May 12 , 2013

Laurie Yelton
Associate Planner
Community Development Department
City of West Hollywood
8300 Santa Monica Boulevard, West Hollywood, California 90069-6216

RE: 8555 Santa Monica Blvd. Environmental Impact Study

Dear Laurie:

The following is an aggregation of the comments and questions from the residents of West Hollywood North Neighborhood Association regarding the 8555 Santa Monica Blvd. Environmental Impact Study. As a neighbor to this project and a resident of West Hollywood, **I agree** with **ALL** concerns and questions below.

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- Population/Housing
- Utilities

There are also other concerns in categories already deemed Potentially Significant that haven't been judged as so by Rincon Consultants.

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Developer has asserted that they will use a "new" technology called Mat Slab to address the water issues. However, it is our understanding that specific soil and geology requirements must exist for this technology to be successful. Does the geology and soils meet these conditions? If not, what are the conditions and what mitigants would be required?

VII. Greenhouse Gas Emissions

How will the significant amount of CO2 emissions from 4 levels of parking be handled?
How will it be vented?
How will neighboring residences be protected?

VIII. Hazards and Hazardous Materials

No questions

IX. Hydrology and Water Quality

a-e) Goundwater, Drainage and Runoff (additional questions)
We know that this site overlays a major underground water system that had sufficient reliable flow to supply the Beverly Hills Water Department water wells on La Cienega for close to a century. Please describe this system including source watershed, source flows, routes and dimensions of major aquifers and rivers, flow rates, directional flows, and pressures, and the impacts of its interference.

Please study surface runoff and the impacts of the project on surface runoff. The existing structures contain many varieties of surfaces that hold, diffuse and redirect runoff. The proposed project is more monolithic and would appear to have more impervious surfaces.

We believe there needs to be a complete evaluation of surface water flows, particularly impacts upon gutters and storm channels. Will the project have any impact upon areas downstream? Will increase surface run-off exacerbate surface flows?

Due to the topography and grade, area gutters and storm drains are known to overflow during heavy rains and rainy seasons. Is there capacity for extra runoff? How much capacity is there and how much will this project contribute? How much will the project pay to offset this contribution?

Local experience with the high groundwater table is extensive and spans periods of drought and deluge. There have been numerous reports of special problems in the area owing to the high groundwater table including subsidence, collapse, flooding, flotation, buoyancy, mold, and the discovery and inadvertent dispersal of hazardous and/or toxic substances including but not limited to oil, tar, explosive fumes, gasoline and oil production residue.

These conditions and environmental impacts need to be adequately assessed, described, quantified, evaluated and subsequent mitigation measures discussed in the DEIR.

We know high water table conditions have interfered with construction on Hancock and West Knoll causing catastrophic structural collapse around the project site within the same watershed.

Similarly many of the residential and commercial buildings in this area require extensive use of sump pumps to attempt to mitigate the effects of the voluminous underground water and high water table and several local buildings have been materially affected by this issue long term. There is substantial concern that the subterranean parking systems, no matter how well shielded, may divert substantial underground water flow onto adjacent properties, with the potential for serious long term damage and injury to those properties.

How will sump pump and other mitigation systems in nearby buildings be impacted?

Will this project require nearby buildings to modify or materially increase their underground water mitigation measures?

Please provide data or modeling to assess similar impacts related to interference with this major underground water system. What happens should the proposed project act like a dam or a huge impenetrable obstacle across this major water system? Will the neighborhood to the north saturate and flood? How much can we expect the groundwater to rise? How will sump pump and other mitigation systems in nearby buildings be impacted? Will this project require nearby buildings to modify or materially increase their underground water mitigation measures?

What will be the impact on the trees and plantings in the neighborhood to the south where many mature trees draw from the existing water table? What is the projected new route of this water system when it is interrupted with this project? What impact will there be to surrounding properties, streets and major public and private assets? What protection is needed to warrant surety, completion, and indemnification for potential damages? And how much variability is caused by actual accumulated seasonal rainfall?

What are the long-term effects of the underground conditions on liquefaction and on the water table?

What is the proposed disposal for the discharged groundwater during construction?

What are the potential impacts on structures to the south of the Blvd. with the loss of ground water? What are the potentials for sinkholes, settling or other structural impacts?

What is the projected daily volume in gallons of water that will be pumped from this project? What is the current volume pumped from 901 Hancock?

How will this ground water dumping impact the storm drain system?

X. Land Use and Planning

b) Land Use Plan (additional question)
The current zoning for this location is CC1 for 35 feet. Bonuses have been given to bring the building to a maximum of 55 feet.

Code 19.36.170 Mixed-Use Projects
A. *Mixed-Use Projects that Span Both Residential and Commercial Zoning Districts.* A proposal to consolidate abutting residential and commercial parcels into a unified mixed-use project shall comply with the following standards.

- **Minimum Site Area**. The proposed parcels shall contain a minimum aggregate area of **60,000 square feet**.
- Design Standards. A proposed mixed-use project shall be designed and constructed to:
  - **Be compatible with and complement adjacent land uses;**
  - **Maintain the scale and character of development in the immediate neighborhood;**

The project doesn't meet either of these Zoning Code criteria. It is only 45,000 sq. ft. in size and its scale is massive, clearly incompatible with nearby land uses and overpowers the neighborhood.

It is also unclear from the project documents whether a rezoning of the residential parcel is being requested or if a zone text amendment attempting to revise the provisions of Zoning Code Section 19.36.170 is being requested to provide new and different standards for mixed use projects spanning across residential and commercial zones.

"The proposed project is also in the General Plan Mixed-Use Incentive Overlay Zone and in a Transit Overlay District. The Mixed-Use Inventive Zone allows for new development with a mix of residential and commercial uses to receive an additional 0.5 FAR and ten feet in height. The Transit Overlay District identifies sites close to major transit nodes for which modifications to the General Plan's permitted density, height, parking requirements, or other development standards may be considered when projects provide Transportation Demand Management programs."

What "major transit nodes"? Other than a bus line what "major transit" is mitigating this additional density?

Under what law, ordinance or other agency is the 10% reduction in setbacks qualified or allowed? What are the impacts on the neighborhood of these reduced setbacks?

XI. Mineral Resources

No questions

XII. Noise

b) Excessive groundbourne noise and vibration (additional question)
What are the plans to mitigate the excessive noise and vibration during construction? The noise and vibration during construction will have a very serious negative economic impact on the Ramada Hotel and all the commercial businesses in the area. Hotel rooms and facilities near the construction area will become very undesirable during construction and definitively decrease room and other revenues as well as the resulting transit occupancy tax revenues to the City.

Nearby residents will similarly suffer similar serious extended negative impacts to the quiet enjoyment of their homes. Many of the residents of this neighborhood work from their homes—this will become untenable during an extended construction period.

Given the seriousness of the noise and vibration impacts over an extended construction period special well tailored additional mitigation measures and conditions should be imposed to hopefully limit and minimize the deleterious effects.

What will be the noise/vibration from delivery trucks?

Will all delivery trucks be required to use the garage entrance or will they be allowed to park on the street. Note: Moving vans and other delivery vehicles use the street at 901 Hancock, significantly impacting neighborhood with sound, vibration, blocked parking and other access issues.

What is the noise impact of 93 condensers on the roof to surrounding homes? Where will the condensers be located given the green roof design?

What will be the noise impacts of the outdoor patio on the west side of the building on the guests of the Ramada?

f) Excessive noise from active airstrip affecting residents of project
West Hollywood Sheriff and Cedars Sinai helicopter pads are active airstrips in the vicinity.

XIII. Population and Housing

a) Substantial population growth (additional question)
Nearly 10 new apartment/condo and/or mixed use buildings, many of them quite large in scope are either already under construction, entitled or otherwise planned by 2020 and there is concern that the cumulative impacts of all these new residential and mixed use projects will drive the City's population well over

the planned 35,100 that the city is estimating by then. What are the exact beds/baths and populations counts planned for all these projects COMBINED?

To our knowledge the list of projects Under Review, Approved or in Construction is well over 2,000 units which would put the population growth at close to 4,000 people which more than a 10% increase in our current population.

Under Construction	
Monarch I &II	371
Courtyard @ La Brea	32
1232 Kings Road	25
Total Under Construction	428

Approved	
Sunset Milennium	190
Movietown	371
Palm Restaurant	42
House of Blues	40
Total Approved	643

Under Review	
Melrose Triangle	191
Faith Plating	166
8555 Santa Monica	102
8899 Beverly (office building conversion)	82
Total Under Review	541

Projects with Less Than 20 Units	414
Total Units	2,026

Not included

Edition Hotel/Condo
9001 SMB

This project will literally double the number of residential units in the immediate neighborhood. Will the sudden increase negatively impact the quality of life there and if so how can those impacts be mitigated?

XIV. Public Services

a,b) Fire and Police Protection (additional question)
Doubling the population of the neighborhood puts strain on both sheriff and fire departments and services. The small street of West Knoll will also hamper

access to the building during emergencies. What are the impacts to safety of the neighborhood and the City as a whole of congestion at La Cienega & SMB and other streets?

XV. Recreation

No questions

XVI. Transportation/Traffic

a-f) Traffic study

We'd like an in-depth analysis of major streets and all intersections within a half-mile of the project, with such a study based on recent, realistic traffic counts (i.e, not collected during the summer, or on holidays, or on a Sunday). These streets should include Santa Monica, West Knoll, Westbourne, Westmount, Holloway, Fountain, Sunset, Hancock and Rugby.

The study should specifically address the impacts on the West Knoll cul de sac and explore options to help mitigate those impacts.

Cars eastbound on SMB will have three choices to enter this project:

1. Wait at the long light on Westbourne, turn left, cut up Westbourne, right on West Knoll and then either into the residential lot or right again on SMB.
2. Make the U turn at the cut in front of Ramada, turn right on Westbourne and then same as 1 above.
3. Go to La Cienega, wait for a long light, make a U turn.

This will put a tremendous strain on Westbourne and West Knoll both in terms of traffic and safety.

What are the trips pre- and post-construction on each of these streets and intersections?

Left turn at Westbourne
U-turn at West Knoll and Santa Monica
U-turn at La Cienega
Left turn from La Cienega to Santa Monica

Similarly given the size of this project and the substantial increases in both residential and commercially generated traffic, the impacts on the nearest signaled intersections at Westbourne and Santa Monica, the intersection at Westmount and Holloway (which serves as a major point of ingress and egress for residents in West Hollywood North) the Westmount/West Knoll round about, and the West Knoll/Santa Monica Boulevard intersection should all be studied, impacts analyzed and mitigation measures considered.

In the previous studies, sometimes they used V/C figures and sometimes they used Delay. This was very confusing and we can only assume they used the number that was the more optimistic/favorable of the two. Please publish both sets of numbers.

In the previous studies, gross averages were used versus peak-hour level of service. Gross averages do not reveal the peak-hour level of service. Gross averages can actually mask peak impacts. We would specifically request that peak-hour data be provided. We would like to see charts by peak-hour level of service for am and pm. This is especially true of Holloway, Fountain, and the La Cienega/SMB intersection in all directions.

What is the plan for ingress/egress of retail, retail deliveries and residents?

The most recent plan shows additional medians in West Knoll, presumably to prevent left turns out of the project. Has this design ever been used on another project? If so, have post construction studies been done to establish the level of success? Given the narrowness of the street, is this feasible? Would it require removing all street parking in the lower section of West Knoll?

Given the existing F level of traffic on Santa Monica Boulevard during extended periods of the day, ingress/egress must be carefully studied, impacts analyzed and hopefully some mitigation measures developed. How will vehicles exit the project when traffic is solidly backed up Westbound on Santa Monica Boulevard?

Will there be a resulting substantial increase in traffic at the next major signaled intersection making a right (North) or left (south) on Westbourne Drive to avoid traffic ahead? i.e. cars trying to cut through the neighborhood to avoid SMB.

Given the F level of traffic on Santa Monica Boulevard, many local residents access their homes from Holloway to the north. It must be anticipated that both new residents and commercial patrons of this project will do the same thing. How, if at all, can this increased traffic flow on the residential streets be mitigated? Will the roundabout at West Knoll/Westbourne still accommodate and work with the increase in traffic?

Will there be significant impacts at the major LaCienega/Santa Monica Boulevard intersection, especially during rush hours, especially to Westbound lanes of traffic and traffic travelling south on LaCienega making a right turn onto Santa Monica Boulevard? If so, what are the additional traffic mitigation measures?

Will residents be given parking passes for guests?

Will parking places on West Knoll be eliminated?

What is planned for vehicles exiting West Knoll?

How will left turns from the exit onto West Knoll be mitigated?

Historically the City has required new developments to widen the street for new developments. Why has that requirement been waived for this project? What will be the impacts of the failure to do so?

Will commercial vehicles be accessing the project from West Knoll? Where are all of the loading and unloading zones and what conditions will be imposed to eliminate impacts of delivery trucks on West Knoll Drive? Given the narrow size of West Knoll large delivery trucks will be unable to properly access the project from West Knoll and/or they will significantly impede residential traffic in the area and potentially block and/or substantial impede access to residents parking in their nearby residential buildings.

The sharp angle of the West Knoll entrance will make it very difficult for delivery trucks to enter the building from Santa Monica Blvd.
Will trucks be permitted to drive through the neighborhood for easier access?
How will the impact of this traffic, noise, etc. mitigated?
Should all commercial vehicles be banned on West Knoll Drive?

Parking
Guest parking for 8535 West Knoll is an open , unsecured lot. Given the paucity of guest parking at 8555 SMB and the current restriction against permit parking, this lot will be a target for visitors at 8555 SMB. There will be costs for 8535 to monitor this. How can these costs and disturbances be mitigated?

Will businesses in this project be allowed to apply for C parking permits for their staff to park on neighborhood streets?

What will be the onsite parking demands of the proposed commercial and retail uses of the property? i.e. the "normal" parking demands for a 6,000 sq. ft. restaurant. What would be the peak demand for a "hot" restaurant?

Staging
During construction, how and where will construction vehicles be staged?
During concrete pours, will all street parking on West Knoll be blocked?
How many truck trips will be required?
How many trucks will be allowed to line up at one time?
Will they be allowed to idle indefinitely?
Where will construction workers park?
Will staging be limited to SMB? If so, how will that impact the intersection at La Cienega?

XVII. Utilities and Service Systems

a) Wastewater

Will the evacuated ground water be put through the sewer system? If so, what will be the volume and does this meet Regional Water Quality Control Board requirements?

f) Solid Waste (additional question)
Major landfills are closing in the next year. What will the additional waste requirements of this project do to City's requirements for waste disposal and how will this service be provided?

Electricity
The electrical infrastructure of this neighborhood is severely antiquated in inadequate to current demand. In the past three years there have been at least three transformer explosions within two blocks of this project that put residents at risk for their safety and causing days long power outages. What will be the additional electrical demands for this project? How will they be provided? How will the risks of future transformer explosions be mitigated?

XVIII. Mandatory Findings of Significance

Multiple Project Impacts
We request a special section that specifically evaluates comprehensive environmental impacts from concurrent projects (i.e., Gold's Gym, Ramada improvements, Millenium project, etc) located within close proximity to one another and surrounding the same critical intersections.

XIX. Additional Items

Alternatives for this project

Reduce size to three stories.
Remove traffic entrance from West Knoll.
Remove balconies facing north.

3 Story mixed use with ground floor retail and second & third stories townhome style two story live/work spaces. Narrow and tall with balconies on the SOUTH side of the building.

Sincerely,

James Hutchison
8562 West Knoll Drive #4
West Hollywood, CA 90069

Cc: Council Member D'Amico
Council Member Duran
Council Member Heilman
Council Member Land
Council Member Prang

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South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

May 10, 2013

Laurie Yelton, Associate Planner
Community Development Department
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069

Notice of Preparation of a CEQA Document for the
8555 Santa Monica Boulevbard Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Depa7rtment by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as the recently released CalEEMod. This model is available on the SCAQMD Website at: http://www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA

document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM
LAC130416-08
Control Number

May 13, 2013

Laurie Yelton
Associate Planner
Community Development Department
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216

RE: 8555 Santa Monica Blvd. Environmental Impact Study

Dear Laurie:

I agree with the following aggregation of the comments and questions from the residents of West Hollywood North Neighborhood Association regarding the 8555 Santa Monica Blvd. Environmental Impact Study, and would like to see answers to these questions.

While the Initial Study indicates that there is no need to study certain categories, we feel that there will be "Potentially Significant Impact" these additional categories:

- Land use/Planning
- Population/Housing
- Utilities

There are also other concerns in categories already deemed Potentially Significant that haven't been judged as so by Rincon Consultants.

I. Aesthetics

a) Scenic Vista (additional question)
One of the unique aspects of West Hollywood is the vista of the Hollywood Hills rising up above our boulevards. How would the construction of a 5 story building not block this vista? Would a reduction to 3 stories be an alternative that would mitigate this?

c) Visual Character of site and surrounding
This building will be the tallest building on Santa Monica Blvd. with the exception of the historical Emser building. This lack of compatibility and scale with both the residential structures behind and even with the commercial structures on SMB can only be mitigated by a reduction in both size and footprint (please address the requested variances in required setbacks). This is a massive project that significantly alters the character of the neighborhood.

This project has virtually no articulation on 3 sides of the project.

The east side of the building is a solid wall right next to the sidewalk. This is not congruent with the "pedestrian friendly" goals in the General Plan. How can this be mitigated? Can the South East corner of the building be cut at an angle (like the Face Place) and storefront windows installed on the east side?

The west wall is a large concrete surface with very little articulation. The view of this building for every driver and pedestrian eastbound will be far from aesthetically pleasing. The guests of the Ramada will be looking at a large wall. How can this be mitigated? What additional articulation can be incorporated?

Current plans seem to include very large blocks of the building to be devoted to signage? Does this comply with current code for SMB? What will be the impacts of the lighting of such large signs?

While we laud the inclusion of a green roof, what will be the impacts visually and from runoff of a failure to maintain the roof? Will the roof be accessible by residents and if so, how will that impact the ability to maintain the plantings?

d) Shade

Who will pay for landscape that doesn't survive shadowing from the building? What possible materials can be used in green space without available sunlight?

II. Agricultural Resources

No questions

III. Air Quality

b) Air quality standards

This project will more than double the population of a single city block adding hundreds of vehicle trips per day and significantly impacting the air quality. The Initial Study states that the city's current population is 34,822 and that the addition of 141 people would be within the 35,100 projected for 2020 and that "**Impacts would less than significant further analysis of this issue in an EIR is not warranted."** This statement does NOT account for the impacts of all of the projects currently entitled or under construction—significantly Sunset Millennium and Movie Town, which will be hundreds of new residents.

What are the environmental impacts of all of these projects as a whole, not just peeled off and counted one at a time?

What will be the projected emissions and how would this project propose to mitigate them?

During construction, how many loads of soil will be removed?

How many vehicle trips will be involved?
Will trucks be allowed to idle at the construction site?
Will trucks be diesel, gas or low emission?

IV. Biological Resources

No questions

V. Cultural Resources

No questions

VI. Geology and Soils

a) i) Rupture of known earthquake fault
What provisions have been made to mitigate any damage due to an earthquake during construction?

a) iv) Landslides
Tons of soil will be removed and a three-story hole will be formed at the north edge of the project. Why are there no concerns of a landslide?

d) Expansive Soil
"…expansive soils exist in the City but are more prevalent in the southern part of the City." Whether or not expansive soils are "more" prevalent south of SMB, they are significant north of the Blvd. Any number of property owners in the neighborhood can testify to this. We believe there is a significant amount of expansive soil under this project and would like to understand the effect of the project. What does ACTUAL soil testing show to be the facts?

Subsidence
While the Initial Study states that this parking lot will only go down one story, this is only true for the SMB side of the project. The north side of the project will remove at least 3.5 stories of soil from the hillside to build the parking lot. What are the historical impacts of subsidence in this neighborhood? What are the likely impacts of a construction project of this magnitude?

Soil Conditions
Developer has asserted that they will use a "new" technology called Mat Slab to address the water issues. However, it is our understanding that specific soil and geology requirements must exist for this technology to be successful. Does the geology and soils meet these conditions? If not, what are the conditions and what mitigants would be required?

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How will the significant amount of CO2 emissions from 4 levels of parking be handled?
How will it be vented?
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Code 19.36.170 Mixed-Use Projects
A. *Mixed-Use Projects that Span Both Residential and Commercial Zoning Districts.* A proposal to consolidate abutting residential and commercial parcels into a unified mixed-use project shall comply with the following standards.

- **Minimum Site Area**. The proposed parcels shall contain a minimum aggregate area of **60,000 square feet**.
- Design Standards. A proposed mixed-use project shall be designed and constructed to:
  - **Be compatible with and complement adjacent land uses;**
  - **Maintain the scale and character of development in the immediate neighborhood;**

The project doesn't meet either of these Zoning Code criteria. It is only 45,000 sq. ft. in size and its scale is massive, clearly incompatible with nearby land uses and overpowers the neighborhood.

It is also unclear from the project documents whether a rezoning of the residential parcel is being requested or if a zone text amendment attempting to revise the provisions of Zoning Code Section 19.36.170 is being requested to provide new and different standards for mixed use projects spanning across residential and commercial zones.

"The proposed project is also in the General Plan Mixed-Use Incentive Overlay Zone and in a Transit Overlay District. The Mixed-Use Inventive Zone allows for new development with a mix of residential and commercial uses to receive an additional 0.5 FAR and ten feet in height. The Transit Overlay District identifies sites close to major transit nodes for which modifications to the General Plan's permitted density, height, parking requirements, or other development standards may be considered when projects provide Transportation Demand Management programs."

What "major transit nodes"? Other than a bus line what "major transit" is mitigating this additional density?

Under what law, ordinance or other agency is the 10% reduction in setbacks qualified or allowed? What are the impacts on the neighborhood of these reduced setbacks?

XI. Mineral Resources

No questions

XII. Noise

b) Excessive groundbourne noise and vibration (additional question)
What are the plans to mitigate the excessive noise and vibration during construction? The noise and vibration during construction will have a very serious negative economic impact on the Ramada Hotel and all the commercial businesses in the area. Hotel rooms and facilities near the construction area will become very undesirable during construction and definitively decrease room and other revenues as well as the resulting transit occupancy tax revenues to the City.

Nearby residents will similarly suffer similar serious extended negative impacts to the quiet enjoyment of their homes. Many of the residents of this neighborhood work from their homes—this will become untenable during an extended construction period.

Given the seriousness of the noise and vibration impacts over an extended construction period special well tailored additional mitigation measures and conditions should be imposed to hopefully limit and minimize the deleterious effects.

What will be the noise/vibration from delivery trucks?

Will all delivery trucks be required to use the garage entrance or will they be allowed to park on the street. Note: Moving vans and other delivery vehicles use the street at 901 Hancock, significantly impacting neighborhood with sound, vibration, blocked parking and other access issues.

What is the noise impact of 93 condensers on the roof to surrounding homes? Where will the condensers be located given the green roof design?

What will be the noise impacts of the outdoor patio on the west side of the building on the guests of the Ramada?

f) Excessive noise from active airstrip affecting residents of project
West Hollywood Sheriff and Cedars Sinai helicopter pads are active airstrips in the vicinity.

XIII. Population and Housing

a) Substantial population growth (additional question)
Nearly 10 new apartment/condo and/or mixed use buildings, many of them quite large in scope are either already under construction, entitled or otherwise planned by 2020 and there is concern that the cumulative impacts of all these new residential and mixed use projects will drive the City's population well over the planned 35,100 that the city is estimating by then. What are the exact beds/baths and populations counts planned for all these projects COMBINED?

To our knowledge the list of projects Under Review, Approved or in Construction is well over 2,000 units which would put the population growth at close to 4,000 people which more than a 10% increase in our current population.

Under Construction	
Monarch I &II	**371**
Courtyard @ La Brea	**32**
1232 Kings Road	**25**
Total Under Construction	**428**

Approved	
Sunset Milennium	**190**
Movietown	**371**
Palm Restaurant	**42**
House of Blues	**40**
Total Approved	**643**

Under Review	
Melrose Triangle	**191**
Faith Plating	**166**
8555 Santa Monica	**102**
8899 Beverly (office building conversion)	**82**
Total Under Review	**541**

Projects with Less Than 20 Units	**414**
Total Units	**2,026**

Not Included

Edition Hotel/Condo
9001 SMB

This project will literally double the number of residential units in the immediate neighborhood. Will the sudden increase negatively impact the quality of life there and if so how can those impacts be mitigated?

XIV. Public Services

a,b) Fire and Police Protection (additional question)
Doubling the population of the neighborhood puts strain on both sheriff and fire departments and services. The small street of West Knoll will also hamper access to the building during emergencies. What are the impacts to safety of the neighborhood and the City as a whole of congestion at La Cienega & SMB and other streets?

XV. Recreation

No questions

XVI. Transportation/Traffic

a-f) Traffic study
We'd like an in-depth analysis of major streets and all intersections within a half-mile of the project, with such a study based on recent, realistic traffic counts (i.e, not collected during the summer, or on holidays, or on a Sunday). These streets should include Santa Monica, West Knoll, Westbourne, Westmount, Holloway, Fountain, Sunset, Hancock and Rugby.

The study should specifically address the impacts on the West Knoll cul de sac and explore options to help mitigate those impacts.

Cars eastbound on SMB will have three choices to enter this project:

1. Wait at the long light on Westbourne, turn left, cut up Westbourne, right on West Knoll and then either into the residential lot or right again on SMB.
2. Make the U turn at the cut in front of Ramada, turn right on Westbourne and then same as 1 above.
3. Go to La Cienega, wait for a long light, make a U turn.

This will put a tremendous strain on Westbourne and West Knoll both in terms of traffic and safety.

What are the trips pre- and post-construction on each of these streets and intersections?

Left turn at Westbourne
U-turn at West Knoll and Santa Monica
U-turn at La Cienega
Left turn from La Cienega to Santa Monica

Similarly given the size of this project and the substantial increases in both residential and commercially generated traffic, the impacts on the nearest signaled intersections at Westbourne and Santa Monica, the intersection at Westmount and Holloway (which serves as a major point of ingress and egress for residents in West Hollywood North) the Westmount/West Knoll round about, and the West Knoll/Santa Monica Boulevard intersection should all be studied, impacts analyzed and mitigation measures considered.

In the previous studies, sometimes they used V/C figures and sometimes they used Delay. This was very confusing and we can only assume they used the number that was the more optimistic/favorable of the two. Please publish both sets of numbers.

In the previous studies, gross averages were used versus peak-hour level of service. Gross averages do not reveal the peak-hour level of service. Gross averages can actually mask peak impacts. We would specifically request that peak-hour data be provided. We would like to see charts by peak-hour level of service for am and pm. This is especially true of Holloway, Fountain, and the La Cienega/SMB intersection in all directions.

What is the plan for ingress/egress of retail, retail deliveries and residents?

The most recent plan shows additional medians in West Knoll, presumably to prevent left turns out of the project. Has this design ever been used on another project? If so, have post construction studies been done to establish the level of success? Given the narrowness of the street, is this feasible? Would it require removing all street parking in the lower section of West Knoll?

Given the existing F level of traffic on Santa Monica Boulevard during extended periods of the day, ingress/egress must be carefully studied, impacts analyzed and hopefully some mitigation measures developed. How will vehicles exit the project when traffic is solidly backed up Westbound on Santa Monica Boulevard?

Will there be a resulting substantial increase in traffic at the next major signaled intersection making a right (North) or left (south) on Westbourne Drive to avoid traffic ahead? i.e. cars trying to cut through the neighborhood to avoid SMB.

Given the F level of traffic on Santa Monica Boulevard, many local residents access their homes from Holloway to the north. It must be anticipated that both new residents and commercial patrons of this project will do the same thing. How, if at all, can this increased traffic flow on the residential streets be mitigated? Will the roundabout at West Knoll/Westbourne still accommodate and work with the increase in traffic?

Will there be significant impacts at the major LaCienega/Santa Monica Boulevard intersection, especially during rush hours, especially to Westbound lanes of traffic and traffic travelling south on LaCienega making a right turn onto Santa Monica Boulevard? If so, what are the additional traffic mitigation measures?

Will residents be given parking passes for guests?

Will parking places on West Knoll be eliminated?

What is planned for vehicles exiting West Knoll?

How will left turns from the exit onto West Knoll be mitigated?

Historically the City has required new developments to widen the street for new developments. Why has that requirement been waived for this project? What will be the impacts of the failure to do so?

Will commercial vehicles be accessing the project from West Knoll? Where are all of the loading and unloading zones and what conditions will be imposed to eliminate impacts of delivery trucks on West Knoll Drive? Given the narrow size of West Knoll large delivery trucks will be unable to properly access the project from West Knoll and/or they will significantly impede residential traffic in the area and potentially block and/or substantial impede access to residents parking in their nearby residential buildings.

The sharp angle of the West Knoll entrance will make it very difficult for delivery trucks to enter the building from Santa Monica Blvd.
Will trucks be permitted to drive through the neighborhood for easier access?
How will the impact of this traffic, noise, etc. mitigated?
Should all commercial vehicles be banned on West Knoll Drive?

Parking

Guest parking for 8535 West Knoll is an open , unsecured lot. Given the paucity of guest parking at 8555 SMB and the current restriction against permit parking, this lot will be a target for visitors at 8555 SMB. There will be costs for 8535 to monitor this. How can these costs and disturbances be mitigated?

Will businesses in this project be allowed to apply for C parking permits for their staff to park on neighborhood streets?

What will be the onsite parking demands of the proposed commercial and retail uses of the property? i.e. the "normal" parking demands for a 6,000 sq. ft. restaurant. What would be the peak demand for a "hot" restaurant?

Staging

During construction, how and where will construction vehicles be staged?
During concrete pours, will all street parking on West Knoll be blocked?
How many truck trips will be required?
How many trucks will be allowed to line up at one time?
Will they be allowed to idle indefinitely?
Where will construction workers park?
Will staging be limited to SMB? If so, how will that impact the intersection at La Cienega?

XVII. Utilities and Service Systems

a) Wastewater
Will the evacuated ground water be put through the sewer system? If so, what will be the volume and does this meet Regional Water Quality Control Board requirements?

f) Solid Waste (additional question)
Major landfills are closing in the next year. What will the additional waste requirements of this project do to City's requirements for waste disposal and how will this service be provided?

Electricity
The electrical infrastructure of this neighborhood is severely antiquated in inadequate to current demand. In the past three years there have been at least three transformer explosions within two blocks of this project that put residents at risk for their safety and causing days long power outages. What will be the additional electrical demands for this project? How will they be provided? How will the risks of future transformer explosions be mitigated?

XVIII. Mandatory Findings of Significance

Multiple Project Impacts
We request a special section that specifically evaluates comprehensive environmental impacts from concurrent projects (i.e., Gold's Gym, Ramada improvements, Millenium project, etc) located within close proximity to one another and surrounding the same critical intersections.

XIX. Additional Items

Alternatives for this project

Reduce size to three stories.
Remove traffic entrance from West Knoll.
Remove balconies facing north.

3 Story mixed use with ground floor retail and second & third stories townhome style two story live/work spaces. Narrow and tall with balconies on the SOUTH side of the building.

Sincerely,

Joel Weeks
Condo Owner in the City of West Hollywood

Cc: Council Member D'Amico
Council Member Duran
Council Member Heilman
Council Member Land
Council Member Prang

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May 13, 2013

Laurie Yelton
Associate Planner
City of West Hollywood
8300 Santa Monica Blvd.
West Hollywood, CA 90069

Re: 8555 Santa Monica Boulevard Project - Additional Comments on Initial Study for EIR

Dear Laurie:

On behalf of my client Ramada Plaza Hotel West Hollywood and in my personal capacity as a local residential homeowner and neighbor of the proposed 8555 Santa Monica Boulevard Mixed-Use Project (the "Project"), we hereby submit the following additional comments and responses to the Initial Study prepared by Rincon Consultants, Inc. We also concur in total with the comments on the Initial Study expressed in the letter dated May 8, 2013 submitted by West Hollywood North Neighborhood Association ("WHNNA") and incorporate those comments herein by reference.

1. **Description of Project** - We are unclear as to which plans for the Project are under consideration and study in the proposed EIR. The Appendix to the Initial Study includes a series of plans that are different than those previously shown to the community and reviewed by the City's Planning Commission Design Subcommittee, with significant variations in numerous respects, including square footage of restaurant and commercial uses, residential unit count, number, layout and location of residential and commercial parking spaces, driveway locations as well as how ingress and egress to the Project will work, loading zones, commercial vs. residential access to the Project, open space, layout of each floor, etc. Moreover, the Appendix does not include any elevations, sections or renderings of the Project so it is impossible to ascertain whether the Project being considered in the EIR will be the same Project previously shown the community or different from the one previously presented and if different, in what respects. Without having the benefit of understanding the details of the Project, how can a viable EIR be crafted and how does the community know that the EIR being prepared properly considers and analyzes the environmental impacts of the ultimate Project being proposed?

2. **General Plan Designation/Zoning** - It is unclear as to which if any provisions of the Zoning Code the Project is relying on in seeking entitlement of this Mixed Use Project which spans across commercial and residential zones. Zoning Code Section 19.36.170, which is the only Zoning Code Section on point, is inapplicable as it specifically applies only to projects with a minimum lot size of 60,000 sq. ft. while the Project appears to be in the range of 45,000 sq. ft. Moreover, the design standards in that Code section require that a project be compatible with and complement adjacent land uses and maintain the scale and character of development in the immediate vicinity. This Project cannot meet any of those criteria. The Project's height, mass, FAR, uses and design vastly dwarf all commercial development in the vicinity. Given the Project's immediate adjacency to single family and low scale multifamily residential to the rear, it is impossible to fathom how a Project of this size and scale can do anything other than overwhelm the residential community behind it. It does not appear that the applicant has properly applied the appropriate setbacks, distance between structure requirements and other general development standards at the rear residential parcel that remains a separate property. There can be no doubt that this Project will significantly negatively impact and change the character and tone of the entire neighborhood.

3. **Parking Demand Study Needed**. The parking layout and plans included in the Appendix to the Initial Study appear to be non-functional and grossly inadequate to properly service the Project nor do they comply with City Code requirements. The plans show triple tandem parking configurations in multiple locations including areas apparently adjacent to commercial loading docks. The project density calculations rely on unprecedented perpendicular parking spaces that are not permitted by Code. Specifically designated loading spaces are required to service all levels of commercial space. The parking plans suggest loading behind other cars in back up zones. It is unclear how vehicles and trucks will be able to successfully maneuver within each parking floor to access parking spaces and loading areas or how commercial and residential tenants in the Project will be able to gain access to goods and items being delivered. Given the proposed mix of uses, the Study should examine how deliveries, site services, trash collection and the staging of both commercial and residential needs will take place without introducing negative impacts to the adjacent residential and commercial streets.

The Project anticipates 6,700 sq. ft. of restaurant space in addition to 27,000 sq. ft of other unnamed commercial uses, yet no valet pickup, drop off, circulation or other attendant parking support is shown in the plans. Moreover, commercial parking is divided between the first and third parking levels with the third parking level (the "Second Floor Plan") being devoted exclusively to commercial parking, requiring most if not all restaurant and commercial patrons and employees of the Project using vehicles to enter the Project via West Knoll a residential street. This could will shunt 100's if not more daily trips onto a quiet residential street. Previous City-approved mixed-use projects have required 7 or 8 car deep on-site queuing spaces for arriving cars to ensure that there is no back-up into traffic. The proposed layout does include

some space off Santa Monica but nothing for the commercial entry off West Knoll. Neither entry is currently acceptable.

It is clear that in addition to the extensive Traffic Study incorporating the items and issues detailed in WHNNA's comment letter, a parking demand study is needed to clarify and resolve whether or not the design and layout of the parking, driveway access, ingress, egress and loading of the Project is adequate to service its demands and to minimize negative impacts on the surrounding community. As a general rule, tandem space layouts or non-conventional parking solutions are worth considering if and only when a hardship exists. In this case if the parking levels were well-designed, the up-sloping site actually has assets for the staging and layout of parking that many other properties do not have. It is difficult to make findings that any hardship exists that the Project necessitates anything other than conventionally parked floor levels.

4. **Employee Parking.** The Initial Study nowhere addresses where the vast number of employees servicing the Project will park. 6700 sq. ft of restaurant space could easily employ 75 to 100 staff and depending on what sort of commercial tenants occupy the Project, 100's of additional employees will need to be park either in or near the Project. The neighborhoods to the north and south are already permit parking districts and there is little if no available public parking in the blocks surrounding the Project. As such, in addition to traffic and parking demand studies, a comprehensive study and plan for employee parking including conditions that will sufficiently incentivize alternative means of transportation should be included in the EIR.

5. **Aesthetics** - The Initial Study fails to properly analyze the adverse effects the Project's aesthetics would have on neighboring residential and commercial properties and the general community. Given the failure to include renderings or elevations in the Initial Study it is impossible to properly analyze aesthetics. However, several concerns include:

a. Neighborhood Character: The renderings and elevations previously shown to the public were problematic in many respects, including relative to the structural flat blank West wall of the Project on Santa Monica Boulevard, which will be unattractive and visually unappealing both when viewed from the Ramada to the West or from Santa Monica Boulevard to the south. The prior plans also showed a large heavy blank concrete block of building on the Northeast portion of the Project, immediately adjacent to, below and across from the residential community to the north, which again would substantially degrade the existing visual character of the area.

b. Shade/Shadow: The Initial Study does not provide any information on shade and shadow effects of the Project and given the height, massing and bulk of the Project, shade and shadow effects could be appreciable, especially to properties to the west and north during morning hours and properties to the east and north in the afternoon and evening hours.

c. Height: The project is proposed on an ascending slope. This slope can be advantageous for new development if such topography is used creatively to situate the project with as little impacts as possible. The adjacent Ramada Hotel and residential structures illustrate how lower scaled, terraced development can still accommodate reasonable density on S. Monica Blvd. In this case, the proposed design solution fails to take full advantage of the sloping conditions with poor choices for access and egress locations. The height measurement method used in the application was introduced into the Code specifically for descending slope purposes in order to mitigate impacts at street level. **When applied to ascending slopes the opposite occurs and rather than mitigate scale impacts the height becomes increased at the sidewalk level from a baseline, pre-incentive height limit of 35 feet to 70 feet at Santa Monica Blvd. This strategy results in a highly dense, stacked solution that extends in a manner clearly out of scale above the sidewalk at Santa Monica Boulevard and irrefutably incompatible with the area.** The new mixed-use project at Santa Monica Blvd. and Hancock accommodated its density in four stories and 45 feet. Other than the historic Emser Tile Building, that pre-dates current General Plan goals and zoning limitations, there is not one other 70 ft. tall structures in the along Santa Monica Boulevard, the City's "Main Street" that under the City's General Plan is supposed to promote pedestrian-scaled development. In this case, application of this height measurement method will have a demonstrable adverse impact on the quality of life at the street, it is contrary to pedestrian activation objectives in the General Plan and results in a significant change of character to the boulevard. Further study is needed to assess the impacts of a 70 foot structure at the street and from the residential community behind.

d. Graphic Signage. Large planes of graphic signage/billboards appear across the Santa Monica Blvd. façade of the Project. This type of signage conflicts with the W. Hollywood community's "Main Street" concept for Santa Monica Blvd. in the city's Code and the Santa Monica Boulevard Streetscape Plan. Such "Supergraphics" signage would substantially change the visual character of this area and would not contribute to the pedestrian walkability of Santa Monica Boulevard as suggested in the General Plan and would set an unintentional undesired precedent for this type of offsite advertising being allowed.

6. **Severe Economic Impacts**. The Initial Study fails to include any discussion concerning the serious deleterious economic impacts the Project will inflict on the local commercial community. During the 18 months of construction alone, with the resulting noise, vibration, traffic impacts and unsightliness of an open construction site, the Ramada Plaza will suffer vast damage to its bottom line with a large number of its units becoming un-saleable or at the very least saleable but at a markedly reduced daily rate. Not only will the Ramada Plaza's income be negatively impacted but the City's Transit Occupancy Taxes and sales and other revenues from the Ramada Plaza and its commercial tenants will be seriously damaged. Staffing will inevitably be cut by the Ramada as well as its commercial tenants with further negative economic impacts reverberating throughout the community.

As mentioned in the WHNNA comment letter, detailed analysis and study and recommendations for new and effective mitigation measures during construction are crucial.

Given the current designs for the Project with its unsightly tall, undifferentiated West Wall, the Ramada Plaza runs the significant risk of long term financial losses as well, due to the shade and shadow and unattractive view of the Project from a large number of its rooms on the east end of the hotel. The EIR should analyze and consider these short and long term negative financial impacts and offer alternatives to the current plan.

7. **Hydrology, Soils and Geological Issues.** WHNNA's letter already suggests that substantial additional study of the local high water table, soils and geology of the neighborhood and how especially the high water table in the area will be impacted by the Project. The Ramada Plaza concurs with these concerns and is uniquely concerned that the 4 levels of subterranean parking and retaining walls cut into the hillside on the north end of the Project site will divert large volumes of underground water onto its and other nearby properties, thrusting significant unexpected water, soils and other geological problems in the area.

Based on adjacent commercial property development to both sides of the subject property, the Project goals of mixed use housing and office over retail can be accommodated without the need to excavate, grade, export and haul massive quantities of earth from the site. The current underground proposal will have substantive negative impacts. Simply by learning from its immediate neighbors, the Project could employ a site work and excavation strategy that would result in less impacts to the soils, geography and subsurface stability of the site and should be considered as an alternative in the EIR. How if at all is the Project design addressing these concerns especially given the overwhelming evidence that water and soils issues are already commonplace in the immediate vicinity?

8. **Cumulative Study of the Project and Pending Projects Across the Street and in Vicinity.** In addition to the Project, new development projects are currently under consideration immediately across the street at the former Athletic Club/Palm Bar site. Although nothing is yet on its plate, the Ramada Plaza may consider revisions to its properties in the next decade. Furthermore, development of the previously approved mixed use project at 9001 Santa Monica Boulevard is apparently now proceeding and the large scale Melrose Triangle project also to the West of the Project site is making its way through the entitlement process now.

The new projects in and around the Project site offers a unique opportunity for the City of West Hollywood to devise a mini-master plan that would study and best resolve planning, traffic, pedestrian and vehicular access, street plan and other impacts and factors on a more neighborhood scale, instead of piecemeal, project by project. Such a combined strategy could easily improve the community in a way that a single project review could not.

Moreover, as per statistics provided by the City's housing department, upwards of 2,000 new residential units are already approved, being constructed or in the pipeline with potentially more on the way. This will result in a spurt of new growth in a fairly short period of time that inevitably will affect traffic and pedestrian patterns and flow throughout the City. In view thereof, study and review of the cumulative impacts of all this new residential and commercial development is appropriate.

9. **Land Use.**

a. Affordable Housing: The Project's requested incentives are based on the development strategy to "max" out perceived development rights that extend beyond General Plan development standards. While all communities should be integrating affordable housing when possible, based on the City's RHNA allocations, this Project could more than make its contribution of new affordable units to the City with a conventional on-grade design and avoid many unnecessary impacts. It is inaccurate to suggest that the City's interest in adding affordable units are best served by introducing unmitigatable negative impacts borne by seeking inappropriate density increases for the purposes of a "maxed" out project. Discretionary review is precisely designed to avoid this unintended result and sometimes "less is more". It is very possible to add affordable units without detrimentally impacting the surrounding area. The EIR study should carefully weigh alternatives including the reduced impacts of the Project if it were to meet affordable units requirements under the current code that already incorporates additional floor area for transit-oriented density bonuses and identify the specific impacts that would occur by doubling up on incentives (State and Local) for affordable housing.

b. **Live/Work:** Live/Work units are proposed on the easterly portion of the site well above grade. If in fact, live/work is to be integrated into the site, in order to reduce impacts it should be accessible to the public and disabled community from the sidewalk. The proposed live/work units are very narrow and unlikely to result in a well functioning and livable environment. Furthermore, such a use should be parked according to code requirements.

c. **Green Building:** As currently proposed, the Project does not appear to be designed in accordance with State CalGreen provisions that place a primacy on performance of the building. The Project's massing and orientation strategy results in extreme and unnecessary excavation, poor light quality, lack of ventilation, lack of landscaping/tree canopy on grade, ill configured live/work units, lack of on- site storm water capture, power generation, etc. The Project's increased density adversely impacts the efficient and effective conformance with the provisions of sustainable design practices.

10. **Air Quality.** As configured, the Project does not address an important air quality consideration. There are four levels of enclosed parking spaces. Enclosed structures require mechanical exhaust systems to remove carbon monoxide. There has been no accommodation

indicated to house the equipment and locate the ducting in a safe manner. The Project must indicate how and where the carbon monoxide will be exhausted in order to avoid any impacts to the adjacent hotel and the residences to the rear.

The greatest challenge with high-density housing is ensuring quality space with nice natural light and ventilation within the living units. There are many excellent examples of new high-density housing in West Hollywood that have resulted in quality living environments. (See Sierra Bonita Apartments (50 ft. high) by the WHCHC for example). This Project situates a large number of units within the core of the project oriented out to small courts or in reality large light wells. The EIR should explore how these interior openings result in adequate natural ventilation to achieve appropriate indoor air quality?

11. **Noise.** The Project roof plans indicate non-occupied green spaces; however, the residential units HVAC systems will likely require roof top condensers. The EIR should examine potential noise impacts to both the hotel rooms and adjacent residences from over 100 condensing units on the roof top.

The submitted drawings also suggest that a common open space area may be located at the westerly parcel on one of the upper floors. This space would be located in close proximity to hotel rooms directly adjacent to this space. There may be unintended impacts to hotel guests due to noise associated with the active use of this space.

12. **Lighting:** Hotel rooms adjacent to the proposed common area may be impacted by improperly located or unshielded exterior lighting. Please study the proposed Project for these impacts and proper mitigations.

Summary:

While we welcome compatible development of this property and believe the neighborhood and street life could be improved by a well-designed and suitable project, thus far the proposed design's inconsistent and unclear documents do not rise to even the lowest acceptable level for development in this situation. The Project seeks to extend beyond maximum allowable density limits by relying on discretionary requests for incentive-based increases. In order to accommodate this density, the Project proposes unreasonable parking configurations, including multiple tandem parking and parallel parking configurations, that may result in severe impacts both to the operation of the restaurant, retail, office and live/work units, as well as the adjacent street flow because of staging necessitated by these unreasonable parking strategies.

Rather than accounting for the adjacent uses, neighboring commercial and residential context, a steeply ascending slope condition, soil stabilization needs, underground water considerations and substantive traffic impacts, the Project instead proposes to situate itself apart from its context

through a misguided attempt to maximize all possible discretionary options in spite of the clear need for restraint, recognition of and addressing impacts and promoting a well-sited, compatible, creative on grade-based development that is characteristic of the adjacent community.

The Project unit count of 93 units represents a substantial increase in population to the neighborhood. It is out of scale, out of character, very poorly parked and misguided in its distribution of the land use density. It is imperative that a comprehensive EIR study include at least two other alternate projects:

Alternate #1: Project that terraces up the hill with on grade parking like its immediately adjacent neighbors; and

Alternate #2: A full block, fully integrated Project that combines the proposed Project at 8555 Santa Monica Blvd. with its neighbor at 8585 Santa Monica (Ramada Hotel) and best relates to the new development at the former Athletic Club property directly across Santa Monica Boulevard by exploring shard driveway access and an internal drive court thoroughfare (between West Knoll and Westmount) and other traffic design and mitigation measures that would best promote better pedestrian street life, create the best possible community and pedestrian friendly environment and mitigate more effectively the traffic and service needs of the entire area.

Thank you for your consideration.

Very truly yours,

Mark E. Lehman, for Ramada Plaza
West Hollywood

cc: Ramada Plaza West Hollywood
Ric Abramson

Laurie Yelton
Associate Planner
Community Development Department
City of West Hollywood
8300 Santa Monica Blvd.
West Hollywood, CA 90069

RE: 8555 Santa Monica Blvd. Environmental Impact Study

Laurie:

The purpose of this correspondence is to voice our concerns, comments and questions regarding the 8555 Santa Monica Blvd. Environmental Impact Study, and the significant changes that this project will have on homeowners and residents of N. West Knoll Drive.

We have owned the single-family home at 8553 N. West Knoll Drive since 1972. I grew up on this street, and have witnessed its transformation from a quiet block filled with single-family homes, with commercial property on both corners at Santa Monica Blvd.. Some years later came the development of the condos at 8535 N West Knoll, followed by the development of the Chamberlain Hotel, and various other condo and apartment projects in the immediate area.

We have witnessed the area's development and transformation, and believe that the growth was managed well by the City of West Hollywood. The proposed development at 8555 SMB is different. We believe that this project will significantly deteriorate the quality of life for residents of this block of N. West Knoll Drive and the immediate neighborhood. This project will literally double the number of residential units in the immediate neighborhood, this rapid increase will negatively impact the quality of life. How will the impact be mitigated?

This is a massive project that significantly alters the character of the neighborhood. This lack of compatibility and scale with both the residential structures behind and even with the commercial structures on SMB can only be mitigated by a reduction in both size and footprint.

The scale of the structure will block the views from the front of our home that we have enjoyed for forty years. 8555 SMB's north facing balconies, will emerge as our new view, additionally noise will increase significantly from activity on 30 balconies.

The neighborhood is very dense and this project will significantly increase traffic. Traffic is already heavy on N West Knoll as many motorists cut through our narrow streets to avoid traffic on SMB. We already have daily trips from commercial truck that park on the street to service the Chamberlain Hotel.

Additional deliveries will only worsen the current situation. Will all delivery trucks be required to use the garage entrance or will they be allowed to park on West Knoll Dr.? if yes, this will significantly impact the neighborhood with sound, vibration, blocked parking and other access issues.

Our questions surrounding the construction phase include:

During construction, how and where will construction vehicles be staged?
During concrete pours, will all street parking on West Knoll be blocked?
How many truck trips will be required?
How many trucks will be allowed to line up at one time?
Will they be allowed to idle indefinitely?
Where will construction workers park?
Will staging be limited to SMB?

Subsidence
While the Initial Study states that this parking lot will only go down one story, this is only true for the SMB side of the project. The north side of the project will remove at least 3.5 stories of soil from the hillside to build the parking lot. What are the historical impacts of subsidence in this neighborhood? What are the likely impacts of a construction project of this magnitude?

Soil Conditions
Developer has asserted that they will use a "new" technology called Mat Slab to address the water issues. However, it is our understanding that specific soil and geology requirements must exist for this technology to be successful. Does the geology and soils meet these conditions? If not, what are the conditions and what mitigants would be required?

Hydrology and Water Quality
a-e) Goundwater, Drainage and Runoff (additional questions)
We know that this site overlays a major underground water system that had sufficient reliable flow to supply the Beverly Hills Water Department water wells on La Cienega for close to a century. Please describe this system including source watershed, source flows, routes and dimensions of major aquifers and rivers, flow rates, directional flows, and pressures, and the impacts of its interference.
Please study surface runoff and the impacts of the project on surface runoff. The existing structures contain many varieties of surfaces that hold, diffuse and redirect runoff. The proposed project is more monolithic and would appear to have more impervious surfaces.
We believe there needs to be a complete evaluation of surface water flows, particularly impacts upon gutters and storm channels. Will the project have any impact upon areas downstream? Will increase surface run-off exacerbate surface flows?
Due to the topography and grade, area gutters and storm drains are known to overflow during heavy rains and rainy seasons. Is there capacity for extra

runoff? How much capacity is there and how much will this project contribute? How much will the project pay to offset this contribution?
Local experience with the high groundwater table is extensive and spans periods of drought and deluge. There have been numerous reports of special problems in the area owing to the high groundwater table including subsidence, collapse, flooding, flotation, buoyancy, mold, and the discovery and inadvertent dispersal of hazardous and/or toxic substances including but not limited to oil, tar, explosive fumes, gasoline and oil production residue.
These conditions and environmental impacts need to be adequately assessed, described, quantified, evaluated and subsequent mitigation measures discussed in the DEIR.

Similarly many of the residential and commercial buildings in this area require extensive use of sump pumps to attempt to mitigate the effects of the voluminous underground water and high water table and several local buildings have been materially affected by this issue long term. There is substantial concern that the subterranean parking systems, no matter how well shielded, may divert substantial underground water flow onto adjacent properties, with the potential for serious long term damage and injury to those properties.
How will sump pump and other mitigation systems in nearby buildings be impacted?

Will this project require nearby buildings to modify or materially increase their underground water mitigation measures?
Please provide data or modeling to assess similar impacts related to interference with this major underground water system. What happens should the proposed project act like a dam or a huge impenetrable obstacle across this major water system? Will the neighborhood to the north saturate and flood? How much can we expect the groundwater to rise? How will sump pump and other mitigation systems in nearby buildings be impacted? Will this project require nearby buildings to modify or materially increase their underground water mitigation measures?

What are the long-term effects of the underground conditions on liquefaction and on the water table?

What is the proposed disposal for the discharged groundwater during construction?

Taking into consideration all of these concerns, our request is that alternatives design solutions should be incorporated that would make the impact of 8555 SMB project less severe on the long established neighborhood that is seeks entry into. These include:

Reduce size to three stories.
Remove traffic entrance from West Knoll.
Remove balconies facing north.

3 Story mixed use with ground floor retail and second & third stories townhome style two story live/work spaces. Narrow and tall with balconies on the SOUTH side of the building.

Sincerely,

Pierre Norrington & James Norrington
8553 N West Knoll Drive
West Hollywood, CA 90069

Cc: Council Member D'Amico
Council Member Duran
Council Member Heilman
Council Member Land
Council Member Prang
Delivered via email:
lyelton@weho.org
jdamico@weho.org
jduran@weho.org
fsolomon@weho.org
aland@weho.org
jprang@weho.org

Russ, Linda

Subject: FW: WHNNA : URGENT! 8555 SMB EIR Questions

Laurie Yelton
Associate Planner
Community Development Department
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216

RE: 8555 SANTA MONICA BLVD PROPOSED PROJECT

As long time residents and homeowners of six units at 8535 West Knoll Drive, we would like to voice our concerns regarding the proposed behemouth structure planned for 8555 Santa Monica Blvd.

Our major concerns are traffic and congestion on West Knoll and the surrounding residential streets. It is already difficult entering and exiting our building especially when large trucks are traveling on our street. Traffic backs up and cars have to wait to pass. It's almost impossible to exit onto Santa Monica Blvd as well as exiting east or west onto Holloway. This is at all times of the day not just peak hours.

We are concerned about Air Quality during construction and after completion with the increase of cars in such a confined area. We are concerned about the noise not only during construction but the long term impact after contsruction. Will we continue to have quiet emjoyment in our homes?

Will the new structure block the availability of natural light to our building? Will there be shadows cast from such an enormous structure?

The footprint and scale of this project seems to be incompatable with all of the surrounding buildings on Santa Monica Blvd.

There has already been slippage to our building and we are currently experiencing cracks in wall corners and slanting floors. All of the digging for the new project would exacerbate our already existing problems.

We would appreciate your addressing our concerns.

Sincerely,

Linda Russ (Units 304 and 316)
Carol Weiner (Unit 306)
Suzann Brent (309)
Carmen Ulmer (Unit 218)
Derek Boardman (Unit 307)

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: PAUL OPPENHEIM

Affiliation: _____
(resident, businessperson, agency representative, community group member)

Address: 8535 WEST KNOLL

Phone: _____

Email: OPPENHEIMPC@AOL.COM

Comments:

Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

Paul Oppenheim – re: 8555 Santa Monica Blvd Study 4.22.13

I am here on Earth Day as a citizen of this densely populated city. I have lived at 8535 West Knoll Dr. for 27 years. This small street is already dealing with --

Severe traffic congestion

Increased noise and air pollution

Unstable earth--- in 2001, the City documented an earthquake fault running directly thru the area proposed for construction. Our building has suffered from underground water induced soil erosion.

North West Knoll is such a narrow street, cars from different directions can barely pass each other. Is the street to be widened? Is street parking to be reduced?
Will you put a traffic lights on West Knoll & Santa Monica Blvd as well as Holloway & Westmount?

Views will be destroyed. Sunlight will be diminished.

We already live here & we ask you to carefully monitor the impact of this absurdly out of scale project. thank you

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: Michail Syklanakis

Affiliation: Resident
(resident, businessperson, agency representative, community group member)

Address: 8535 west KNOLL DR
313
CA 90069

Phone:

Email: mihailsik@gmail.com

Comments:

I believe the size of the project is three times the size it should be. Apart from the obvious serious issues of traffic, noise and air quality, it is also aesthetically displeasing for the whole Neighbourhood.

I wish to recommend a significant downsizing of the whole project. No balconies on west knoll drive and no subteranean parking whatsoever. Also no commercial loading or unloading of trucks on the too narrow West Knoll Dr.

Thank you for listening

Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: CAROL WEINER

Affiliation: Resident
(resident, businessperson, agency representative, community group member)

Address: 8535 WEST KNOLL DR 306 WEST HOLLYWOOD CA 90069

Phone: 310-291-6055

Email: carol-weiner@yahoo.com

Comments:

(1) Project may out of scale for area

(2) Major impact on traffic, parking - during construction and after construction when building is occupied

(3) noise will increase to an unbearable level.

It is almost impossible to get up + down West Knoll many day because of truck + delivery to Hedley Apts and the Chamberlain Hotel

Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: LINDA RUSS *Affiliation:* RESIDENT
(resident, businessperson, agency representative, community group member)

Address: 8535 W. KNOLL DR *Phone:* 323-855-4704

Email: lruss@cbs.com

Comments:

OUT OF SCALE - NOT COMPATIBLE TO OTHER BLDGS IN W.H.

NOISE

TRAFFIC IS ALREADY AT MAXIMUM ON W. KNOLL

PARKING ON WEST KNOLL

BLDG TOO LARGE SCALE - FSOR

~~WEST KNOLL STREET~~

Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: Carmen Ulmer

Affiliation: Resident for 27 years
(resident, businessperson, agency representative, community group member)

Address: 8535 W. Knoll Dr. 218 LA CA 90069

Phone:

Email: ulmercdg@earthlink.net

Comments: Project too large - will have tremendous ~~pro~~ NEGATIVE impact on.

1) Traffic
2) Character of the neighborhood (Aesthetics)
4) Earthquakes Risk
5) Pollution (air quality / noise)
6) Parking issues
7) Sewerage
8) Transformer load

Definitely against it -

Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: PAUL OPPENHEIM

Affiliation: _____
(resident, businessperson, agency representative, community group member)

Address: 8535 WEST KNOLL

Phone: _____

Email: OPPENHEIMPC@AOL.COM

Comments:

Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

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Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: Michail Syklanakis

Affiliation: Resident
(resident, businessperson, agency representative, community group member)

Address: 8535 west KNOLL DR
313
CA 90069

Phone:

Email: mihailsik@gmail.com

Comments:

I believe the size of the project is three times the size it should be. Apart from the obvious serious issues of traffic, noise and air quality, it is also aesthetically displeasing for the whole Neighbourhood.

I wish to recommend a significant downsizing of the whole project. No balconies on west knoll drive and no subteranean parking whatsoever. Also no commercial loading or unloading of trucks on the too narrow West Knoll Dr.

Thank you for listening

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Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: CAROL WEINER

Affiliation: Resident
(resident, businessperson, agency representative, community group member)

Address: 8535 WEST KNOLL DR 306 WEST HOLLYWOOD CA 90069

Phone: 310-291-6055

Email: carol-weiner@yahoo.com

Comments:

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Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: LINDA RUSS *Affiliation:* RESIDENT
(resident, businessperson, agency representative, community group member)

Address: 8535 W. KNOLL DR *Phone:* 323-855-4704

Email: lruss@cbs.com

Comments:

OUT OF SCALE - NOT COMPATIBLE TO OTHER BLDGS IN W.H.

NOISE

TRAFFIC IS ALREADY AT MAXIMUM ON W. KNOLL

PARKING ON WEST KNOLL

BLDG TOO LARGE SCALE - FSOR

~~WEST KNOLL STREET~~

Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: Carmen Ulmer

Affiliation: Resident for 27 years
(resident, businessperson, agency representative, community group member)

Address: 8535 W. Knoll Dr. 218 LA CA 90069

Phone:

Email: ulmercdg@earthlink.net

Comments: Project too large - will have tremendous ~~pro~~ NEGATIVE impact on.

1) Traffic
2) Character of the neighborhood (Aesthetics)
4) Earthquakes Risk
5) Pollution (air quality / noise)
6) Parking issues
7) Sewerage
8) Transformer load

Definitely against it -

Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: ADAM KOFFMAN

Affiliation: RESIDENT
(resident, businessperson, agency representative, community group member)

Address: 8535 N WEST KNOLL #305
WEST HOLLYWOOD CA 90069

Phone: 310 435 2213

Email: arkoffman@hotmail.com

Comments:

DURING CONSTRUCTION, WILL THERE BE TRUCKS AND WORKERS AND/OR EQUIPMENT ON WEST KNOLL?

WILL THERE BE ANY HAZARDS TO PEOPLE OR VEHICLES, SUCH AS NAILS IN THE STREET ETC?

Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: LINDA RUSS

Affiliation: Resident (Homeowner)
(resident, businessperson, agency representative, community group member)

Address: 8535 W. Knoll DR
Unit 304
West Hollywood, Ca

Phone: 323-855-4704

Email: lruss@cbs.com

Comments:

(1) What is the impact of natural light on the Building across the Street which I live in the front Unit? I don't want to end up with a "dark" Unit! - West Knoll DR

(2) Traffic impact on Street

(3) How many cars do you estimate going in and out of apartments? The Street is Narrow

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: Joan BARTON

Affiliation: Resident
(resident, businessperson, agency representative, community group member)

Address: 1180 ALTA LOMA RD #1406

Phone:

Email: JOANMBARTON@AOL.COM

Comments:

IS the city of West Hollywood out of its collective mind to allow this project that blocks down from the four buildings on Sunset & La Cienega?

Traffic is destroying our once-lovely city. Why is this happening?

Can't West Hollywood ever say "No?"

Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: Scott Henrotin

Affiliation: resident / homeowner
(resident, businessperson, agency representative, community group member)

Address: 8535 W. Knoll Dr #308
WeHo 90069

Phone: 213 804 7186

Email: shenrotin@allenmatkins.com

Comments:

*1. Aesthetics – Degradation of visual character of area
- Creation of new light / glare sources affecting views (Hillwood Hills views)
- Shadows on + offsite created by 5 story development

effects of massing and intensity of large structure

2. Greenhouse Gas Emissions

*3. Transportation / Traffic Impacts –
- Increased traffic impacting intersections, roadway segments, etc.
- Cumulative traffic increases
- hazards and inadequate emergency access

*4. Air Quality –
- Exhaust emissions
- Construction related air pollution + emissions + violation of air quality standards
- increased pollution concentrations

Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

over

*5. Geology / Soils –
- Seismic related ground failure
- Instability of soil resulting in

possible offsite landslide liquefaction + collapse

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: SUZANN BRENT

Affiliation: RESIDENT
(resident, businessperson, agency representative, community group member)

Address: 8533 WEST KNOLL

Phone: 310 945-2519

Email: SUZBRENTLA@AOL.COM

Comments:

VERY CONCERNED ABOUT GROUND SETTLING.

WHO DO WE SUE WHEN OUR CONDOS EXPERIENCE FLOOR SETTLING AND SLANTING?

Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: Darrell Daniel

Affiliation: _____
(resident, businessperson, agency representative, community group member)

Address: _____

_____

_____

Phone: _____

Email: _____

Comments:

Guest Parking & traffic

Please submit to:
Laurie Yelton, Associate Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216
email: lyelton@weho.org

Appendix B

Site Plans, Elevations, Renderings, and Landscaping Plan

MARCH 15 2021

dfh architects
architecture interiors entitlements
1544 20th street SM, CA
1+310.394.4045
info@dfhaia.com
www.dfhaia.com

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
COVER SHEET

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE

SHEET A000

BUILDING CODE INFORMATION

APPLICABLE CODES

2019 CALIFORNIA BUILDING CODE (BASED ON 2018 IBC)(CBC)

PROJECT WILL COMPLY WITH 2019 CALIFORNIA BUILDING CODE CHAPTER 11A & 11B FOR ACCESSIBILITY REQUIREMENTS

2019 CALIFORNIA MECHANICAL CODE (BASED ON 2015 UMC)

2019 CALIFORNIA PLUMBING CODE (BASED ON 2015 UPC)

2019 CALIFORNIA ELECTRICAL CODE ()

2019 CALIFORNIA GREEN BUILDING CODE

2019 CALIFORNIA FIRE CODE (CFC)

2019 CALIFORNIA REFERENCED STANDARDS CODE, PART 12, TITLE 24 C.C.R.

2019 CALIFORNIA ENERGY CODE, TITLE 24, PART 6

ARCHITECTURAL ABBREVIATIONS

ACOUS.	Acoustical	M.C.	Medicine Cabinet
A.D.	Area Drain	MECH.	Mechanical
ADJ.	Adjustable	MEMB.	Membrane
AGGR.	Aggregate	MTL.	Metal
AL.	Aluminum	MFR.	Manufacturer
APPROX.	Approximate	MH.	Manhole
ARCH.	Architectural	MIN.	Minimum
ASB.	Asbestos	MIR.	Mirror
ASPH.	Asphalt	MISC.	Miscellaneous
		M.O.	Masonry Opening
		MTD.	Mounted
BD.	Board	MUL.	Mullion
BITUM.	Bituminous		
BLDG.	Building	N.	North
BLK.	Block	N.I.C.	Not In Contract
BLKG.	Blocking	NO or #	Number
BM.	Beam	NOM.	Nominal
BOT.	Bottom	N.T.S.	Not To Scale
CAB.	Cabinet	O.A.	Overall
C.B.	Catch Basin	OBS.	Obscure
CEM.	Cement	O.C.	On Center
CER.	Ceramic	O.D.	Outside Diameter (Dim.)
C.I.	Cast Iron	OFF.	Office
CLG.	Ceiling	OPNG.	Opening
CLKG.	Caulking	OPP.	Opposite
CLO.	Closet		
CLR.	Clear	PRCST.	Pre-cast
COL.	Column	PL.	Plate
CONC.	Concrete	P.LAM.	Plastic Laminate
CONN.	Connection	PLAS.	Plaster
CONSTR.	Construction	PLYWD.	Plywood
CONT.	Continuous	PR.	Pair
CORR.	Corridor	PT.	Paint
CTSK.	Countersunk	P.T.D.	Paper Towel Dispenser
CNTR.	Counter	P.T.D/R	Combination Paper Towel Dispenser & Receptacle
CTR.	Center	PTN.	Partition
		P.T.R.	Paper Towel Receptacle
DBL.	Double		
DEPT.	Department		
D.F.	Drinking Fountain	Q.T.	Quarry Tile
DTL.	Detail		
DIA.	Diameter		
DIM.	Dimension	R.	Riser
DISP.	Dispenser	RAD.	Radius
DN.	Down	R.D.	Roof Drain
D.O.	Door Opening	REF.	Reference
DR.	Door	REFR.	Refrigerator
DWR.	Drawer	RGTR.	Register
DS.	Downspout	REINF.	Reinforced
D.S.P.	Dry Standpipe	REQD.	Required
DWG.	Drawing	RESIL.	Resilient
		RM.	Room
E.	East		
EA.	Each		
E.J.	Expansion Joint	R.O.	Rough Opening
ELEC.	Electrical	RWD.	Redwood
ELEV.	Elevator	RWL.	Rain Water Leader
EMER.	Emergency		
ENCL.	Enclosure		
E.P.	Electrical Water Cooler	SO.	South
EXIST.	Existing	S.C.	Solid Core
EXP.	Exposed	S.C.D.	Seat Cover Dispenser
EXT.	Exterior	SCHED.	Schedule
		S.D.	Soap Dispenser
		SEC.	Secure/Security
F.A.	Fire Alarm	SECT.	Section
F.B.	Flat Bar	SHR.	Shower
F.D.	Floor Drain	SHT	Sheet
FDN.	Foundation	SIM.	Similar
F.E.	Fire Extinguisher	S.N.D.	Sanitary Napkin Dispenser
F.E.C.	Fire Extinguisher Cabinet	S.N.R.	Sanitary Napkin Receptacle
F.F.	Finished Floor	SPEC.	Specification
FIN.	Finish	SQ.	Square
FL.	Floor	SS.	Stainless Steel
FLASH.	Flashing	S.S.D.	See Structural Drawings
FLUOR.	Fluorescent	S.SK.	Service Sink
F.O.C.	Face of Concrete	STA.	Station
F.O.F.	Face of Finish	STD.	Standard
F.O.S.	Face of Studs	STL.	Steel
FPRF.	Fireproof	STOR.	Storage
F.S.	Finish surface	STRUC.	Structural
FT.	Feet	SUSP.	Suspended
FTG.	Footing	SYM.	Symmetrical/Similar
FURR.	Furring		
FUT.	Future		
		T.R.	Top of Roof
		TRD.	Tread
GA.	Gauge	T.B.	Towel Bar
GALV.	Galvanized	T.O.C.	Top of Curb
G.B.	Grab Bar	TEL.	Telephone
GL.	Glass	TER.	Terrazzo
GND.	Ground	THK.	Thickness
GR.	Grade	T.&G.	Tongue and Groove
GYP.	Gypsum	THK.	Thick
		T.O.P.	Top of Pavement
		T.O.S.	Top of Slab
H.B.	Hose Bibb	T.P.D.	Toilet Paper Dispenser
H.C.	Hollow Core	T.V.	Television
HDWD.	Hardwood	T.O.W.	Top of Wall
HDWE.	Hardware	TYP.	Typical
H.M.	Hollow Metal		
HORIZ.	Horizontal	UNF.	Unfinished
HR.	Hour	U.O.N.	Unless Otherwise Noted
HGT.	Height	UR.	Urinal
H.P.	High Point		
I.D.	Inside Diameter (Dim.)	VERT.	Vertical
INSUL.	Insulation	VEST.	Vestibule
INT.	Interior		
		W.	West
JAN.	Janitor	WTH.	Width
JT.	Joint	W/	With
		W.C.	Water Closet
KIT.	Kitchen	WD.	Wood
		W/O	Without
		WP.	Waterproof
		WSCT.	Wainscot
		WT.	Weight

TYPE OF CONSTRUCTION

BUILDING: TYPE 1-B
(FULLY SPRINKLERED - NFPA 13 PER 903.3.1.1/903.3.1.2)
SUBTERRANEAN PARKING: TYPE I / A

OCCUPANCY

R-2 APARTMENT
S-2 PARKING GARAGE
A-2 ASSEMBLY
M- MERCANTILE
B- BUSINESS

ARCHITECTURAL SYMBOLS

Exterior Elevation — 1 / A000 — Elevation Number / Sheet Number

Building Section — 1 / A000 — Section Number / Sheet Number

Elevation Mark — 0-00" (000.00')

Elevation/Grade — 000.00'

Match Line

North Arrow — Project North / True North

Property Line

Break Line

New Dimension — 0'-0"

Existing Dimension — (0'-0") / 0'-00" / 359.84'

PROJECT DIRECTORY

APPLICANT/OWNER:
SOTO CAPITAL, LP
P.O.BOX 17119
B.HILLS CA 90209
T:323.653.0152
CONTACT: BEN SOROUDI

DFH ARCHITECTS:
1544 20th STREET SANTA MONICA, CA 90025
T: 310.394.4045
CONTACT: JAMES FISCHER

LANDUSE CONSULTANT:
SEYMOUR CONSULTING GROUP
2815 TOWNSGATE ROAD SUITE 140
WESTLAKE VILLAGE CA 91361
T: 818-905-0283 OFFICE
CONTACT: JEFFREY A. SEYMOUR

LANDSCAPE ARCHITECT:
Gaudet Design Group
2109 Stoner Ave.
Los Angeles, CA 90025
310 828 4908
dgaudet@gaudetdesigngroup.com
Dirk J. Gaudet

CITY NOTES:

1. SEWER SERVICE TO 8562 WESTKNOLL DRIVE WILL BE MAINTAINED DURING CONSTRUCTION AND POST CONSTRUCTION.
2. ANY RESTAURANT OR FOOD SERVICE BUSINESS WILL NEED TO COMPLY WITH APPROPRIATE INDUSTRIAL WASTE REQUIREMENTS AND THEY WILL NEED TO BE A PART OF THE CITY OF WEST HOLLYWOOD'S FOOD WASTE PROGRAM PROVIDED BY THE CITY'S FRANCHISED WASTE HAULER.
3. APPLICANT SHALL RE-DIRECT A PORTION OF THE SEWER CONNECTION ON THE SUBJECT PROPERTY THAT IS USED FOR THE RESIDENTIAL PROPERTIES TO THE NORTHWEST.
4. CONSTRUCTION VEHICLES MUST PARK OFF-SITE DURING CONSTRUCTION.
5. THIS PROJECT SITE IS 1.4 ACRES. TO COMPLY WITH THE NATIONAL POLLUTANT ELIMINATION DISCHARGE SYSTEM (NPDES) PERMIT REQUIREMENTS, A STANDARD URBAN STORMWATER MITIGATION PLAN (SUSMP) MUST BE PREPARED BY THE CONTRACTOR OR OWNER AND APPROVED BY THE CITY. ALSO FOR SITES WITH MORE THAN 1 ACRE OF DISTURBED AREA, A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MUST BE PREPARED AND THE CONTRACTOR MUST PROVIDE EVIDENCE TO THE BUILDING AND SAFETY DIVISION THAT A NOTICE OF INTENT (NOI) HAS BEEN SUBMITTED TO THE APPROPRIATE STATE AGENCY.

PLANNING CODE INFORMATION

ZONING		
Multifamily Residential Lot	**R4B**	
Commercial Community Lot	**CC1**	
SETBACKS- WHMC 19.10.040 Table 2-6		
COMMERCIAL	**REQUIRED**	**PROPOSED**
Front	none	0-0"
Side	10 ft. if adjacent to a parcel in a residential zoning district, or more as necessary to provide a minimum separation of 15 ft. between commercial and residential structures; none required otherwise. This project is adjacent to a Residential zone only at the rear of the property.	0'-0" (Req. Side) 5'-0" -15'-0" (proposed at west side)
Rear below 35'height	10 ft. if adjacent to a parcel in a residential zoning district, or more as necessary to provide a minimum separation of 15 ft. between commercial and residential structures; none required otherwise. This project is adjacent to a Residential zone only at the rear of the property.	10'-0"-(Req. Rear) 10'-0" (Proposed)
Rear above 35' height	If the proposed project is adjacent to an R-1, R-2, R-3, or R-4 residential zoning district, the 25 feet of the structure located closest to the residential zoning district shall be limited to 35 feet in height, and the impact of the structure shall be mitigated to the satisfaction of the Commission with architectural, or additional landscape treatment; This project is adjacent to a Residential zone only at the rear of the property.	25'-0" (Required) 25'-0" (Proposed)
Street side, corner lot	No minimum required; a maximum of 25 ft. is allowed	0'-0" (Required) 0'-0" (Proposed)
RESIDENTIAL	**REQUIRED**	**PROPOSED**
Front	Average of front setbacks of the 2 structures closest to the front property lines on the 2 adjacent parcels, with no maximum for lots located in R4B zone; If a parcel on either side of the site is not zoned residential, or if the site is a corner lot, the first two adjacent residential lots shall be used for the purposes of calculating the average setback. Average of 2 Adjacent residential lots:14.42 + 13.69 : 2 = 14.1'	14.1' = 14'-1 1/4"
Side	5 ft.+ For all lots: An additional 1 ft. setback is required for each story above the 2nd story. 5'-0"+ 1'+1'+1'= 8'-0" Required @ 1 side	8'-0"
Rear	None required; Residential Lot and Commercial Lots are tied together	0'-0"

BUILDABLE AREA		
LOT AREA		
R4B	18,933	**SF**
CC1	42,164	**SF**
TOTAL	61,097	**SF (1.4 Acres)**
R4B ALLOWABLE DENSITY		**PROPOSED**
Per W.H.M.C. 1 du/872 SF of lot area		
	# Units Allowed= Lot area/872 sf = 18,933sf /872sf = 21.7 = 22 Units	22
35% Density Bonus for affordable housing		8
	TOTAL PROJECT UNITS ALLOWABLE	30
	TOTAL PROJECT UNITS PROPOSED ON RESIDENTIAL LOT	30

R4B PROPOSED AREA		**ALLOWABLE AREA (SF)**
	Level 1 R4B	7,257
	Level 2 R4B	7,449
	Level 3 R4B	7,445
	Level 4 R4B	7,427
	Level 5 R4B	6,422
	TOTAL RESIDENTIAL UNIT AREA	36,000
	AVERAGE UNIT AREA ALLOWABLE	1,200
	AVERAGE UNIT AREA PROPOSED	1,200
	Level -1 Storage	524
	Level 1 Storage	2,091
	Level 1.5 Storage	2,162
	TOTAL RESIDENTIAL STORAGE AREA	4,777

CC1 ALLOWABLE DENSITY	**FAR**	**ALLOWABLE AREA (SF)**
CC1 Base FAR	1.50	63,246
+Mixed Use Bonus FAR	0.50	21,082
FAR before Density Bonus	2.00	84,328
+35% Density Bonus for affordable housing	0.70	29,515
FAR with Density bonus	2.70	113,843
+Green Building Bonus FAR	0.10	4,216
Total CC1 FAR Permitted	2.80	118,059

PROGRAM SUMMARY FLOOR AREA

PROGRAM: SUMMARY OF PROPOSED FLOOR AREA INCLUDED IN FAR		**SF**
BASEMENT PARKING (-1)	COMMERCIAL AND RESIDENTIAL PARKING	0
FIRST FLOOR (01)	COMMERCIAL USES AND COMMERCIAL PARKING	19,784
MEZZANINE (1.5)	RESIDENTIAL PARKING	897
SECOND FLOOR (02)	COMMERCIAL AND RESIDENTIAL USES	28,056
THIRD FLOOR (03)	RESIDENTIAL	25,809
FOURTH FLOOR (04)	RESIDENTIAL	24,053
FIFTH FLOOR (05)	RESIDENTIAL	19,460
	TOTAL FOOR AREA PROPOSED ON COMMERCIAL LOT (CC1)	118,059
	TOTAL RESIDENTIAL UNIT AREA ON R4B LOT	36,000
	TOTAL RESIDENTIAL STORAGE AREA ON R4B LOT	4,777
	TOTAL PROJECT FLOOR AREA	158,836

AFFORDABLE HOUSING CONCESSIONS

AFFORDABLE HOUSING CONCESSIONS

1. AN ADDITIONAL STORY, NOT TO EXCEED 10 FEET

2. AN EXTRA MEZZANINE LEVEL FOR RESIDENTIAL PARKING (VEHICLE AND BICYCLE) CONSISTING OF A PARTIAL LEVEL LOCATED ABOVE A PORTION OF THE FIRST FLOOR AND BELOW A PORTION OF THE SECOND FLOOR, OPEN TO THE FIRST FLOOR AND PREDOMINANTLY SUBTERRANEAN, AND CREATING NO GREATER VOLUME IN THE PROJECT'S ENVELOPE THAN THAT AUTHORIZED UNDER THE CODE (INCLUDING HEIGHT INCENTIVE AND CONCESSIONS)

PROJECT INFORMATION

PROJECT ADDRESS: 8555 SANTA MONICA BLVD.
WEST HOLLYWOO, CA 90069

LOT:	ASSESSOR PARCEL NO:
LOT 5	APN 4339-005-013
LOT 6	APN 4339-005-010
LOT 6	APN 4339-005-011
LOT 6	APN 4339-005-012
LOT 7	APN 4339-005-013
LOT 8-11	APN 5339-005-025

VICINITY MAP

SHEET INDEX

ARCHITECTURAL

Sheet #	Sheet Title	03/15/21
A0.00	COVER SHEET	
A0.01a	PROJECT DATA	
A0.01b	PROJECT DATA	
A0.01c	RESIDENTIAL UNITS INFO	
A0.02a	GREEN BUILDING POINTS	
A0.02b	GREEN BUILDING POINTS	
A1.00	SURVEY	
A1.00A	EXISTING BUILDING ELEVATION	
A1.01	SITE PHOTOS	
A1.02	SITE PHOTOS	
A1.03	SITE PHOTOS	
A1.06a	SHADOW STUDY	
A1.06b	SHADOW STUDY	
A1.07	MASSING MODEL	
A1.09	AERIAL VIEW	
A1.10	SITE PLAN	
A1.14	NORTHEAST VIEW	
A1.15	SOUTH FACADE VIEW	
A1.16	PLAZA VIEW	
A1.17	EAST FACADE VIEW	
A1.18	WEST FACADE VIEW	
A1.19	NORTHWEST VIEW	
A2.00	SUBTERRANEAN PARKING	
A2.01	FIRST FLOOR PLAN	
A2.01-5	MEZZANINE LEVEL 1.5 FLOOR PLAN	
A2.02	SECOND FLOOR PLAN	
A2.03	THIRD FLOOR PLAN	
A2.04	FOURTH FLOOR PLAN	
A2.05	FIFTH FLOOR PLAN	

ARCHITECTURAL

Sheet #	Sheet Title	03/15/21
A2.05-5	FIFTH RESIDENTIAL FLOOR PLAN	
A2.06	ROOF PLAN	
A3.01	BUILDING ELEVATIONS	
A3.02	BUILDING ELEVATIONS	
A3.10	EXTERIOR MATERIALS	
A3.11	EXTERIOR MATERIALS	
A4.01	BUILDING SECTIONS	
A4.02	BUILDING SECTIONS	
A4.03	BUILDING SECTIONS	

LANDSCAPE

L-1.0	1ST GROUND FLOOR LANDSCAPE PLAN	
L-1.1	2ND FLOOR LANDSCAPE PLAN	
L-1.2	3RD FLOOR LANDSCAPE PLAN	
L-1.3	4TH FLOOR LANDSCAPE PLAN	
L-1.4a	5TH FLOOR LANDSCAPE PLAN	
L-1.4b	5TH RESIDENTIAL FLOOR LANDSCAPE PLAN	
L-1.5	ROOF LANDSCAPE PLAN	
L-1.6	PROPOSED PLANT MATERIAL	

BUILDING HEIGHT		
R4B HEIGHT	**ALLOWABLE**	**PROPOSED**
R4B zoning	4 Stories, 45'-0"	
Affordable Housing Height Bonus:	1 Story, 10'-0"	
Total R4B Height:	55'-0"	55'-0"
Total Number of Stories	(5 Stories)	(5 Stories)
CC1 HEIGHT	**ALLOWABLE**	**PROPOSED**
CC1 zoning:	3 Stories, 35'-0"	
Mixed Use Height Bonus:	1 Story, 10'-0"	
Affordable Housing Height Bonus:	1 Story, 10'-0"	
Total CC1 Height:	55'-0"	55'-0"
Total Number of Stories	(5 Stories)	(5 Stories)

INCLUSIONARY HOUSING W.H.M.C. 19.22.030		
*Projects of Ten or Fewer Units. One unit.		

**Projects of Forty-one Units or More. Twenty percent of the unit count provided as units of comparable size and finish quality to the non-inclusionary units, or if it would result in additional inclusionary units and units that better serve the affordable housing needs of the City, 20 percent of the gross residential floor area of all non-inclusionary units. If the floor area calculation is used, units provided shall be a minimum of one bedroom and a minimum interior area of 650 square feet with finishes and appliances of "builders quality" or better.

	# UNITS ALLOWED / REQ.	# UNITS PROPOSED
Baseline Units In CC1 zone	60	60
Moderate Income Unit	6	6
Very Low Income Units	6	6
TOTAL INCLUSIONARY HOUSING UNITS IN CC1 ZONE	12	12
BONUS UNITS IN CC1 ZONE	21	21
TOTAL UNITS IN CC1 ZONE	81	81
Baseline Units In R4B zone	22	22
Moderate Income Unit	1	1
Low Income Units	4	4
TOTAL INCLUSIONARY HOUSING UNITS IN RB4 ZONE	5	5
BONUS UNITS IN RB4 ZONE	8	8
TOTAL UNITS IN R4B ZONE	30	30
TOTAL PROJECT UNITS		
TOTAL MARKET RATE UNITS ON CC1 & R4B LOT	94	94
TOTAL INCLUSIONARY HOUSING UNITS	17	17
TOTAL PROJECT UNITS	111	111

NOT FOR CONSTRUCTION

JOB TITLE
SANTA MONICA & WEST KNOLL MIXED USE BUILDING

JOB ADDRESS
8555 SANTA MONICA BLVD
WEST HOLLYWOOD, CA 90069

SHEET TITLE
PROJECT DATA

ISSUED FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE

SHEET A0.01a

PARKING REQUIRED

PARKING REQUIREMENTS W.H.M.C. 19.28.040 & 19.22.050			
RESIDENTIAL PARKING REQUIREMENTS FOR CC1 LOT:			
*Inclusionary Housing Parking incentive: Parking Incentives. Density bonus housing development shall be granted the following parking space requirements when requested by the developer, inclusive of handicapped, which shall be granted to all units in the development:			
Number of Bedrooms	Parking Space Per Unit		
Studios	1		
1 Bedroom:	1		
2-3 Bedrooms	2		
4 or more Bedrooms:	2.5		
RESIDENITAL PARKING REQUIREMENTS FOR R4B LOT:			
Number of Bedrooms	Parking Space Per Unit		
Studios	1		
1 Bedroom:	1.5		
2-3 Bedrooms	2		
4 or more Bedrooms:	2.5		
Guest parking: 0			
ROUNDING			
Rounding of Quantities. When calculating the number of parking spaces required, fractional spaces equal to or greater than one-half shall be rounded up to the nearest whole number and fractions less than one-half shall be eliminated			
FLOOR LEVEL			

FLOOR (1) CC1 Required Parking	AREA	RATIO/1000SF	TOTAL
RESTAURANT	3,938	9	35
RETAIL	14,488	3.5	51
TOTAL PARKING			86
FLOOR (2)CC1 (1)RB4 Required Parking	**AREA/#UNITS**	**RATIO/1000SF**	**TOTAL**
CREATIVE OFFICE	6,711	3.5	23
HAIR SALON	3,643	5	18
LIVE/WORK	15,494	3.5	54
STUDIO	0	1	0
2 BEDROOM	6	2	12
TOTAL PARKING			107
FLOOR (3)CC1 (2)RB4 Required Parking	**# UNITS**	**PER UNIT**	**TOTAL**
STUDIO	2	1	2
1 BEDROOM	11	1	11
2 BEDROOM	22	2	44
TOTAL PARKING			57
FLOOR (4)CC1 (3)RB4 Required Parking	**# UNITS**	**PER UNIT**	**TOTAL**
STUDIO	0	1	0
1 BEDROOM	16	1	16
2 BEDROOM	18	2	36
TOTAL PARKING			52
FLOOR (5)CC1 (4)RB4 Required Parking	**# UNITS**	**PER UNIT**	**TOTAL**
STUDIO	4	1	4
1 BEDROOM	14	1	14
2 BEDROOM	12	2	24
TOTAL PARKING			42
FLOOR (5)RB4 Required Parking	**# UNITS**	**PER UNIT**	**TOTAL**
2 BEDROOM	6	2	12
TOTAL PARKING			12
TOTAL COMMERCIAL PARKING SPACES REQUIRED			127
TOTAL LIVE/WORK PARKING SPACES REQUIRED			54
CC1 LOT RESIDENTIAL PARKING SPACES REQUIRED			115
RB4 LOT RESIDENTIAL PARKING SPACES REQUIRED			60
TOTAL PARKING REQUIRED FOR PROJECT			356

ADA SPACES REQUIRED/PROVIDED

ADA SPACES REQUIRED	REQ.	PROVIDED	TOTAL
Commercial ADA Parking 151-200	6	6	10
Residential ADA Parking 2% OF 175=3.5	4	4	

PARKING SUMMARY

PARKING REQUIREMENTS W.H.M.C. 19.28.040 & 19.22.050				
Program	**AREA/NO.**	**RATIO/1000SF**	**TOTAL**	
RESTAURANT	3,938	9	35	
RETAIL	14,488	3.5	51	
CREATIVE OFFICE	6,711	3.5	23	
HAIR SALON	3,643	5	18	
LIVE/WORK	15,494	3.5	54	
STUDIO	6	1	6	
1 BEDROOM	41	1	41	
2 BEDROOM	64	2	128	
TOTAL COMMERCIAL SPACES REQUIRED			127	
TOTAL LIVE/WORK SPACES REQUIRED			54	
TOTAL RESIDENTIAL SPACES REQUIRED FOR CC1 LOT			115	
TOTAL RESIDENTIAL SPACES REQUIRED FOR RB4 LOT			60	
TOTAL PARKING REQUIRED FOR PROJECT			356	
PROVIDED PARKING: TYPE	**LEVEL -1**	**LEVEL 1**	**MEZZ LVL 1.5**	**TOTAL**
COMMERCIAL	94	23	0	117
LIVEWORK	0	54	0	54
RESIDENTIAL	82	5	88	175
TOTAL	176	82	88	346
TOTAL COMMERCIAL SPACES PROVIDED				117
TOTAL LIVE/WORK SPACES PROVIDED				54
TOTAL RESIDENTIAL SPACES PARKING FOR CC1 LOT				115
TOTAL RESIDENTIAL SPACES PARKING FOR RB4 LOT				60
TOTAL SPACES PROVIDED FOR PROJECT				346

PARKING PROVIDED

PROVIDED PARKING: TYPE	LEVEL -1	LEVEL 1	MEZZ. LVL 1.5	TOTAL
COMMERCIAL	94	23	0	117
LIVE/WORK SINGLE	0	0	0	0
LIVE/WORK IN TANDEM	0	54	0	54
RESIDENTIAL SINGLE	20	1	26	47
RESIDENTIAL IN TANDEM	62	4	62	128
TOTAL	176	82	88	346
TYPE INCLUDED ABOVE	**LEVEL -1**	**LEVEL 1**	**MEZZ. LVL 1.5**	**TOTAL**
COMMERCIAL COMPACT	8	16	0	24
COMMERCIAL STANDARD	85	3	0	88
COMMERCIAL MOD. STANDARD	1	4	0	5
LIVE/WORK COMPACT	0	1	0	1
LIVE/WORK STANDARD	0	17	0	17
LIVE/WORK MOD. STANDARD	0	36	0	36
RESIDENTIAL COMPACT	10	1	5	16
RESIDENTIAL STANDARD	26	0	43	69
RESIDENTIAL MOD. STANDARD	46	4	40	90
TOTAL	176	82	88	346
COMPACT SPACES INCLUDED ABOVE	**LEVEL -1**	**LEVEL 1**	**MEZZ. LVL 1.5**	**TOTAL**
COMPACT / MODIFIED STANDARD INCL. ABOVE	65	62	45	172
PERCENTAGE OF TOTAL COMPACT CARS TO TOTAL NUMBER OF PARKING PROVIDED: 172 : 346 = 49.4% ≤ 50%				

ADA SPACES INCLUDED ABOVE	LEVEL -1	LEVEL 1	MEZZ. LVL 1.5	TOTAL
COMMERCIAL ADA INCL. ABOVE	6	0	0	6
RESIDENTIAL ADA INCL. ABOVE	1	0	3	4
			TOTAL	10

RB4 LOT RESIENTIAL PARKING INCLUDED ABOVE	Required	Provided
30 (2 BEDROOMS)	2 PER UNIT	60
TOLAL		60

ELECTRIC VEHICLE CHARGING SPACES

EV Charging spaces required	Required	Provided
Commercial 171 cars (171 x 10%= 17.1=18 EV)	18	18
Residential 175 cars (175 x 10%= 17.5= 18 EV)	18	18

LOADING

LOADING SPACE REQUIREMENTS W.H.M.C 19.28.160				REQ.
Type of Land Use	Total Gross Floor Area	Loading Spaces Required		
Office uses	Less than 20,000 sq. ft.	0		
Retail and other allowed commercial uses	20,001 sq. ft. ft and more	1 for every 20,000 sq. ft. or fraction thereof		
		Total Office Area	6,711	0
		Total Retail, Restaurant, Hair salon, Live/work Area	37,563	2
		TOTAL LOADING REQUIRED		2
		TOTAL LOADING PROPOSED		2

BICYCLE PARKING

BICYCLE SPACE REQUIREMENTS W.H.M.C 19.28.150					
Provide Secure Bike Parking Commercial: 1 space/7 employees or 7,500 sq. ft. and 1 space/10,000 sf visitor Residential: 1 space/ 4 dwelling units			# Spaces Proposed/Floor		
PROGRAM		**#REQ. SPACES**	**LEVEL -1**	**LEVEL 1**	**MEZZ. LVL 1.5**
Residential Units	111	28	113		9
Commercial Employees	44,274	6	6		
Commercial Visitors	44,274	5		5	
TOTAL REQUIRED		39	119	5	9
TOTAL PROPOSED		133			

COMMERCIAL DEVELOPMENT REQUIREMENTS

SHOWER AND DRESSING SPACE REQUIREMENTS					
1. A minimum of one shower facility shall be provided in new projects with a gross floor area between 10,000 and 24,999 square feet, two showers in projects between 25,000 square feet and 124,999 square feet, and four showers for any project over 125,000 square feet. Dressing areas shall be provided for shower facilities. 2. Lockers for clothing and other personal effects shall be located in close proximity to showers and dressing areas to permit access to locker areas by either gender. A minimum of one clothes locker shall be provided for each employee bicycle parking space required.					
			# & Proposed Location		
PROGRAM		**#REQ. /PROPOSED**	**LEVEL -1**	**LEVEL 1**	**MEZZ. LVL 1.5**
Commercial Area (Retail, Restaurant, Office, Hair salon) for Showers	28,780	2	1	1	
Commercial Employee Bike spaces Required = # Lockers Required (6 Employee bike spaces prov.)		6	3	3	

DETAILED PROGRAM INFORMATION

FLOOR LEVEL	PROGRAM		SF		
BASEMENT PARKING			**GROSS SF**	**NONRESIDENTIAL**	**RESIDENTIAL**
AREA NOT INCLUDED IN FAR	PARKING LEVEL -1 (NOT INCLUDED IN FAR)		53,509		
	TOTAL FLOOR AREA (NOT INCLUDED IN FAR)		53,509		
FLOOR (01) Area CC1 Lot			**GROSS SF**		
AREA NOT INCLUDED IN FAR	PARKING LEVEL 1(NOT INCLUDED IN FAR)		32,337		
FLOOR AREA INCLUDED IN FAR	RESTAURANT		3,938	2.5%	
	RETAIL		14,488	9.1%	
	SHOWER/LOCKER		115	0.1%	
	COMMERCIAL WASTE / RECYCLING		227	0.1%	
	COMMERCIAL CIRCULATION (INCLUDES STAIRS, ELEVATORS, CORR.)		1,016	0.6%	
	TOTAL INCLUDED IN FAR CALC. (CC1 LOT)		19,784		
FLOOR MEZZ. FLOOR (1.5) Area CC1 Lot			**GROSS SF**		
AREA NOT INCLUDED IN FAR	PARKING LEVEL 1.5(NOT INCLUDED IN FAR)		27,379		
FLOOR AREA INCLUDED IN FAR	RESIDENTIAL ELECTRICAL		317		0.2%
	RESIDENTIAL TRASH/RECYLING AREA		480		0.3%
	COMMERCIAL ELECTRICAL		100	0.1%	
	TOTAL INCLUDED IN FAR CALC. (CC1 LOT)		897		
FLOOR (02) Area CC1 Lot / FLOOR (01) Area R4B Lot		**NET SF**	**GROSS SF**		
FLOOR AREA INCLUDED IN FAR	CREATIVE OFFICE		6,711	4.2%	
	LIVE/WORK		15,494	9.8%	
	HAIR SALON		3,643	2.3%	
	RESIDENTIAL RECREATION ROOM		892		0.6%
	RES./COMM. CIRC. (SHARED INCLUDES STAIRS, ELEVATORS)		328	0.1%	0.1%
	RESIDENTIAL LOBBY		833		0.5%
	RESIDENTIAL CIRCULATION (INCLUDES ELEVATORS,TRASH)		155		0.1%
	TOTAL INCLUDED IN FAR CALC. (CC1 LOT)		28,056		
	RESIDENTIAL NOT INCLUDED IN FAR CALC. (R4B LOT)		7,257		4.6%
FLOOR (03) Area CC1 Lot / FLOOR (02) Area R4B Lot		**NET SF**	**GROSS SF**		
FLOOR AREA INCLUDED IN FAR	RESIDENTIAL UNITS (12 ONE BEDROOM & 21 TWO BEDROOM UNITS)		25,387		16.0%
	RESIDENTIAL CIRCULATION (INCLUDES STAIRS, ELEV., TRASH)		422		0.3%
	TOTAL INCLUDED IN FAR CALC. (CC1 LOT)		25,809		
	RESIDENTIAL NOT INCLUDED IN FAR CALC. (R4B LOT)		7,449		4.7%
FLOOR (04) Area CC1 Lot / FLOOR (03) Area R4B Lot		**NET SF**	**GROSS SF**		
FLOOR AREA INCLUDED IN FAR	RESIDENTIAL UNITS (15 ONE BEDROOM & 17 TWO BEDROOM UNITS)		23,633		14.9%
	RESIDENTIAL CIRCULATION (INCLUDES STAIRS, ELEV., CORR. TRASH)		420		0.3%
	TOTAL INCLUDED IN FAR CALC. (CC1 LOT)		24,053		
	RESIDENTIAL NOT INCLUDED IN FAR CALC. (R4B LOT)		7,445		4.7%
FLOOR (05) Area CC1 Lot / FLOOR (04) Area R4B Lot		**NET SF**	**GROSS SF**		
FLOOR AREA INCLUDED IN FAR	RESIDENTIAL UNITS (13 ONE BEDROOM & 14 TWO BEDROOM UNITS)		19,046		12.0%
	RESIDENTIAL CIRCULATION (INCLUDES STAIRS, ELEV., CORR. TRASH)		414		0.3%
	TOTAL INCLUDED IN FAR CALC. (CC1 LOT)		19,460		
	RESIDENTIAL NOT INCLUDED IN FAR CALC. (R4B LOT)		7,427		4.7%
FLOOR (05) Area R4B Lot		**NET SF**	**GROSS SF**		
	RESIDENTIAL NOT INCLUDED IN FAR CALC. (R4B LOT)		6,422		4.0%
			PROJECT FLOOR AREA PROPOSED	**GROSS SF**	
	TOTAL FLOOR AREA PROPOSED ON CC1 LOT		118,059		
	COMMERCIAL TOTAL FLOOR AREA PROPOSED ON CC1 LOT		45,896	28.9%	
	RESIDENTIAL TOTAL FLOOR AREA PROPOSED ON CC1 LOT		72,163		
	TOTAL FLOOR AREA PROPOSED ON R4B LOT		36,000		71.1%
	TOTAL RESIDENTIAL STORAGE AREA ON R4B LOT		4,777		
	TOTAL PROJECT FLOOR AREA PROPOSED		158,836	100.0%	

SOLID WASTE AND RECYCLING

SOLID WASTE AND RECYCLING REQUIREMENTS W.H.M.C. 19.20.180
* Individual Unit Storage Requirements for residential units. Each dwelling unit shall be designed to include a space with a minimum of three cubic feet for the storage of solid waste and three cubic feet for the storage of recyclable material

SOLID WASTE AND RECYCLING REQUIREMENTS (SQ. FT)				
RESIDENTIAL				
	SOLID WASTE	RECYCLING	COMPOST	TOTAL
101-125 UNITS	240	240	-	480
NON-RESIDENTIAL				
	SOLID WASTE	RECYCLING	COMPOST	TOTAL
25,001-50,000	96	96	35	227

RESIDENTIAL OPEN SPACE

COMMON OPEN SPACE		
Common Open space Required for 31+ units (19.28.280), habitable level (Lvl 2)	Min dimension: 15', 100% open to the sky; 60% located on first	
LOCATION	AREA OPEN TO SKY W/ 15' MIN DIMENSION	
Level 2- Common Open Space 1		554
Level 2- Common Open Space 2		334
Level 2- Common Open Space 3		1,112
TOTAL REQ = 2,000SF	TOTAL PROVIDED	2,000
**Level 2 - Additional Open Space		5,258
**Includes area that does not meet both requirements of being open to the sky and/or 15' min. dimension	**TOTAL	7,258
FOR COMMON OPEN SPACES PROVIDED SEE SHEET A2.02		

PRIVATE OPEN SPACE		
120 sf Private Open space Required for per unit	Min dimension: 7', 33% Open Perimeter	
TOTAL PRIVATE OPEN SPACE REQUIRED (120 x 111) =		13,320
FOR DETAILED PRIVATE OPEN SPACES PROVIDED SEE SHEET A0.01c		
TOTAL PRIVATE OPEN SPACE PROVIDED		22,483

NOT FOR CONSTRUCTION

JOB TITLE
SANTA MONICA & WEST KNOLL MIXED USE BUILDING

JOB ADDRESS
8555 SANTA MONICA BLVD
WEST HOLLYWOOD, CA 90069

SHEET TITLE
PROJECT DATA

ISSUED FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE

SHEET A0.01b

NET AREA IS MEASURED FROM FINISH TO FINISH

RESIDENTIAL NET AREA				
COUNT	UNIT TYPE	UNIT #	NET AREA	PRIVATE O.S
level 2				-
R4B	1ST RESIDENTIAL FLOOR			
1	2BEDROOM	220	1,176 SF	207 SF
2	2BEDROOM	221	1,161 SF	120 SF
3	2BEDROOM	222	1,186 SF	126 SF
4	2BEDROOM	223	1,118 SF	120 SF
5	2BEDROOM	224	1,269 SF	141 SF
6	2BEDROOM	225	1,242 SF	136 SF
			7,154 SF	851 SF
level 3				-
CC1				
7	2BEDROOM	301	854 SF	140 SF
8	1BEDROOM	302	803 SF	132 SF
9	1BEDROOM	303	792 SF	139 SF
10	1BEDROOM	304	803 SF	132 SF
11	1BEDROOM	305	803 SF	127 SF
12	2BEDROOM	306	918 SF	153 SF
13	2BEDROOM	307	854 SF	142 SF
14	2BEDROOM	308	853 SF	141 SF
15	STUDIO	309	435 SF	145 SF
16	2BEDROOM	310	1,721 SF	968 SF
17	2BEDROOM	311	1,093 SF	126 SF
18	2BEDROOM	312	1,026 SF	134 SF
19	2BEDROOM	313	981 SF	137 SF
20	1BEDROOM	314	693 SF	128 SF
21	1BEDROOM	315	588 SF	134 SF
22	1BEDROOM	316	757 SF	122 SF
23	1BEDROOM	317	613 SF	158 SF
24	1BEDROOM	318	562 SF	134 SF
25	1BEDROOM	319	549 SF	120 SF
26	1BEDROOM	320	761 SF	133 SF
27	2BEDROOM	321	897 SF	206 SF
28	2BEDROOM	322	954 SF	216 SF
29	2BEDROOM	323	954 SF	218 SF
30	2BEDROOM	324	915 SF	128 SF
31	2BEDROOM	325	861 SF	131 SF
32	2BEDROOM	326	863 SF	132 SF
33	2BEDROOM	327	863 SF	133 SF
34	2BEDROOM	328	1,056 SF	341 SF
35	STUDIO	329	410 SF	126 SF
R4B	2ND RESIDENTIAL FLOOR			-
36	2BEDROOM	330	1,277 SF	164 SF
37	2BEDROOM	331	1,168 SF	139 SF
38	2BEDROOM	332	1,224 SF	186 SF
39	2BEDROOM	333	1,130 SF	148 SF
40	2BEDROOM	334	1,293 SF	137 SF
41	2BEDROOM	335	1,242 SF	191 SF
			31,568 SF	6,141 SF

RESIDENTIAL NET AREA				
COUNT	UNIT TYPE	UNIT #	NET AREA	PRIVATE O.S
level 4				-
CC1				
42	2BEDROOM	401	818 SF	210 SF
43	1BEDROOM	402	776 SF	146 SF
44	1BEDROOM	403	746 SF	184 SF
45	1BEDROOM	404	776 SF	143 SF
46	1BEDROOM	405	776 SF	143 SF
47	2BEDROOM	406	828 SF	155 SF
48	2BEDROOM	407	829 SF	162 SF
49	2BEDROOM	408	824 SF	144 SF
50	2BEDROOM	409	825 SF	164 SF
51	2BEDROOM	410	1,597 SF	537 SF
52	2BEDROOM	411	1,093 SF	134 SF
53	2BEDROOM	412	1,025 SF	121 SF
54	2BEDROOM	413	985 SF	132 SF
55	1BEDROOM	414	698 SF	134 SF
56	1BEDROOM	415	589 SF	126 SF
57	1BEDROOM	416	754 SF	125 SF
58	1BEDROOM	417	620 SF	158 SF
59	1BEDROOM	418	563 SF	134 SF
60	1BEDROOM	419	550 SF	120 SF
61	1BEDROOM	420	618 SF	122 SF
62	1BEDROOM	421	733 SF	170 SF
63	2BEDROOM	422	924 SF	127 SF
64	2BEDROOM	423	924 SF	138 SF
65	2BEDROOM	424	919 SF	136 SF
66	1BEDROOM	425	661 SF	233 SF
67	1BEDROOM	426	661 SF	279 SF
68	1BEDROOM	427	661 SF	279 SF
69	1BEDROOM	428	775 SF	355 SF
R4B	3RD RESIDENTIAL FLOOR			-
70	2BEDROOM	429	1,276 SF	175 SF
71	2BEDROOM	430	1,168 SF	142 SF
72	2BEDROOM	431	1,222 SF	183 SF
73	2BEDROOM	432	1,131 SF	147 SF
74	2BEDROOM	433	1,293 SF	172 SF
75	2BEDROOM	434	1,253 SF	182 SF
			29,892 SF	6,012 SF

RESIDENTIAL NET AREA				
COUNT	UNIT TYPE	UNIT #	NET AREA	PRIVATE O.S
level 5				-
CC1				
76	1BEDROOM	501	968 SF	678 SF
77	1BEDROOM	502	922 SF	632 SF
78	1BEDROOM	503	951 SF	665 SF
79	STUDIO	504	482 SF	351 SF
80	STUDIO	505	473 SF	332 SF
81	STUDIO	506	525 SF	358 SF
82	2BEDROOM	507	1,605 SF	1,231 SF
83	2BEDROOM	508	1,026 SF	140 SF
84	2BEDROOM	509	987 SF	139 SF
85	1BEDROOM	510	708 SF	139 SF
86	STUDIO	511	556 SF	122 SF
87	1BEDROOM	512	705 SF	127 SF
88	1BEDROOM	513	632 SF	160 SF
89	1BEDROOM	514	562 SF	134 SF
90	1BEDROOM	515	550 SF	120 SF
91	1BEDROOM	516	613 SF	121 SF
92	1BEDROOM	517	648 SF	207 SF
93	2BEDROOM	518	829 SF	147 SF
94	2BEDROOM	519	828 SF	147 SF
95	2BEDROOM	520	828 SF	145 SF
96	1BEDROOM	521	656 SF	123 SF
97	1BEDROOM	522	656 SF	131 SF
98	1BEDROOM	523	652 SF	124 SF
99	1BEDROOM	524	784 SF	196 SF
R4B	4TH RESIDENTIAL FLOOR			-
100	2BEDROOM	525	1,278 SF	180 SF
101	2BEDROOM	526	1,161 SF	130 SF
102	2BEDROOM	527	1,222 SF	134 SF
103	2BEDROOM	528	1,132 SF	131 SF
104	2BEDROOM	529	1,293 SF	164 SF
105	2BEDROOM	530	1,238 SF	172 SF
-			25,472 SF	7,582 SF
				-
R4B	5TH RESIDENTIAL FLOOR			
106	2BEDROOM	601	1,027 SF	358 SF
107	2BEDROOM	602	1,055 SF	298 SF
108	2BEDROOM	603	1,115 SF	318 SF
109	2BEDROOM	604	988 SF	344 SF
110	2BEDROOM	605	1,106 SF	389 SF
111	2BEDROOM	606	1,031 SF	191 SF
			6,321 SF	1,896 SF
Grand total			100,407 SF	22,483 SF

RESIDENTIAL NET AREA IN CC1 LOT		
Level	Count	NET AREA
level 3	29	24,233 SF
level 4	28	22,549 SF
level 5	24	18,147 SF
	81	64,929 SF

RESIDENTIAL NET AREA IN R4B LOT		
Level	Count	NET AREA
level 2	6	7,154 SF
level 3	6	7,335 SF
level 4	6	7,343 SF
level 5	6	7,325 SF
Roof	6	6,321 SF
	30	35,478 SF

STUDIO UNITS		
COUNT	N.S.F	AVRG. SIZE
6	2,882 SF	240 SF

1BEDROOM UNITS		
COUNT	N.S.F	AVRG. SIZE
41	28,690 SF	820 SF

2BEDROOM UNITS		
COUNT	N.S.F	AVRG. SIZE
64	68,834 SF	1,377 SF

ALL UNITS		
COUNT	N.S.F	AVRG. SIZE
111	100,407 SF	1,035 SF

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JOB TITLE
8555 SANTA MONICA MIXED USE DEVELOPMENT

JOB ADDRESS
WEST HOLLYWOOD, CA 90069

SHEET TITLE
RESIDENTIAL UNITS INFO

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE

SHEET A0.01c

WEST HOLLYWOOD GREEN BUILDING PROGRAM POINT SYSTEM

8555 Santa Monica Blvd. CATEGORY & POINTS AVAILABLE			GREEN DESIGN OR PRODUCT DESCRIPTION	POINTS REC'D	PAGE NUMBER ON PLANS/COMMENTS
SITE LOCATION			Locate buildings close to existing services to reduce environmental impacts from transportation and fully utilize infrastructure. Preserve or restore existing natural resources or amenities on the site. Ensure that the building is equipped to support recycling, alternative transportation, water conservation and other operations components.		
	1 to 3	GB01	Preserve Existing Trees Over 6" Diameter (1 pt/tree; 3 pts max.)		
Total Points	**1**	**GB02**	**Use Recycled Content Mulch or Other Landscape Amendments**	**1**	**See Landscape Notes**
Available	**4**			**1**	
NATURAL HEATING + COOLING			Reduce energy loads while maintaining comfort through passive design strategies. Increase interior comfort and health through adequate ventilation.		
	5	GB03	**Plant Deciduous Canopy Trees (min. 36" box planted in the ground) on Exposed West and/or South Elevations (1 pt/tree, 5 pts max.)**		
	5	GB04	**Provide Narrow Floor Plates (max. 50 ft. depth) and/or Courtyards to Enable Natural Ventilation**	**5**	**See dimensions on A2.01 & A2.02 for typical floor plans; Floor plates range from 30'-8" to 45'-6" <50' ✓**
	2	GB05	**Provide Operable Windows to Enable Natural Cross Ventilation (min. 20% of total window area)**	**2**	**See A3.01, A3.02 ✓**
	2	GB06	**Install Exterior Shading Devices on South- and/or West-Facing**	**2**	**See renderings and elevations ✓**
	2	GB07	**Provide Ceiling Fans (1 pt for each 50% of units or floor area served; 2 points max.)**	**2**	**To be shown in reflected ceiling plans ✓**
Total Points	3	GB08	**Eliminate Air Conditioning (available only if points for narrow floor plates, operable windows, and exterior shading are incorporated)**		
Available	**19**			**11**	
FOUNDATION			Reduce resources used and encourage use of recycled-content materials.		
	1	GB09	**Use Recycled-Content Base or Backfill Material**	**1**	**To be incicated in Civil and Structural Specifications ✓**
	3	GB10	**Incorporate Flyash or Slag Ash in Concrete (min. 15%)**	**3**	**To be incicated in Structural Specifications✓**
Total Points	2	GB11	**Increase Flyash Percentage (1 pt for each additional 5%)**	**1**	**To be incicated in Structural Specifications**
Available	**6**			**5**	
STRUCTURAL FRAME			Reduce the amount of old growth sawn wood (wider than 3x and taller than 8x) used in framing, encourage ecologically sensitive forestry, and encourage alternate framing techniques.		
	5	GB12	**Use Engineered Lumber or Steel for minimum of 90% of subfloors, sheeting, floor joists, beams, headers, and trusses, as applicable.**	**5**	**To be incicated in Structural Specifications ✓**
	2	GB13	Use Engineered Vertical Wood Studs		
	5	GB14	Use FSC-Certified Wood for Framing (1 pt for every 10% of framing lumber; max. 5 pts)		
Total Points	2	GB15	**Use Structural Insulated Panels (SIPs)**		
Available	**14**			**5**	
PLUMBING			Increase the water efficiency of plumbing fixtures and reduce energy used for water heating.		
	1	GB16	**Insulate the full length of all hot water pipes.**	**1**	**To be incicated in Plumbing Specifications ✓**
	1	GB17	**Install Low-Flow Showerheads (< 2.5 gpm)**	**1**	**To be incicated in Plumbing Specifications ✓**
	1	GB18	**Install Water Efficient Kitchen & Bathroom Faucets (<2.5 gpm)**	**1**	**To be incicated in Plumbing Specifications ✓**
	1	GB19	**Install Water Efficient Toilets (Dual-flush or <1.3 gpf)**	**1**	**To be incicated in Plumbing Specifications ✓**
	2	GB20	**Install Water Efficient Urinals (1 pt for 0.5 gpf, 2pts for water-free)**	**2**	**To be incicated in Plumbing Specifications ✓**
Total Points	2	GB21	**Install Tankless Water Heaters**	**2**	**To be incicated in Plumbing Specifications ✓**
Available	**8**			**8**	
INSULATION			Reduce energy losses through the building envelope and improve occupant comfort. Promote better indoor air quality. Increase use of recycled content and rapidly renewable materials.		
	1	**GB22**	**Install Formaldehyde-Free, Recycled-Content (min. 25%) Insulation**	**1**	**To be incicated in Architectural Specifications ✓**
	2	GB23	Install Cellulose, Cotton Batt, Bio-Based Foam in walls (min. 60% of insulation)		
Total Points	2	GB24	Install Cellulose, Cotton Batt, Bio-Based Foam in ceilings (min. 60% of insulation)		
Available	**5**				
ENERGY EFFICIENCY + RENEWABLE ENERGY			Reduce climate change impacts of building operation by increasing overall building energy efficiency and generating renewable energy. Provide for the future installation of renewable energy systems.		
	5	GB25	**Exceed Title 24 Energy Code by 5%**	**5**	**Title 24 Calculations will be provided ✓**
	15	GB26	**Exceed Title 24 Energy Code by More Than 5%. (1 pt for each additional 1% above 5% ; max. 15 pts)**	**10**	**Title 24 Calculations will be provided**
	3	GB27	**Participate in Energy Star (residential) or Savings By Design (commercial) Programs**	**3**	**Title 24 Calculations will be provided ✓**
	1	GB28	**Pre-Plumb and Provide Conduit for Solar Water Heating**	**1**	**To be shown in final Electrical drawings ✓**
	2	GB29	Install Solar Water Heating System for Domestic Hot Water		
	2	GB30	Install Solar Water Heating System for Pool Heating		
	10	GB31	**Install Photovoltaic (PV) Panels (1 pt/kW ; max. 10 pts)**	**5**	**To be incicated in Electrical Specifications ✓**
	3	GB32	**Install Energy Star Lighting (50% of total fixtures)**	**3**	**To be incicated in Electrical Specifications ✓**
	1	GB33	**Install Energy Star Exit Signs**	**1**	**To be incicated in Electrical Specifications ✓**
	1	GB34	**Install Energy Star Programmable Thermostats**	**1**	**To be incicated in Electrical Specifications ✓**
	1	GB35	**Install Timer or Photo Sensor for Exterior Lights**	**1**	**To be incicated in Electrical Specifications ✓**
Total Points	1	GB36	**Seal all Ducts with Mastic (residential) or Install per SMACNA standards (commercial)**	**1**	**To be incicated in Electrical Specifications ✓**
Available	**45**			**31**	

...CONTINUED ON SHEET A0.02b

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JOB TITLE
SANTA MONICA & WEST KNOLL MIXED USE BUILDING

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WEST HOLLYWOOD, CA 90069

SHEET TITLE
GREEN BUILDING POINTS

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SHEET A0.02a

WEST HOLLYWOOD GREEN BUILDING PROGRAM POINT SYSTEM

ROOFING			Provide roofing materials that are durable, reduce resource use, minimize interior heat gain, provide storm water management, cnd reduce the urban heat island effect.		
	2	GB46	Lse Recycled-Content Roofing Materials		
	2	GB47	Install Energy Star or Cool Roof		
	3	GB48	Install Durable Roof with Long-Term Warranty or Demonstrated Long-Term Durability (40 yr warranty for asphalt shingles, 15 yr warranty for built-up roof, metal or clay tile)		
	6	**GB49**	**Install Extensive Vegetated Green Roof (3 pt/each 50% of roof not cccupied by mechanical equip. or access stairs)**	**6**	**See A2.06 & L3.00 ✓**
	8	GB50	Install Intensive Vegetated Green Roof (4 pt/each 50% of roof not cccupied by mechanical equip. or access stairs)		
Total Points Available	**21**			**6**	
EXTERIOR FINISH			Encourage durable materials than do not require frequent maintenance.		
	3	**GB51**	**Lse Durable Exterior Finishes (1 pt/30% of exterior area) including Integral-Color or Uncolored Unpainted Stucco, Fiber-Cement Panels cr Siding, Metal Panels or Siding, Composite Wood Panel(Parklex), Glass, and other similar durable finishes.**	**3**	**All exterior finishes proposed are durable and include the following: Integral-colo Stucco, concrete, Parklex and glass. See A3.01 & A3.02 ✓**
Total Points Available	1	GB52	Lse Recycled-Content or FSC-Certified Outdoor Flooring Materials.		
	4			**3**	
INTERIOR FINISH			Reduce the use of natural resources, use rapidly renewable materials, and encourage ecologically sensitive forestry.		
	5	**GB53**	**Lse Exposed Concrete as Finished Floor (1pt/each 20%)**	**5**	**To be indicated in Architectural Specifications ✓**
	3	GB54	Lse Resource-Efficient Flooring or FSC-Certified Wood Flooring for All Wood Flooring (1pt/30% of floor area). Resource efficient includes rapidly renewable materials, recycled-content carpet or flooring tiles (min. 25% recycled content).		
	3	**GB55**	**Lse agriculture board, FSC certified, or rapidly renewable cabinetry material**	**3**	**To be indicated in Architectural Specifications**
Total Points Available	**1**	**GB56**	**Lse Recycled-Content Countertop Materials (min. 25% recycled content)**	**1**	**To be indicated in Architectural Specifications**
	12			**9**	
INNOVATIVE DESIGN			Allow for innovation in design, building systems, and materials. Add additional green design principles through innovative cpproaches.		
Total Points	**8**		T3D, 8 points max.	**0**	
TOTAL POINTS AVAILABLE	**160**		**TOTAL POINTS EARNED**	**90**	
			MANDATORY POINTS FOR COMPLIANCE	**60**	
			POINTS NEEDED FOR INCENTIVES	**90**	
CATEGORY & POINTS AVAILABLE			**GREEN DESIGN OR PRODUCT DESCRIPTION**	**POINTS REC'D**	**PAGE NUMBER ON PLANS**
MANDATORY POINTS					
New Code Requirements as part of Green Building Ordinance, effective October 1, 2007	0	**GB57**	**Provide Secure Bike Parking (1 space/7 employees or 10,000 sq. ft. or 1space/ 4 dwelling units).**	**NA**	**See Sheet A2.00 Garage level plan**
	0	**GB58**	**Label Storm Drains Adjacent to the Property.**	**NA**	**See Sheet A1.00 Survey**
	0	**GB59**	**Provide Roof Location and Install Conduit frcm Roof to Electrical Room for Future Photovoltaic System (PV) Installation.**	**NA**	**See sheet A2.06 -Roof area that is not used for common open space is constructed as green roof (2000sf).Some of this area can also be allocated to PV system but size and number of panels will be determined during CDs.**
	0	**GB60**	**Install Energy Star Appliances - Refrigerator, Washing Machine, Dishwasher.**	**NA**	**To be indicated in Architectural Specifications**
	0	**GB61**	**Provide Construction Air Quality Management Plan in Specs (at a minimum protect ducts during construction and change filters and vacuum ducts prior to occupancy).**	**NA**	**To be indicated in Architectural Specifications**
	0	**GB62**	**Lse Low-VOC Interior Paints and Wood Finishes (<= 50 g/l flat; <= 150 g/l non-flat).**	**NA**	**To be indicated in Architectural Specifications**
	0	**GB63**	**Provide owner or tenant with a Green Features/Benefits Manual.**	**NA**	**To be provided**
Existing Code Requirements for Green Building (still applicable)	0	**GB64**	**Provide Space for the Collection and Storage of Recyclables.**	**NA**	**See Sheet A1.10 site plan for trash and recycling storage location**
	0	**GB65**	**Provide preferential parking for alternative fuel vehicles (min. 2% of total spaces for commercial lots with more than 25 spaces).**	**NA**	**To be provided in final parking plans**
	0	**GB66**	**Divert Construction and Demolition Waste (min. of 80%).**	**NA**	**To be indicated in Architectural Specifications**
	0	**GB67**	**Provide Construction Site Storm Water Management Plan.**	**NA**	**To be shown in Civil drawings**
	0	**GB68**	**Provide Permeable Surfaces in Required Yards (55% of front and 50% of side).**	**NA**	**To be indicated in Landscape drawings**
	0	**GB69**	**Lse Infiltration, biofiltration or equivalent flow reduction treatment BMP for the runoff resulting from either the first 0.75 inches of rainfall or the runoff resulting from a continuous rainfall event of 0.2 inches per hour.**	**NA**	**To be shown in Civil drawings**
	0	**GB70**	**Lse Drought Tolerant and Native Species for Landscaping.**	**NA**	**See Landscape sheets L1.00, L2.00, L3.00, L4.00**
	0	**GB71**	**Install Water-Efficient Irrigation System.**	**NA**	**To be shown in Landscape drawings**
	0	**GB72**	**Parking Landscaping for Surface Parking Areas - Projects must comply with all applicable requirements. See Section 19.28.100(B) on Parking Area Landscaping Requirements.**	**NA**	**NA**
	0	**GB73**	**Transportation Demand Management - Projects must comply with cpplicable requirements. See Chapter 10.16 on Transportation Demand Management.**	**NA**	**NA**

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GREEN BUILDING POINTS

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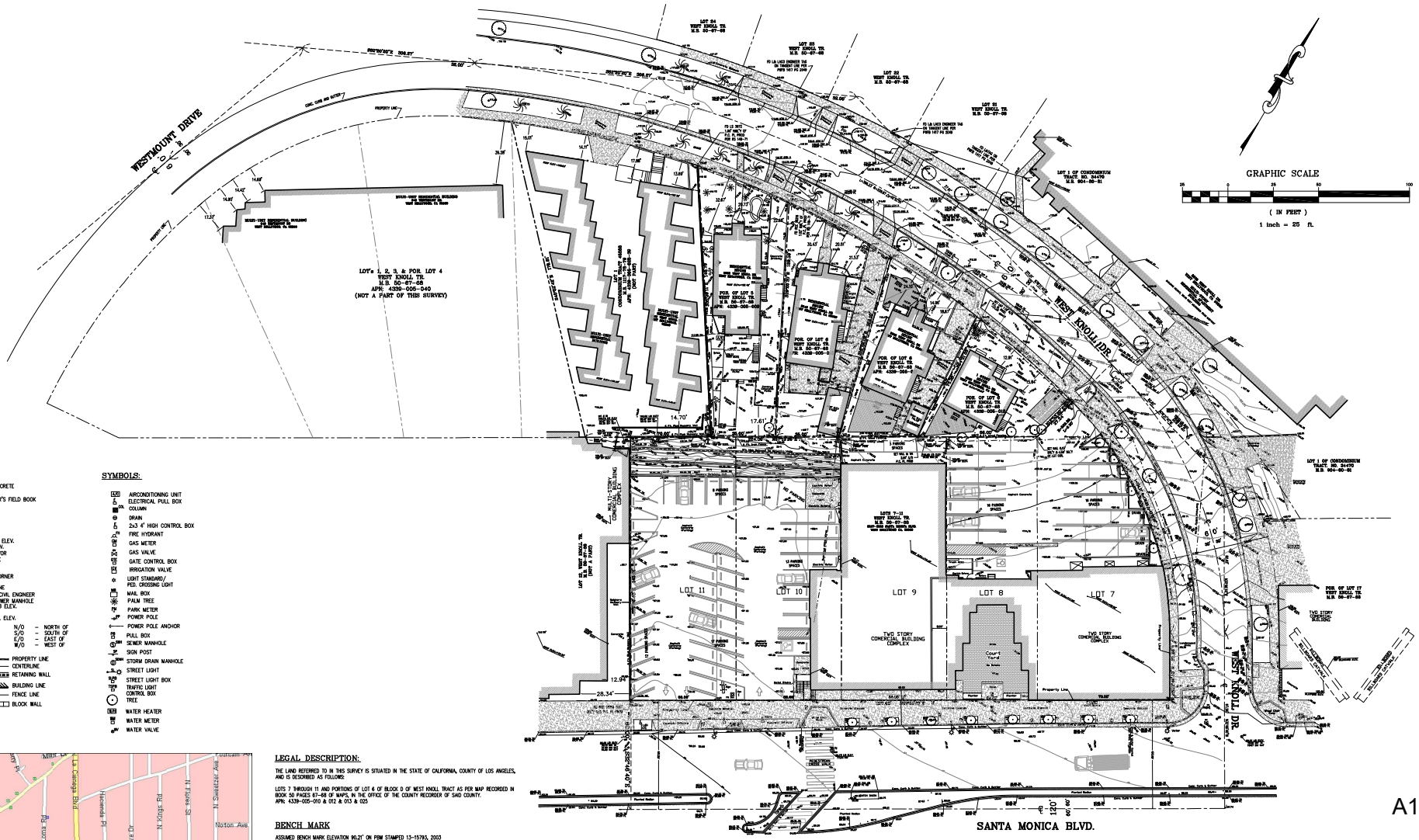


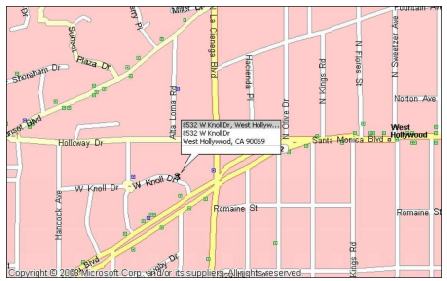
LEGEND:

A.C.	– ASPHALT CONCRETE		
CB	– CATCH BASIN		
CEFB	– CITY ENGINEER'S FIELD BOOK		
℄/CL	– CENTERLINE		
COL	– COLUMN		
CONC	– CONCRETE		
ELEC	– ELECTRIC		
FB	– FIELD BOOK		
FD	– FOUND		
FF	– FINISH FLOOR ELEV.		
FL	– FLOWLINE ELEV.		
LS	– LAND SURVEYOR		
L & T	– LEAD & TACK		
MB	– MAP BOOK		
O/S	– OFFSET		
P.C.	– PROPERTY CORNER		
PG	– PAGE		
ℙ/PL	– PROPERTY LINE		
POC	– REGISTERED CIVIL ENGINEER		
S.S.M.H.	– SANITARY SEWER MANHOLE		
TC	– TOP OF CURB ELEV.		
TR	– TRACT MAP		
TW	– TOP OF WALL ELEV.		
N'LY	– NORTHERLY	N/O	– NORTH OF
S'LY	– SOUTHERLY	S/O	– SOUTH OF
E'LY	– EASTERLY	E/O	– EAST OF
W'LY	– WESTERLY	W/O	– WEST OF

PROPERTY LINE
CENTERLINE
RETAINING WALL
BUILDING LINE
FENCE LINE
BLOCK WALL

SYMBOLS:

AIRCONDITIONING UNIT
ELECTRICAL PULL BOX
COLUMN
DRAIN
2x3 4' HIGH CONTROL BOX
FIRE HYDRANT
GAS METER
GAS VALVE
GATE CONTROL BOX
IRRIGATION VALVE
LIGHT STANDARD/ PED. CROSSING LIGHT
MAIL BOX
PALM TREE
PARK METER
POWER POLE
POWER POLE ANCHOR
PULL BOX
SEWER MANHOLE
SIGN POST
STORM DRAIN MANHOLE
STREET LIGHT
STREET LIGHT BOX
TRAFFIC LIGHT CONTROL BOX
TREE
WATER HEATER
WATER METER
WATER VALVE



VICINITY MAP
NOT TO SCALE

LEGAL DESCRIPTION:

THE LAND REFERRED TO IN THIS SURVEY IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF LOS ANGELES, AND IS DESCRIBED AS FOLLOWS:

LOTS 7 THROUGH 11 AND PORTIONS OF LOT 6 OF BLOCK D OF WEST KNOLL TRACT AS PER MAP RECORDED IN BOOK 50 PAGES 97-98 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
APN: 4339-005-010 & 012 & 013 & 025

BENCH MARK

ASSUMED BENCH MARK ELEVATION 80.21' ON PBM STAMPED 13-15783, 2003
4 FT NORTH OF NORTH CURB SANTA MONICA BLVD. 5 FT EAST OF BCR EAST
OF WEST KNOLL DR. NORTHWEST COR CATCH BASIN (TO CHANGE TO NAVD
1988 DATUM AN ADDITIONAL 149.41 FT NEEDS TO BE ADDED TO ALL ELEVATIONS)

LAND AREA:

POR OF LOT 6 APN:4339-005-009 CONTAINING AN AREA OF 5,953.26 SQ. FT., OR 0.136 ACRES, MORE OR LESS.

POR OF LOT 6 APN:4339-005-010 CONTAINING AN AREA OF 5,528.42 SQ. FT., OR 0.127 ACRES, MORE OR LESS.

POR OF LOT 6 APN:4339-005-011 CONTAINING AN AREA OF 4,347.30 SQ. FT., OR 0.099 ACRES, MORE OR LESS.

POR OF LOT 6 APN:4339-005-012 CONTAINING AN AREA OF 3,104.06 SQ. FT., OR 0.071 ACRES, MORE OR LESS.

LOTS 7 THROUGH 11 APN:4339-005-025, 013 CONTAINING AN AREA OF 42,164.18 SQ. FT., OR 0.968 ACRES, MORE OR LESS.

TOTAL AREA: 61,097.31 SQ. FT., OR 1.403 ACRES, MORE OR LESS.

CYNTHIA A. DE LEON
No. C-71604
EXP. 12-31-2020
CIVIL
STATE OF CALIFORNIA

A1.00

M&G CIVIL ENGINEERING AND
LAND SURVEYING

TITLE: TOPOGRAPHIC SURVEY
8532–8552 W. WEST KNOLL DRIVE, WEST HOLLYWOOD, CA 90069
8531–8555 SANTA MONICA BLVD., WEST HOLLYWOOD, CA 90069

CLIENT: BEN SOROUDI
JOB NO.: 19-14750
SCALE: 1" = 25'
DATE: 04/10/19
DESIGNED BY: F.G./C.W./S.A.
REVISION (S):
DRAWN BY: C.W.
CHECKED BY: C.DL.

CIVIL ENGINEERING & LAND SURVEYING
347 S. ROBERTSON BLVD.
BEVERLY HILLS, CALIFORNIA 90211
TEL. (310) 659-0871 FAX (310) 659-0845
www.mglandsur.com

SHEET 1 OF 1 SHEET
S:\DRAWINGS\19.14750.DWG (0)

NOT FOR CONSTRUCTION

JOB TITLE
SANTA MONICA & WEST KNOLL
MIXED USE BUILDING

JOB ADDRESS
8555 SANTA MONICA BLVD
WEST HOLLYWOOD, CA 90069

SHEET TITLE
EXISTING BUILDING ELEVATION

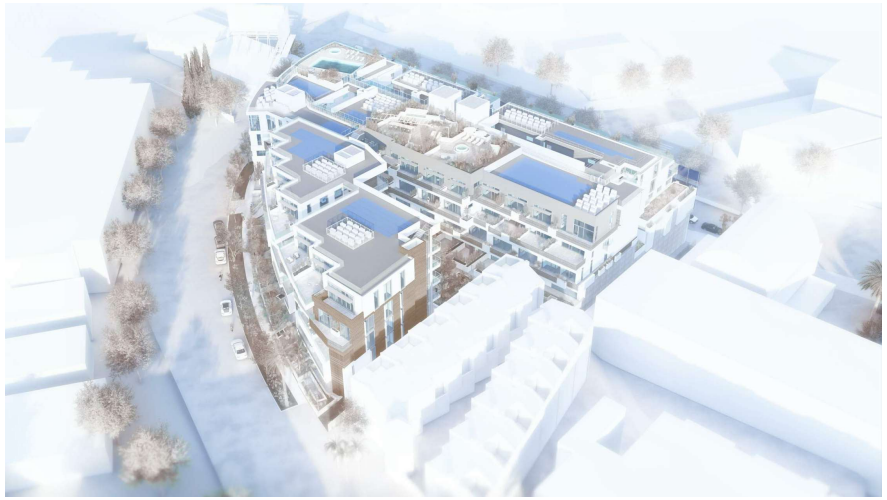
ISSUED FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE

SHEET A1.00A



MASSING MODEL, VIEW FROM NORTH WEST

MASSING MODEL, VIEW FROM NORTH

MASSING MODEL, VIEW FROM SOUTH WEST

MASSING MODEL, VIEW FROM SOUTH EAST

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
MASSING MODEL

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE

SHEET A1.07

IMAGE IS TAKEN IN 2014

TOTAL LOT AREA: 61,097 SF

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
AERIAL VIEW

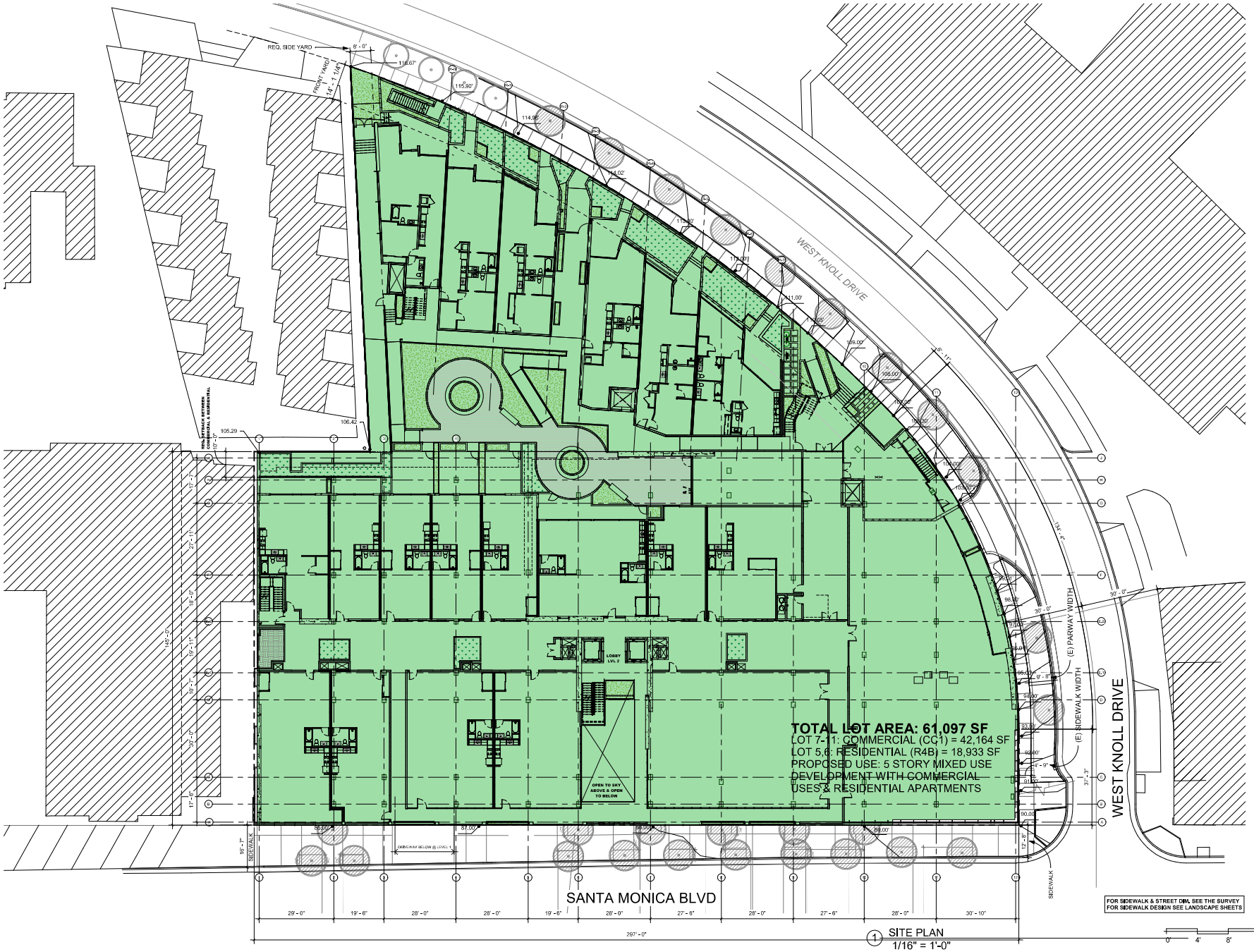
ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE

SHEET A1.09



1 SITE PLAN
1/16" = 1'-0"

0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
SITE PLAN

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE 1/16" = 1'-0"

SHEET A1.10

ARTISTIC ILLUSTRATION
VIEW FROM NORTH

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
NORTHEAST VIEW

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE

SHEET A1.14

ARTISTIC ILLUSTRATION

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
VIEW FROM SOUTH

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE

SHEET A1.15

ARTISTIC ILLUSTRATION

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
PLAZA VIEW

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE

SHEET A1.16

ARTISTIC ILLUSTRATION
VIEW FROM EAST

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
EAST FACADE VIEW

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE

SHEET A1.17

ARTISTIC ILLUSTRATION

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
WEST FACADE VIEW

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE

SHEET A1.18

ARTISTIC ILLUSTRATION

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
VIEW FROM NORTH

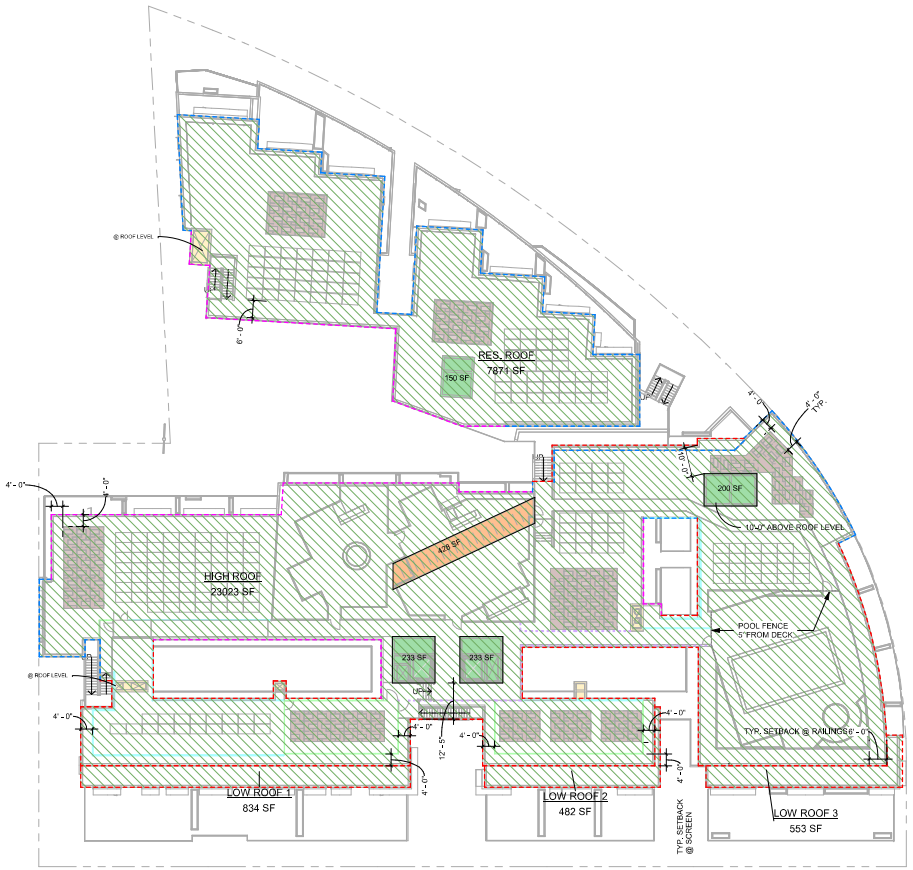
ISSUE FOR
PLANNING

JOB NO.
01020

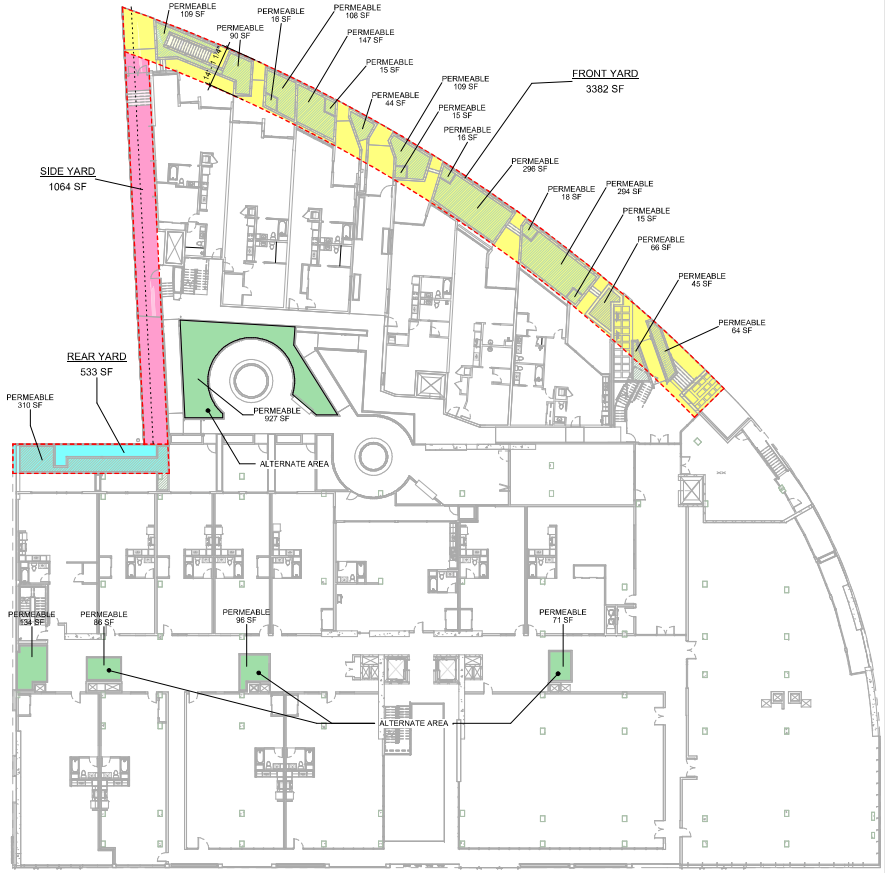
DATE
March 15 2021 R

SCALE

SHEET A1.19



2 Roof Diagram
1" = 20'-0"



*AREAS INDICATED AS PERMEABLE TO HAVE MIN. 3' DEEP DIRT

1 YARDS PERMEABILITY
1" = 20'-0"

NOT FOR CONSTRUCTION

****PER WHMC 19.20.081.C.4 C. Projections Above Allowed Heights. Mechanical Equipment. Mechanical equipment, housings, telecommunications facilities and other appurtenant roof-top structures or penetrations (e.g., skylights, stairwells, and ventilation shafts) may be allowed, but shall not exceed 15 percent of the total roof area and shall not exceed ten feet in height above the roof above which they are situated. A roof-top structure, equipment, or penetration shall be set back from the edge of the structure a minimum of one foot for every foot in height above the roof above which they are situated.

ROOF AREA	
HIGH ROOF	23,023 SF
LOW ROOF 1	834 SF
LOW ROOF 2	482 SF
LOW ROOF 3	553 SF
RES. ROOF	7,871 SF
GROSS ROOF AREA	32,763 SF

ROOF PROJECTIONS	
ELEVATOR PENTHOUSES	816 SF
MECHANICAL PLATFORMS	2,586 SF
SHAFTS	170 SF
TRELLIS	428 SF
TOTAL ROOF PROJECTIONS	4,000 SF

TOTAL ROOF PROJECTIONS < 15% GROSS ROOF AREA (4,910 SF)
4,000 SF < 4,914 SF

ROOF PROJECTIONS	HEIGHT ABV. ROOF (U.O.N)
ELEVATOR PENTHOUSES	12'-0"
MECHANICAL UNITS	4'-0"
SHAFTS	4'-0"
TRELLIS	10'-0"
PARAPET WALLS	4'-0"
FROSTED GLASS PARAPET	4'-0"
CLEAR GLASS PARAPET	4'-0"
MECH. SCREENS	4'-0"
FALL PROTECTION RAILING	3'-6"
ROOF EDGE	

PERMEABLE AREAS

Non-Permeable Surfaces. No more than 50 percent of required ground-level common open space areas, and of all required setbacks and yards, shall have non-permeable surfaces. Porous paving and landscaping shall be considered permeable surfaces. Where subterranean parking garages extend to property lines, an alternate area of size equal to at least 50 percent of the required yard shall have a permeable surface.

	TOTAL AREA	PERMEABLE AREA
FRONT YARD	3,382 SF	1,467 SF
REAR YARD	533 SF	290 SF
SIDE YARD	1,064 SF	-
ALTERNATE AREA		1,314 SF
TOTAL AREA	4,979 SF	3,071 SF
	x 50%	
	2,490 SF	< 3,071 SF

PROJECT NORTH / TRUE NORTH

JOB TITLE
8555 SANTA MONICA MIXED USE DEVELOPMENT

JOB ADDRESS
WEST HOLLYWOOD, CA 90069

SHEET TITLE
DIAGRAMS

ISSUE FOR
PLANNING

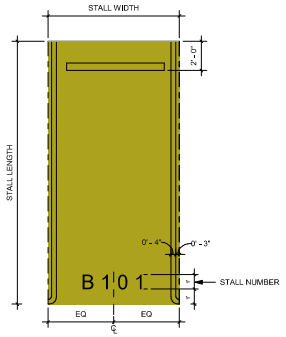
JOB NO.
01020

DATE
March 15 2021

SCALE
As indicated

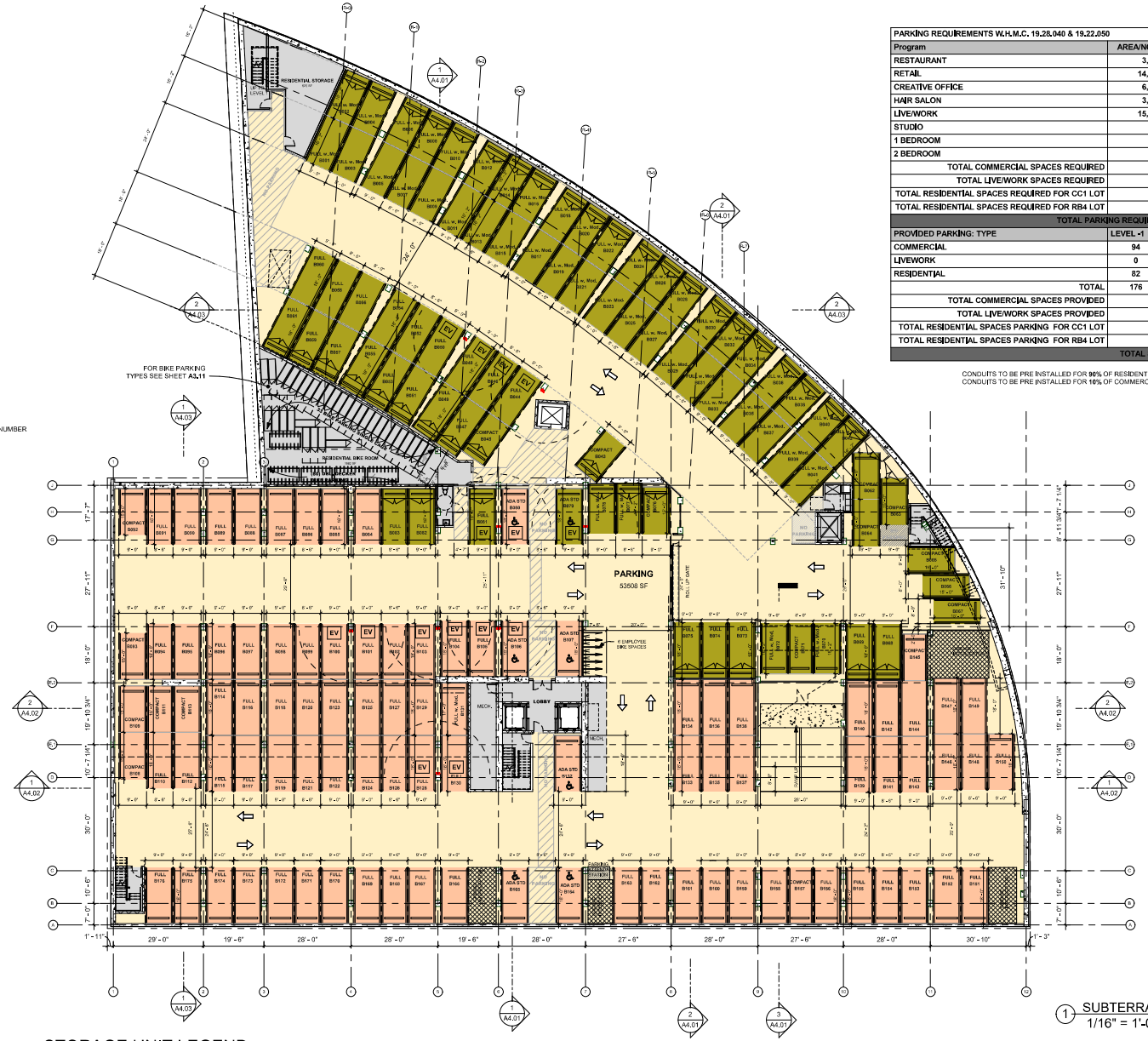
SHEET A1.30

TYP. PARKING STALL



PARKING REQUIREMENTS W.H.M.C. 19.28.040 & 19.22.050				
Program	AREA/NO.	RATIO/1000SF	TOTAL	
RESTAURANT	3,938	9	35	
RETAIL	14,488	3.5	51	
CREATIVE OFFICE	6,711	3.5	23	
HAIR SALON	3,643	5	18	
LIVE/WORK	15,494	3.5	54	
STUDIO	6	1	6	
1 BEDROOM	41	1	41	
2 BEDROOM	64	2	128	
TOTAL COMMERCIAL SPACES REQUIRED			127	
TOTAL LIVE/WORK SPACES REQUIRED			54	
TOTAL RESIDENTIAL SPACES REQUIRED FOR CC1 LOT			115	
TOTAL RESIDENTIAL SPACES REQUIRED FOR RB4 LOT			60	
TOTAL PARKING REQUIRED FOR PROJECT			356	
PROVIDED PARKING: TYPE	LEVEL -1	LEVEL 1	MEZZ LVL 1.5	TOTAL
COMMERCIAL	94	23	0	117
LIVEWORK	0	54	0	54
RESIDENTIAL	82	5	88	175
TOTAL	176	82	88	346
TOTAL COMMERCIAL SPACES PROVIDED				117
TOTAL LIVE/WORK SPACES PROVIDED				54
TOTAL RESIDENTIAL SPACES PARKING FOR CC1 LOT				115
TOTAL RESIDENTIAL SPACES PARKING FOR RB4 LOT				60
TOTAL SPACES PROVIDED FOR PROJECT				346

CONDUITS TO BE PRE INSTALLED FOR 90% OF RESIDENTIAL PARKING SPACES WHICH DO NOT HAVE CIRCUIT
CONDUITS TO BE PRE INSTALLED FOR 10% OF COMMERCIAL PARKING SPACES WHICH DO NOT HAVE CIRCUIT



PARKING LEGEND

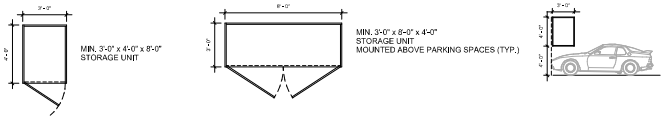
- LIVE/WORK PARKING STALL
- COMMERCIAL PARKING STALL
- RESIDENTIAL PARKING STALL

LEGEND

- PARKING
- ACCESS

1 SUBTERRANIAN PARKING
1/16" = 1'-0"

STORAGE UNIT LEGEND



0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS
WEST HOLLYWOOD, CA 90069

SHEET TITLE
SUBTERRANIAN PARKING

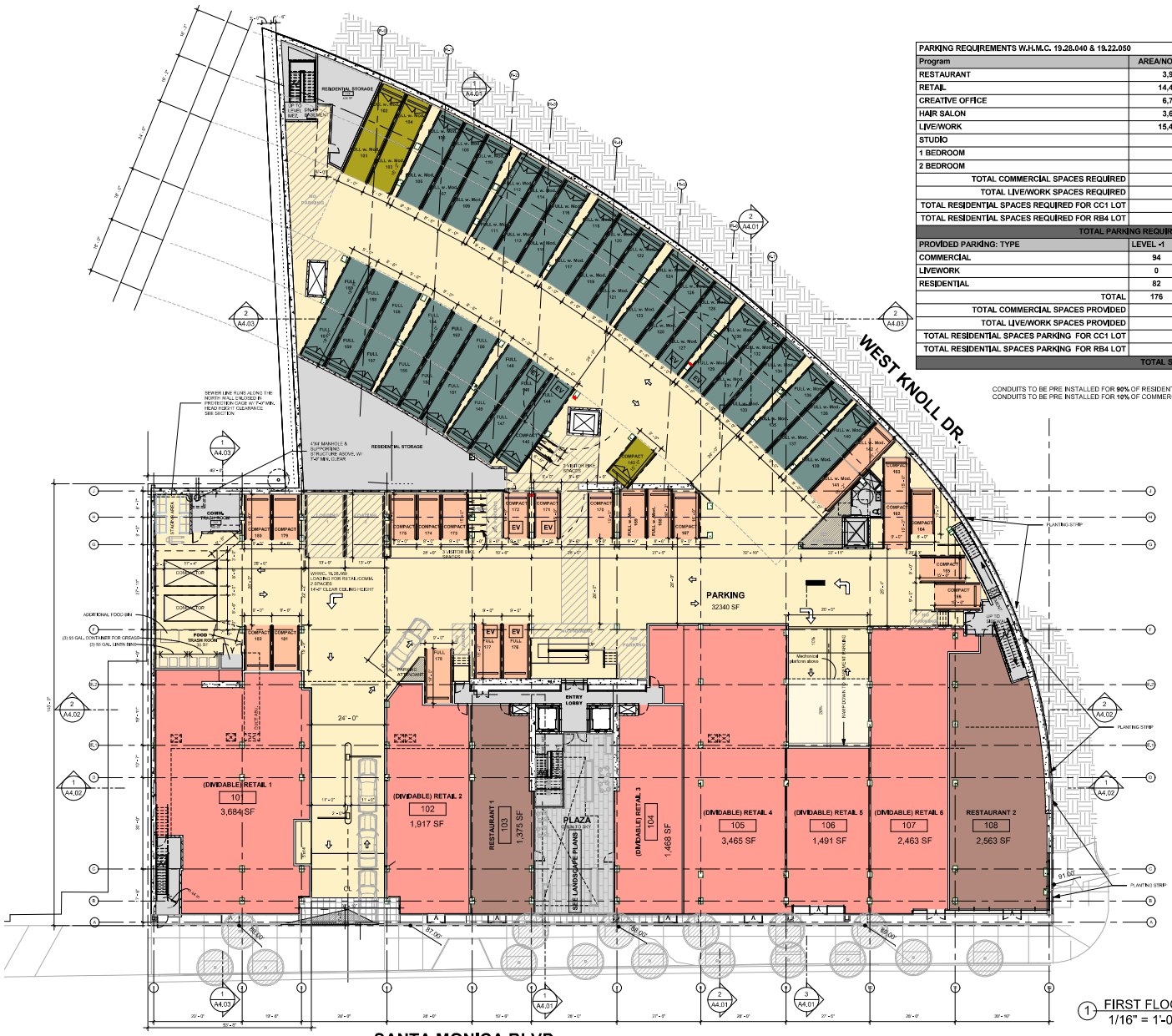
ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE
As indicated

SHEET
A2.00



1 FIRST FLOOR PLAN
1/16" = 1'-0"

PARKING REQUIREMENTS W.H.M.C. 19.28.040 & 19.22.050				
Program	AREA/NO.	RATIO/1000SF	TOTAL	
RESTAURANT	3,938	9	35	
RETAIL	14,488	3.5	51	
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TOTAL SPACES PROVIDED FOR PROJECT				346

CONDUITS TO BE PRE INSTALLED FOR **90%** OF RESIDENTIAL PARKING SPACES WHICH DO NOT HAVE CIRCUIT
CONDUITS TO BE PRE INSTALLED FOR **10%** OF COMMERCIAL PARKING SPACES WHICH DO NOT HAVE CIRCUIT

PARKING LEGEND

- LIVE/WORK PARKING STALL
- COMMERCIAL PARKING STALL
- RESIDENTIAL PARKING STALL

LEGEND

- PARKING
- ACCESS
- RETAIL
- RESTAURANT

STORAGE UNIT LEGEND

MIN. 3'-0" x 4'-0" x 8'-0"
STORAGE UNIT

MIN. 3'-0" x 8'-0" x 4'-0"
STORAGE UNIT
MOUNTED ABOVE PARKING SPACES (TYP.)

FLOOR (01) Area CC1 Lot			GROSS SF
AREA NOT INCLUDED IN FAR	PARKING LEVEL 1(NOT INCLUDED IN FAR)		32,337
FLOOR AREA INCLUDED IN FAR	RESTAURANT		3,938
	RETAIL		14,488
	SHOWER/LOCKER		115
	COMMERCIAL WASTE / RECYCLING		227
	COMMERCIAL CIRCULATION (INCLUDES STAIRS, ELEVATORS, CORR.)		1,016
	TOTAL INCLUDED IN FAR CALC. (CC1 LOT)		19,784

0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA MIXED USE DEVELOPMENT

JOB ADDRESS
WEST HOLLYWOOD, CA 90069

SHEET TITLE
FIRST FLOOR PLAN

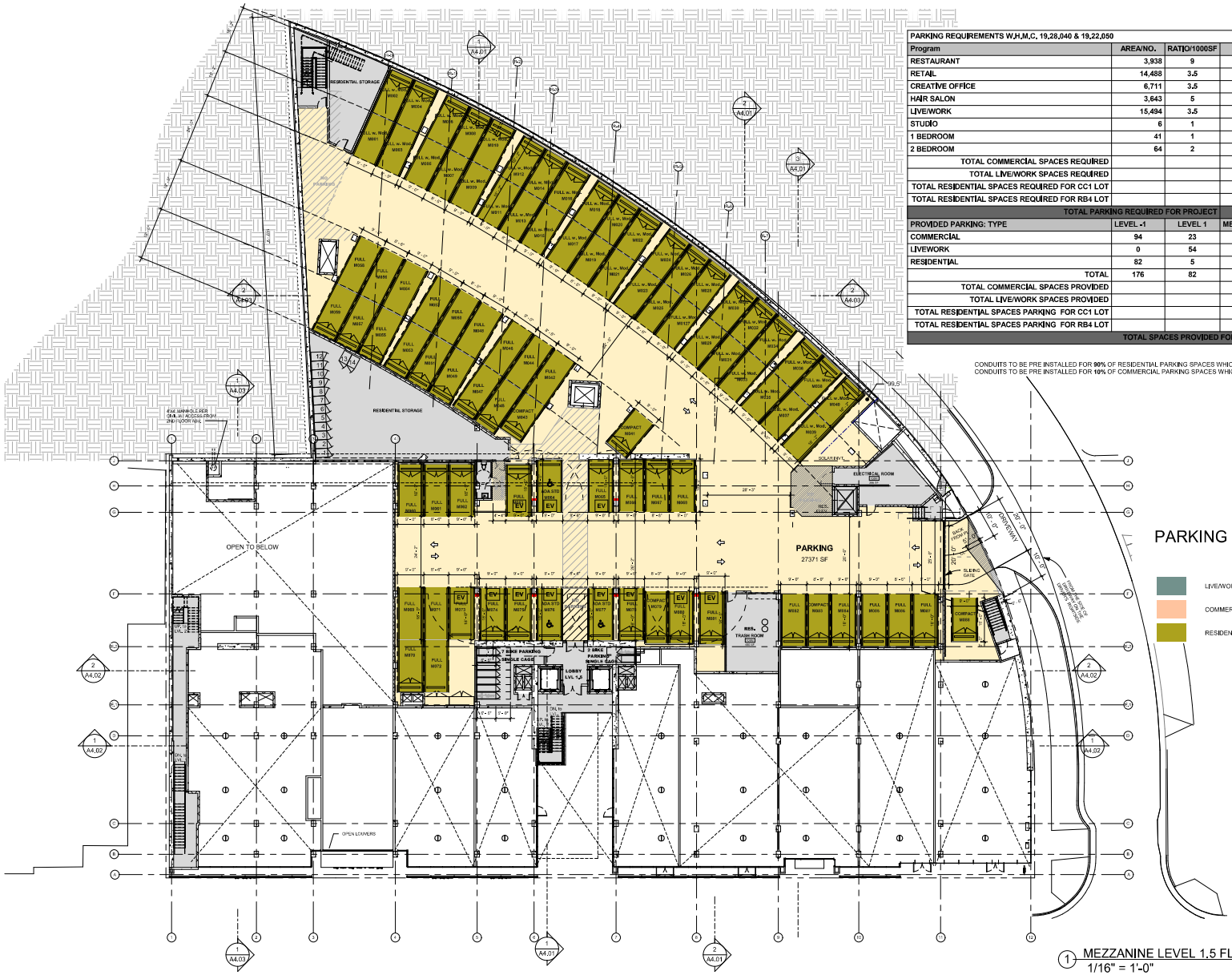
ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE
As indicated

SHEET A2.01



PARKING REQUIREMENTS W.H.M.C. 19.28.040 & 19.22.050				
Program	AREA/NO.	RATIO/1000SF	TOTAL	
RESTAURANT	3,938	9	35	
RETAIL	14,488	3.5	51	
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TOTAL PARKING REQUIRED FOR PROJECT			356	
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COMMERCIAL	94	23	0	117
LIVEWORK	0	54	0	54
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TOTAL	176	82	88	346
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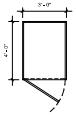
TOTAL LIVE/WORK SPACES PROVIDED				54
TOTAL RESIDENTIAL SPACES PARKING FOR CC1 LOT				115
TOTAL RESIDENTIAL SPACES PARKING FOR RB4 LOT				60
TOTAL SPACES PROVIDED FOR PROJECT				346

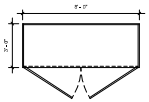
PARKING LEGEND

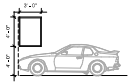
- LIVE/WORK PARKING STALL
- COMMERCIAL PARKING STALL
- RESIDENTIAL PARKING STALL

1 MEZZANINE LEVEL 1.5 FLOOR PLAN
1/16" = 1'-0"

STORAGE UNIT LEGEND


MIN. 3'-0" x 4'-0" x 8'-0" STORAGE UNIT


MIN. 3'-0" x 8'-0" x 4'-0" STORAGE UNIT MOUNTED ABOVE PARKING SPACES (TYP.)



FLOOR MEZZ. FLOOR (1.5) Area CC1 Lot			GROSS SF
AREA NOT INCLUDED IN FAR	PARKING LEVEL 1.5(NOT INCLUDED IN FAR)		27,379
FLOOR AREA INCLUDED IN FAR	RESIDENTIAL ELECTRICAL		317
	RESIDENTIAL TRASH/RECYLING AREA		480
	COMMERCIAL ELECTRICAL		100
	TOTAL INCLUDED IN FAR CALC. (CC1 LOT)		897

0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
MEZZANINE LEVEL 1.5
FLOOR PLAN

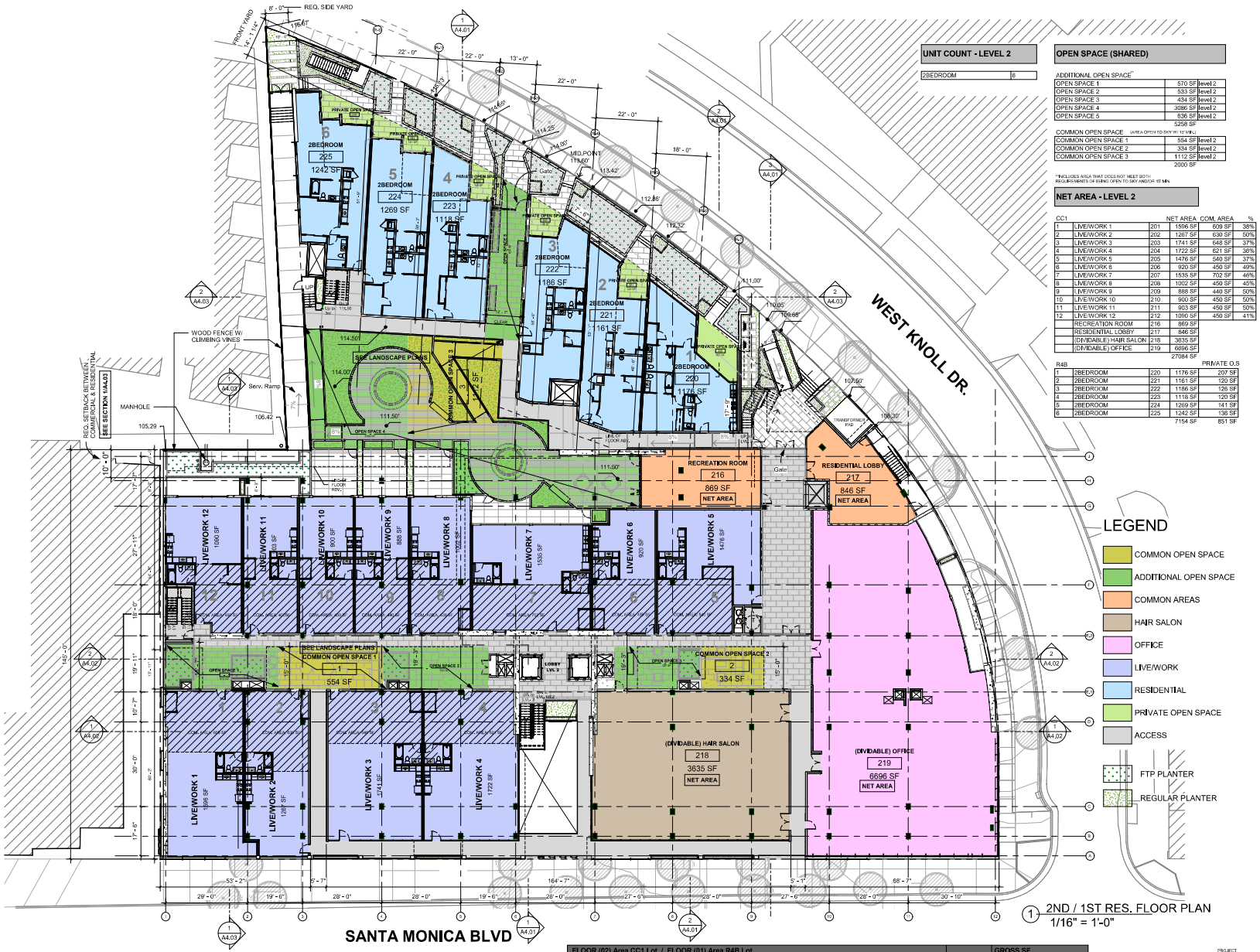
ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE
As indicated

SHEET A2.01-5



1 2ND / 1ST RES. FLOOR PLAN
1/16" = 1'-0"

UNIT COUNT - LEVEL 2

2BEDROOM	6

OPEN SPACE (SHARED)

ADDITIONAL OPEN SPACE*

OPEN SPACE 1	570 SF	level 2
OPEN SPACE 2	533 SF	level 2
OPEN SPACE 3	434 SF	level 2
OPEN SPACE 4	3086 SF	level 2
OPEN SPACE 5	636 SF	level 2
	5258 SF	

COMMON OPEN SPACE (AREA OPEN TO SKY W/ 10' MIN.)

COMMON OPEN SPACE 1	554 SF	level 2
COMMON OPEN SPACE 2	334 SF	level 2
COMMON OPEN SPACE 3	1112 SF	level 2
	2000 SF	

*INCLUDES AREA THAT DOES NOT MEET BOTH REQUIREMENTS OF BEING OPEN TO SKY AND/OR 10' MIN

NET AREA - LEVEL 2

CC1			NET AREA	COM. AREA	%
1	LIVE/WORK 1	201	1596 SF	609 SF	38%
2	LIVE/WORK 2	202	1267 SF	630 SF	50%
3	LIVE/WORK 3	203	1741 SF	648 SF	37%
4	LIVE/WORK 4	204	1722 SF	621 SF	36%
5	LIVE/WORK 5	205	1476 SF	549 SF	37%
6	LIVE/WORK 6	206	920 SF	450 SF	49%
7	LIVE/WORK 7	207	1535 SF	702 SF	46%
8	LIVE/WORK 8	208	1002 SF	450 SF	45%
9	LIVE/WORK 9	209	888 SF	440 SF	50%
10	LIVE/WORK 10	210	900 SF	450 SF	50%
11	LIVE/WORK 11	211	903 SF	450 SF	50%
12	LIVE/WORK 12	212	1090 SF	450 SF	41%
	RECREATION ROOM	216	869 SF		
	RESIDENTIAL LOBBY	217	846 SF		
	(DIVIDABLE) HAIR SALON	218	3635 SF		
	(DIVIDABLE) OFFICE	219	6696 SF		
			27084 SF		

R4B				PRIVATE O.S
1	2BEDROOM	220	1176 SF	207 SF
2	2BEDROOM	221	1161 SF	120 SF
3	2BEDROOM	222	1186 SF	126 SF
4	2BEDROOM	223	1118 SF	120 SF
5	2BEDROOM	224	1269 SF	141 SF
6	2BEDROOM	225	1242 SF	136 SF
			7154 SF	851 SF

- EVERY UNIT SHALL HAVE A CEILING FAN
- OPERABLE TRANSOM ABOVE ENTRY @ UNITS W/ MORE THAN 50' DEPTH DOORS TYP.

WRITTEN AREAS ON PLANS ARE "NET" SQUARE FOOTAGE, ONLY AREAS IN FAR TABLE ARE FOR FAR CALCULATIONS & ARE DIFFERENT FROM THE NET SQUARE FOOTAGE

ALL LIVE/WORK UNITS SHALL COMPLY WITH CBC 2016 SEC. 419

POOL SHALL COMPLY WITH ALL REQUIREMENTS FROM LA COUNTY HEALTH DEPARTMENT

FLOOR (02) Area CC1 Lot / FLOOR (01) Area R4B Lot			GROSS SF
FLOOR AREA INCLUDED IN FAR	CREATIVE OFFICE		6,711
	LIVE/WORK		15,494
	HAIR SALON		3,643
	RESIDENTIAL RECREATION ROOM		892
	RES./COMM. CIRC. (SHARED INCLUDES STAIRS, ELEVATORS)		328
	RESIDENTIAL LOBBY		833
	RESIDENTIAL CIRCULATION (INCLUDES ELEVATORS,TRASH)		155
		TOTAL INCLUDED IN FAR CALC. (CC1 LOT)	28,056
		RESIDENTIAL NOT INCLUDED IN FAR CALC. (R4B LOT)	7,257

PROJECT NORTH / TRUE NORTH

0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS
WEST HOLLYWOOD, CA 90069

SHEET TITLE
2ND LEVEL PLAN

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE
As indicated

SHEET
A2.02

1 3RD / 2ND RES. FLOOR PLAN
1/16" = 1'-0"

UNIT COUNT - LEVEL 3	
1BEDROOM	11
2BEDROOM	22
STUDIO	2
	35

NET AREA - LEVEL 3				
CC1				PRIVATE O.S
7	2BEDROOM	301	854 SF	140 SF
8	1BEDROOM	302	803 SF	132 SF
9	1BEDROOM	303	792 SF	139 SF
10	1BEDROOM	304	803 SF	132 SF
11	1BEDROOM	305	803 SF	127 SF
12	2BEDROOM	306	918 SF	153 SF
13	2BEDROOM	307	854 SF	142 SF
14	2BEDROOM	308	853 SF	141 SF
15	STUDIO	309	435 SF	145 SF
16	2BEDROOM	310	1721 SF	968 SF
17	2BEDROOM	311	1093 SF	126 SF
18	2BEDROOM	312	1026 SF	134 SF
19	2BEDROOM	313	981 SF	137 SF
20	1BEDROOM	314	693 SF	128 SF
21	1BEDROOM	315	588 SF	134 SF
22	1BEDROOM	316	757 SF	122 SF
23	1BEDROOM	317	613 SF	158 SF
24	1BEDROOM	318	562 SF	134 SF
25	1BEDROOM	319	549 SF	120 SF
26	1BEDROOM	320	761 SF	133 SF
27	2BEDROOM	321	897 SF	206 SF
28	2BEDROOM	322	954 SF	216 SF
29	2BEDROOM	323	954 SF	216 SF
30	2BEDROOM	324	915 SF	128 SF
31	2BEDROOM	325	861 SF	131 SF
32	2BEDROOM	326	863 SF	132 SF
33	2BEDROOM	327	863 SF	133 SF
34	2BEDROOM	328	1056 SF	341 SF
35	STUDIO	329	410 SF	126 SF
			24233 SF	5176 SF
R4B				PRIVATE O.S
36	2BEDROOM	330	1277 SF	164 SF
37	2BEDROOM	331	1168 SF	139 SF
38	2BEDROOM	332	1224 SF	186 SF
39	2BEDROOM	333	1130 SF	149 SF
40	2BEDROOM	334	1293 SF	137 SF
41	2BEDROOM	335	1242 SF	191 SF
			7335 SF	965 SF

- EVERY UNIT SHALL HAVE A CEILING FAN
- OPERABLE TRANSOM ABOVE ENTRY @ UNITS W/ MORE THAN 50' DEPTH DOORS TYP.

WRITTEN AREAS ON PLANS ARE "NET" SQUARE FOOTAGE, ONLY AREAS IN FAR TABLE ARE FOR FAR CALCULATIONS & ARE DIFFERENT FROM THE NET SQUARE FOOTAGE

FLOOR (03) Area CC1 Lot / FLOOR (02) Area R4B Lot			GROSS SF
FLOOR AREA INCLUDED IN FAR	RESIDENTIAL UNITS (12 ONE BEDROOM & 21 TWO BEDROOM UNITS)		25,387
	RESIDENTIAL CIRCULATION (INCLUDES STAIRS, ELEV., TRASH)		422
	TOTAL INCLUDED IN FAR CALC. (CC1 LOT)		25,809
	RESIDENTIAL NOT INCLUDED IN FAR CALC. (R4B LOT)		7,449

0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS
WEST HOLLYWOOD, CA 90069

SHEET TITLE
3RD LEVEL PLAN

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE
As indicated

SHEET A2.03

1 4TH / 3RD RES. FLOOR PLAN
1/16" = 1'-0"

UNIT COUNT - LEVEL 4	
1BEDROOM	16
2BEDROOM	18
	34

NET AREA - LEVEL 4

CC1				PRIVATE O.S
42	2BEDROOM	401	818 SF	210 SF
43	1BEDROOM	402	776 SF	146 SF
44	1BEDROOM	403	746 SF	184 SF
45	1BEDROOM	404	776 SF	143 SF
46	1BEDROOM	405	776 SF	143 SF
47	2BEDROOM	406	828 SF	155 SF
48	2BEDROOM	407	829 SF	162 SF
49	2BEDROOM	408	824 SF	144 SF
50	2BEDROOM	409	825 SF	164 SF
51	2BEDROOM	410	1597 SF	537 SF
52	2BEDROOM	411	1093 SF	134 SF
53	2BEDROOM	412	1025 SF	121 SF
54	2BEDROOM	413	985 SF	132 SF
55	1BEDROOM	414	698 SF	134 SF
56	1BEDROOM	415	589 SF	126 SF
57	1BEDROOM	416	754 SF	125 SF
58	1BEDROOM	417	620 SF	158 SF
59	1BEDROOM	418	563 SF	134 SF
60	1BEDROOM	419	550 SF	120 SF
61	1BEDROOM	420	618 SF	122 SF
62	1BEDROOM	421	733 SF	170 SF
63	2BEDROOM	422	924 SF	127 SF
64	2BEDROOM	423	924 SF	138 SF
65	2BEDROOM	424	919 SF	136 SF
66	1BEDROOM	425	661 SF	233 SF
67	1BEDROOM	426	661 SF	276 SF
68	1BEDROOM	427	661 SF	279 SF
69	1BEDROOM	428	775 SF	355 SF
			22549 SF	5011 SF

R4B				PRIVATE O.S
70	2BEDROOM	429	1276 SF	175 SF
71	2BEDROOM	430	1168 SF	142 SF
72	2BEDROOM	431	1222 SF	183 SF
73	2BEDROOM	432	1131 SF	147 SF
74	2BEDROOM	433	1293 SF	172 SF
75	2BEDROOM	434	1253 SF	182 SF
			7343 SF	1001 SF

- EVERY UNIT SHALL HAVE A CEILING FAN
- OPERABLE TRANSOM ABOVE ENTRY @ UNITS W/ MORE THAN 50' DEPTH DOORS TYP.

WRITTEN AREAS ON PLANS ARE "NET" SQUARE FOOTAGE, ONLY AREAS IN FAR TABLE ARE FOR FAR CALCULATIONS & ARE DIFFERENT FROM THE NET SQUARE FOOTAGE

FLOOR (04) Area CC1 Lot / FLOOR (03) Area R4B Lot			GROSS SF
FLOOR AREA INCLUDED IN FAR	RESIDENTIAL UNITS (15 ONE BEDROOM & 17 TWO BEDROOM UNITS)		23,633
	RESIDENTIAL CIRCULATION (INCLUDES STAIRS, ELEV., CORR. TRASH)		420
	TOTAL INCLUDED IN FAR CALC. (CC1 LOT)		24,053
	RESIDENTIAL NOT INCLUDED IN FAR CALC. (R4B LOT)		7,445

0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
4TH LEVEL PLAN

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE
As indicated

SHEET A2.04

1 5TH / 4TH RES. FLOOR PLAN
1/16" = 1'-0"

UNIT COUNT - LEVEL 5	
1BEDROOM	14
2BEDROOM	12
STUDIO	4
	30

NET AREA - LEVEL 5				
CC1				PRIVATE O.S
76	1BEDROOM	501	968 SF	676 SF
77	1BEDROOM	502	922 SF	632 SF
78	1BEDROOM	503	951 SF	685 SF
79	STUDIO	504	482 SF	351 SF
80	STUDIO	505	473 SF	332 SF
81	STUDIO	506	525 SF	358 SF
82	2BEDROOM	507	1605 SF	1031 SF
83	2BEDROOM	508	1026 SF	140 SF
84	2BEDROOM	509	987 SF	139 SF
85	1BEDROOM	510	708 SF	139 SF
86	STUDIO	511	556 SF	122 SF
87	1BEDROOM	512	705 SF	127 SF
88	1BEDROOM	513	632 SF	160 SF
89	1BEDROOM	514	562 SF	134 SF
90	1BEDROOM	515	550 SF	120 SF
91	1BEDROOM	516	613 SF	121 SF
92	1BEDROOM	517	648 SF	207 SF
93	2BEDROOM	518	829 SF	147 SF
94	2BEDROOM	519	828 SF	147 SF
95	2BEDROOM	520	828 SF	145 SF
96	1BEDROOM	521	656 SF	123 SF
97	1BEDROOM	522	656 SF	131 SF
98	1BEDROOM	523	652 SF	124 SF
99	1BEDROOM	524	784 SF	196 SF
			18147 SF	6671 SF
R4B				PRIVATE O.S
100	2BEDROOM	525	1278 SF	180 SF
101	2BEDROOM	526	1161 SF	130 SF
102	2BEDROOM	527	1222 SF	134 SF
103	2BEDROOM	528	1132 SF	131 SF
104	2BEDROOM	529	1293 SF	164 SF
105	2BEDROOM	530	1238 SF	172 SF
			7325 SF	911 SF

- EVERY UNIT SHALL HAVE A CEILING FAN
- OPERABLE TRANSOM ABOVE ENTRY @ UNITS W/ MORE THAN 80' DEPTH DOORS TYP.

WRITTEN AREAS ON PLANS ARE "NET" SQUARE FOOTAGE, ONLY AREAS IN FAR TABLE ARE FOR FAR CALCULATIONS & ARE DIFFERENT FROM THE NET SQUARE FOOTAGE

FLOOR (05) Area CC1 Lot / FLOOR (04) Area R4B Lot			GROSS SF
FLOOR AREA INCLUDED IN FAR	RESIDENTIAL UNITS (13 ONE BEDROOM & 14 TWO BEDROOM UNITS)		19,046
	RESIDENTIAL CIRCULATION (INCLUDES STAIRS, ELEV., CORR, TRASH)		414
	TOTAL INCLUDED IN FAR CALC. (CC1 LOT)		19,460
	RESIDENTIAL NOT INCLUDED IN FAR CALC. (R4B LOT)		7,427

0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
5TH LEVEL PLAN

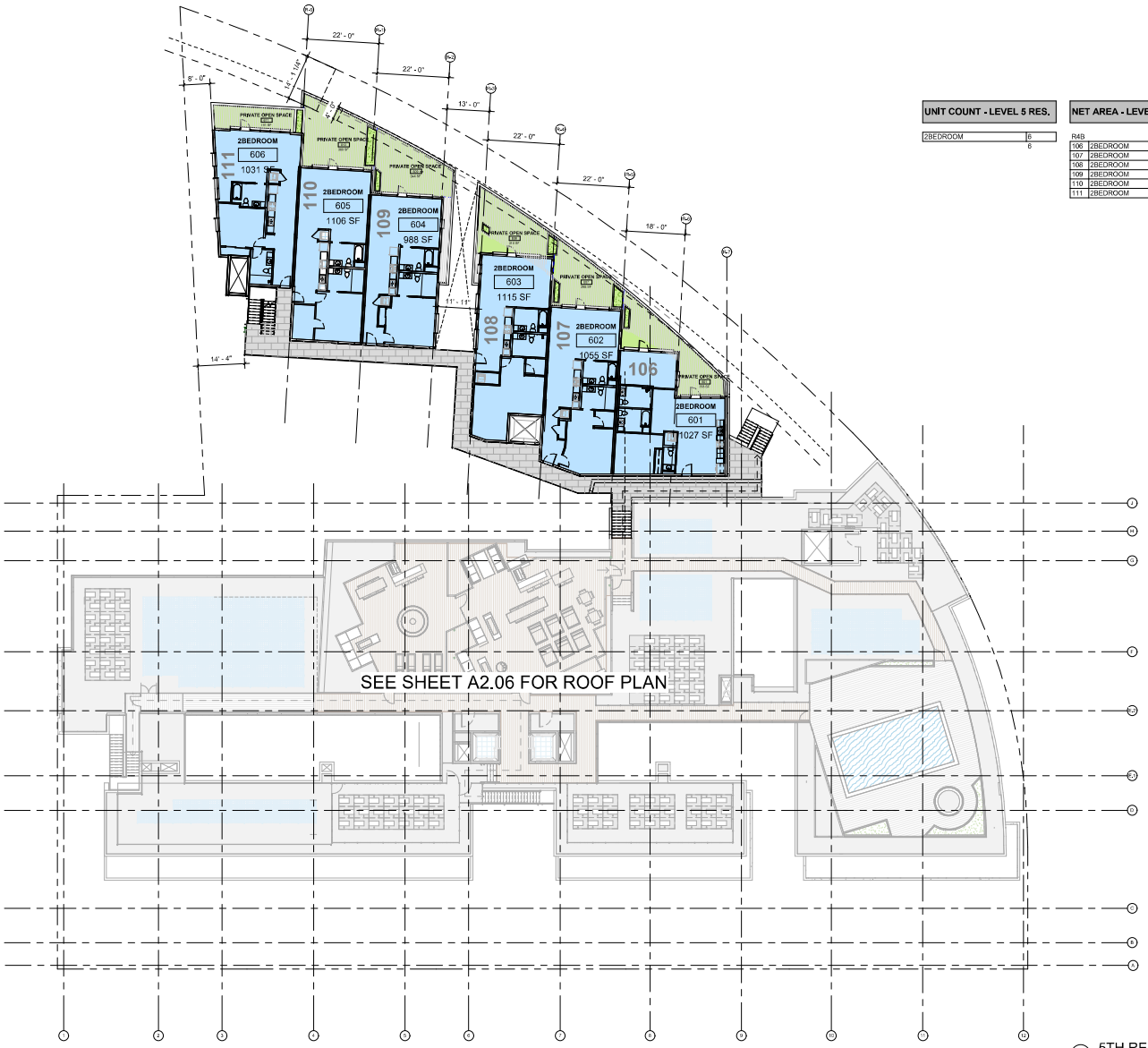
ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE As indicated

SHEET A2.05



UNIT COUNT - LEVEL 5 RES.	
2BEDROOM	6
	6

NET AREA - LEVEL 5 RES.				
R4B				PRIVATE O.S
106	2BEDROOM	601	1027 SF	358 SF
107	2BEDROOM	602	1055 SF	298 SF
108	2BEDROOM	603	1115 SF	316 SF
109	2BEDROOM	604	988 SF	344 SF
110	2BEDROOM	605	1106 SF	389 SF
111	2BEDROOM	606	1031 SF	191 SF
			6321 SF	1896 SF

LEGEND

- RESIDENTIAL
- PRIVATE OPEN SPACE
- ACCESS

1 5TH RES. FLOOR PLAN
1/16" = 1'-0"

- EVERY UNIT SHALL HAVE A CEILING FAN
- OPERABLE TRANSOM ABOVE ENTRY @ UNITS W/ MORE THAN 50' DEPTH DOORS TYP.

WRITTEN AREAS ON PLANS ARE "NET" SQUARE FOOTAGE, ONLY AREAS IN FAR TABLE ARE FOR FAR CALCULATIONS & ARE DIFFERENT FROM THE NET SQUARE FOOTAGE

FLOOR (05) Area R4B Lot			GROSS SF
	RESIDENTIAL NOT INCLUDED IN FAR CALC. (R4B LOT)		6,422

PROJECT NORTH / TRUE NORTH

0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
5TH LEVEL PLAN
RESIDENTIAL

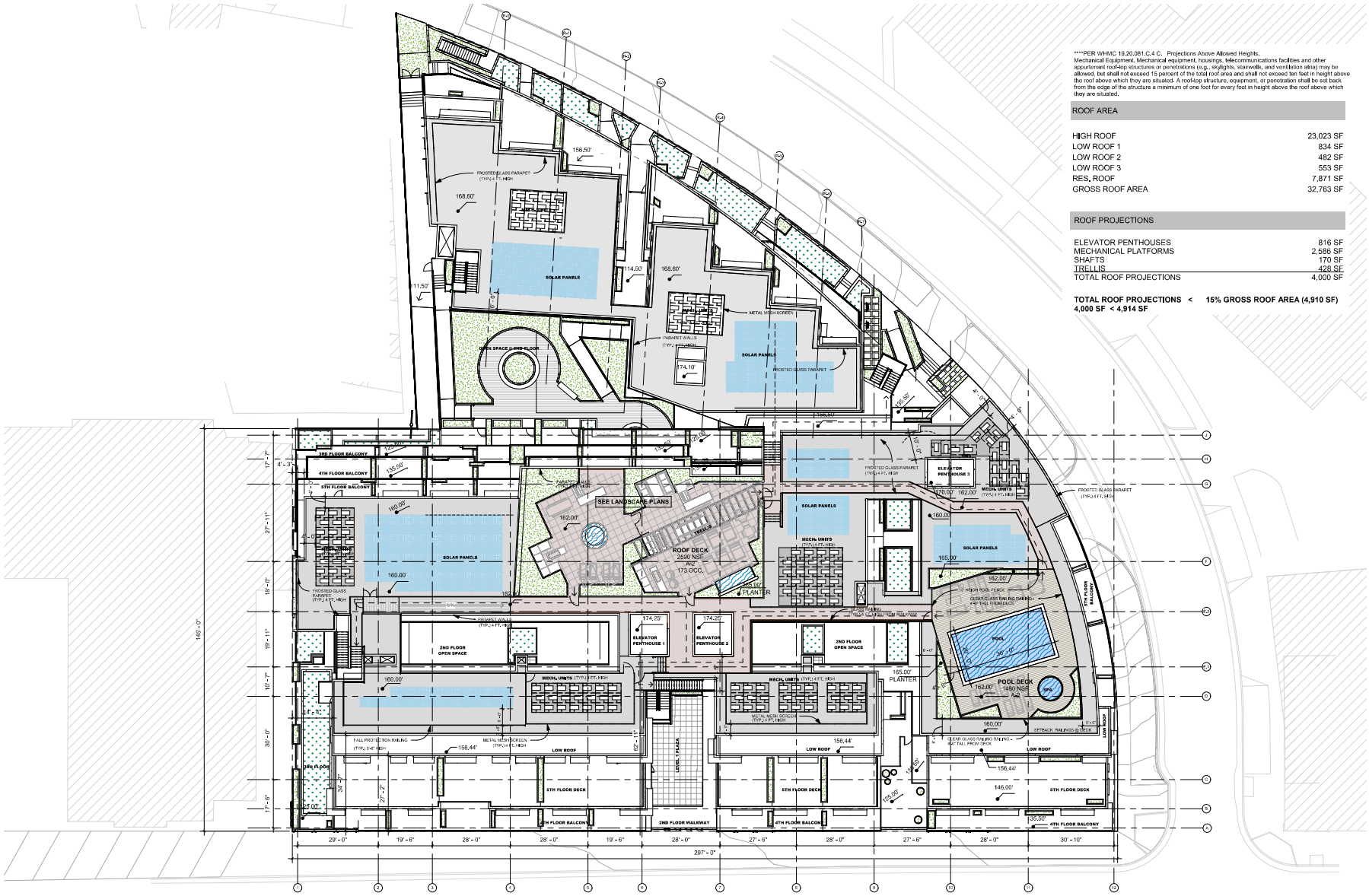
ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE
As indicated

SHEET A2.05-5



1 ROOF PLAN
1/16" = 1'-0"

****PER WHMC 19.20.081.C.4 C. Projections Above Allowed Heights. Mechanical Equipment. Mechanical equipment, housings, telecommunications facilities and other appurtenant roof-top structures or penetrations (e.g., skylights, stairwells, and ventilation atria) may be allowed, but shall not exceed 15 percent of the total roof area and shall not exceed ten feet in height above the roof above which they are situated. A roof-top structure, equipment, or penetration shall be set back from the edge of the structure a minimum of one foot for every foot in height above the roof above which they are situated.

ROOF AREA	
HIGH ROOF	23,023 SF
LOW ROOF 1	834 SF
LOW ROOF 2	482 SF
LOW ROOF 3	553 SF
RES. ROOF	7,871 SF
GROSS ROOF AREA	32,763 SF

ROOF PROJECTIONS	
ELEVATOR PENTHOUSES	816 SF
MECHANICAL PLATFORMS	2,586 SF
SHAFTS	170 SF
TRELLIS	428 SF
TOTAL ROOF PROJECTIONS	4,000 SF

TOTAL ROOF PROJECTIONS < 15% GROSS ROOF AREA (4,910 SF)
4,000 SF < 4,914 SF

- SOLAR PV PANELS TO PROVIDE MIN 10KW
- INSTALL DURABLE ROOF WITH LONG-TERM WARRANTY OR DEMONSTRATED LONG TERM DURABILITY (15 YR WARRANTY FOR BUILT-UP ROOF, METAL)

PROJECT NORTH
TRUE NORTH

0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA MIXED USE DEVELOPMENT

JOB ADDRESS
WEST HOLLYWOOD, CA 90069

SHEET TITLE
ROOF PLAN

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

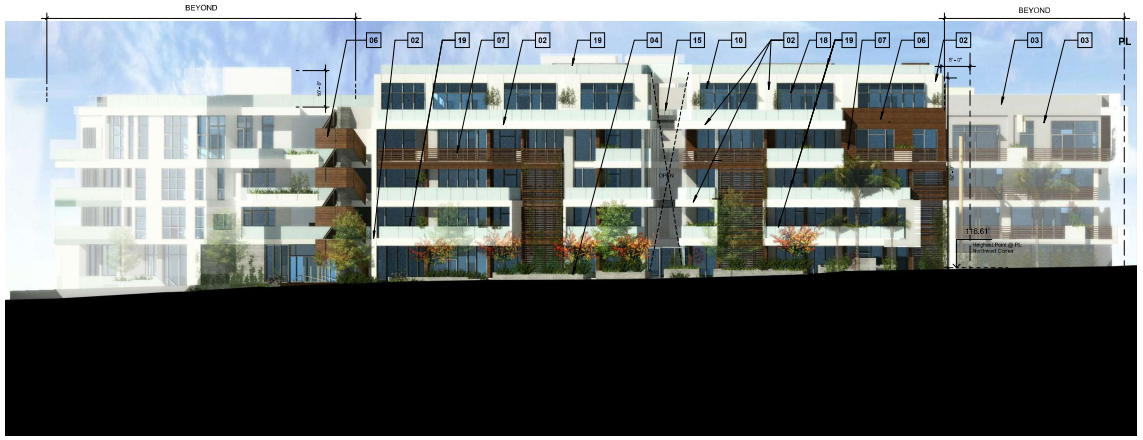
SCALE 1/16" = 1'-0"

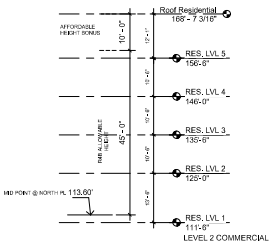
SHEET A2.06

- **MIN. 20% OF TOTAL WINDOW AREA WILL BE OPERABLE WINDOWS TO ENABLE NATURAL CROSS VENTILATION (TYP.)**
- **INSTALL EXTERIOR SHADING DEVICES ON SOUTH- AND/OR WEST-FACING WINDOWS**

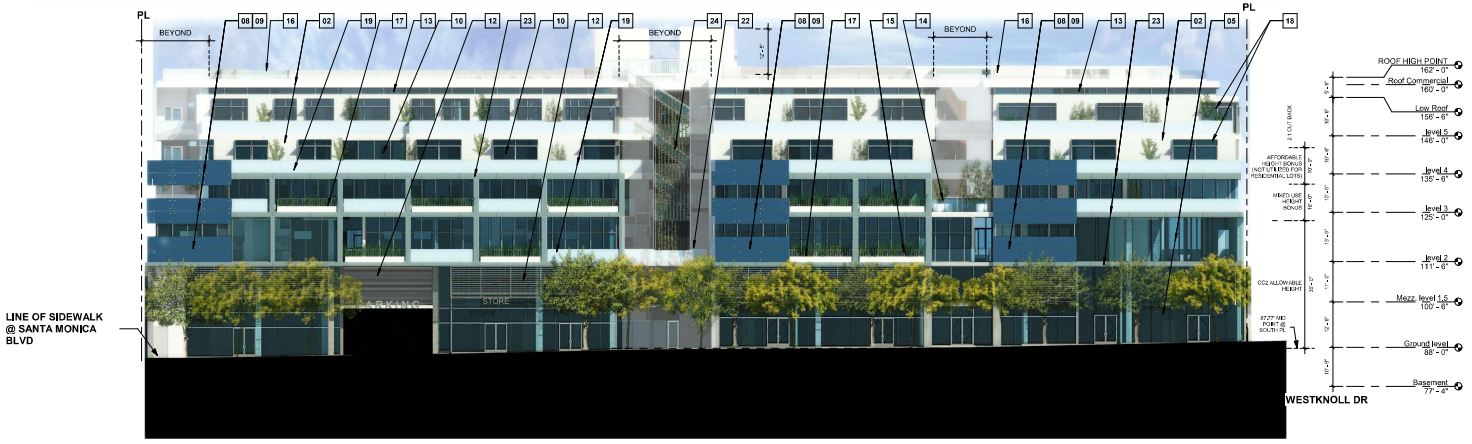
MATERIAL KEYNOTE

1. SMOOTH CONCRETE
2. SMOOTH TROWELLED INTEGRAL PLASTER COLOR: WHITE
3. SMOOTH TROWELLED INTEGRAL PLASTER COLOR: GREY
4. TEXTURED CONCRETE
5. STOREFRONT GLAZING SYSTEMW/ GLASS MULLION
6. PHENOLIC COMPOSITE EXTERIOR WALL PANEL W/ WOOD EFFECT
7. RAILING SLATS
8. STAINLESS STEEL CONNECTION
9. LAMINATED GLASS
10. STOREFRONT GLAZING SYSTEM W/ ALUMN. MULLION
11. CLEAR GLASS
12. METAL SLATS
13. SPANDREL GLASS
14. GLASS RAILING
15. FALL PROTECTION RAILING
16. MESH SCREEN FOR MECHANICAL ENCLOSURES
17. PLANTER
18. ALUMINUM SUNSHADE ABOVE WINDOW
19. TRANSLUCENT GLASS
20. GREEN / LIVING WALL
21. TEXTURED RIBBED CONCRETE
22. BUILDING SIGNAGE
23. TERESPA - STEEL BLUE
24. VINE ON STEEL CABLES





2 NORTH ELEVATION
1/16" = 1'-0"



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

0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA MIXED USE DEVELOPMENT

JOB ADDRESS
WEST HOLLYWOOD, CA 90069

SHEET TITLE
BUILDING ELEVATIONS

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

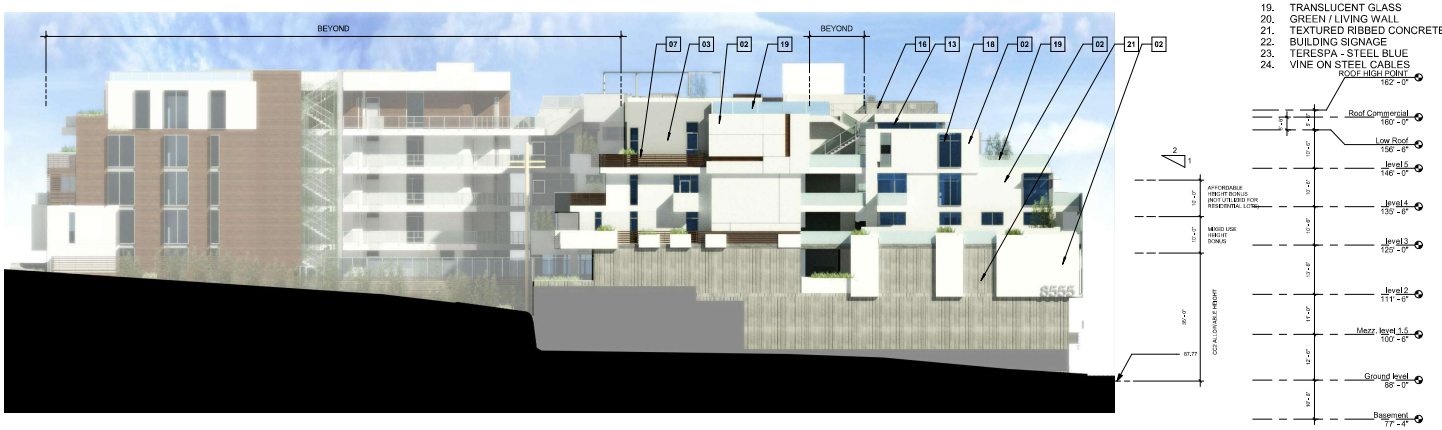
SCALE
As indicated

SHEET
A3.01

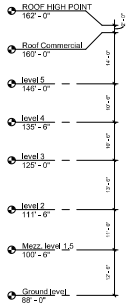
- MIN. 20% OF TOTAL WINDOW AREA WILL BE OPERABLE WINDOWS TO ENABLE NATURAL CROSS VENTILATION (TYP.)
- INSTALL EXTERIOR SHADING DEVICES ON SOUTH- AND/OR WEST-FACING WINDOWS

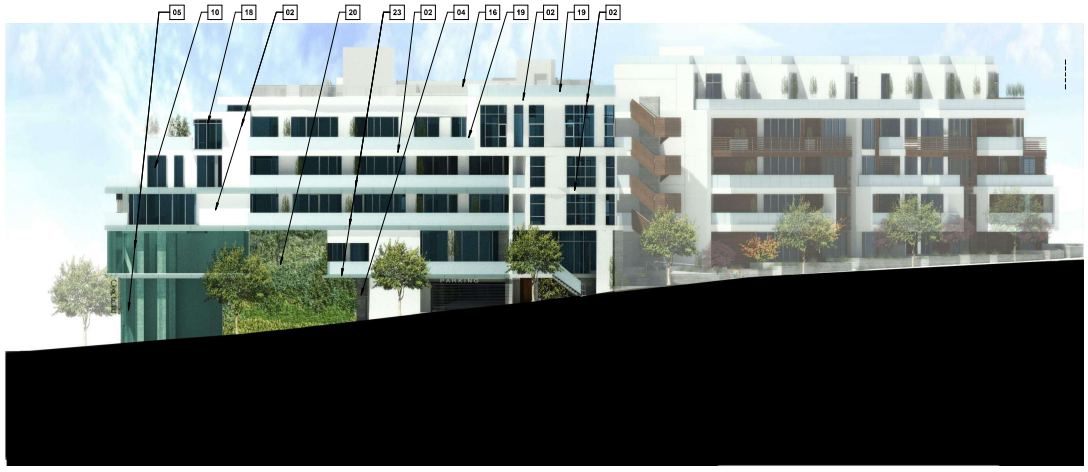
MATERIAL KEYNOTE

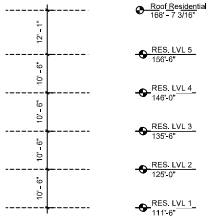
1. SMOOTH CONCRETE
2. SMOOTH TROWELLED INTEGRAL PLASTER COLOR: WHITE
3. SMOOTH TROWELLED INTEGRAL PLASTER COLOR: GREY
4. TEXTURED CONCRETE
5. STOREFRONT GLAZING SYSTEMW/ GLASS MULLION
6. PHENOLIC COMPOSITE EXTERIOR WALL PANEL W/ WOOD EFFECT
7. RAILING SLATS
8. STAINLESS STEEL CONNECTION
9. LAMINATED GLASS
10. STOREFRONT GLAZING SYSTEM W/ ALUMN. MULLION
11. CLEAR GLASS
12. METAL SLATS
13. SPANDREL GLASS
14. GLASS RAILING
15. FALL PROTECTION RAILING
16. MESH SCREEN FOR MECHANICAL ENCLOSURES
17. PLANTER
18. ALUMINUM SUNSHADE ABOVE WINDOW
19. TRANSLUCENT GLASS
20. GREEN / LIVING WALL
21. TEXTURED RIBBED CONCRETE
22. BUILDING SIGNAGE
23. TERESPA - STEEL BLUE
24. VINE ON STEEL CABLES



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







1 EAST ELEVATION
1/16" = 1'-0"

0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS
WEST HOLLYWOOD, CA 90069

SHEET TITLE
BUILDING ELEVATIONS

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

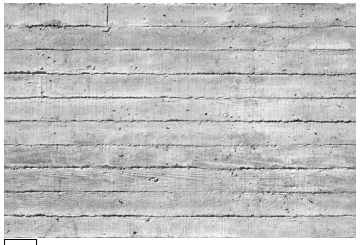
SCALE
As indicated

SHEET A3.02

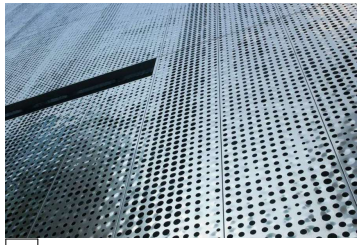
19 TRANSLUCENT GLASS RAILING

13 SPANDREL GLASS

09 LAMINATED GLASS
08 STAINLESS STEEL CONNECTION

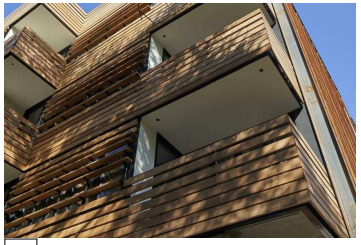


04 TEXTURED CONCRETE



16 MESH FOR ENCLOSURES

12 METAL SLATS



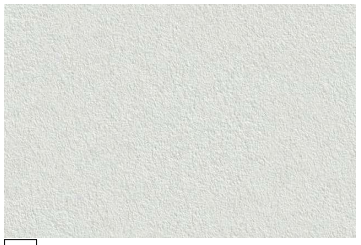
07 RAILING SYSTEM

03 INTEGRAL PLASTER COLOR -GREY

15 FALL PROTECTION RAILING

11 CLEAR GLASS

06 PHENOLIC WALL PANEL
W/ WOOD FINNISH



02 INTEGRAL PLASTER COLOR -WHITE

14 GLASS RAILING

10 STOREFRONT GLAZING SYSTEM
W/ ALUMN. MULLION

05 STOREFRONT GLAZING SYSTEM
W/ GLASS MULLION

01 SMOOTH CONCRETE

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
EXTERIOR
MATERIALS

ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

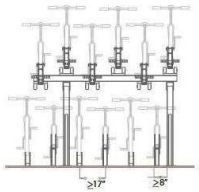
SCALE

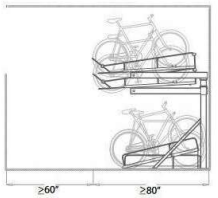
SHEET A3.10

GATE @ SIDEYARD

PARKING GATE

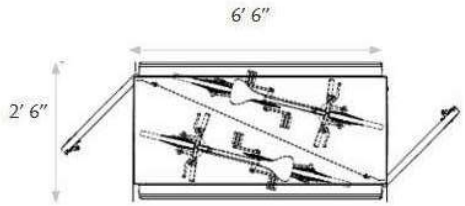
23 TERESPA - STEL BLUE



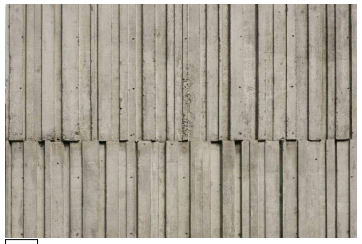


DOUBLE DECKER BIKE PARKING

22 BUILDING SIGNAGE



INDIVIDUAL BIKE PARKING
Double cages



21 TEXTURED RIBBED CONCRETE

INDIVIDUAL BIKE PARKING
Single cages

24 VINE ON STEEL CABLES

20 GREEN WALL

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
EXTERIOR
MATERIALS

ISSUE FOR
PLANNING

JOB NO.
01020

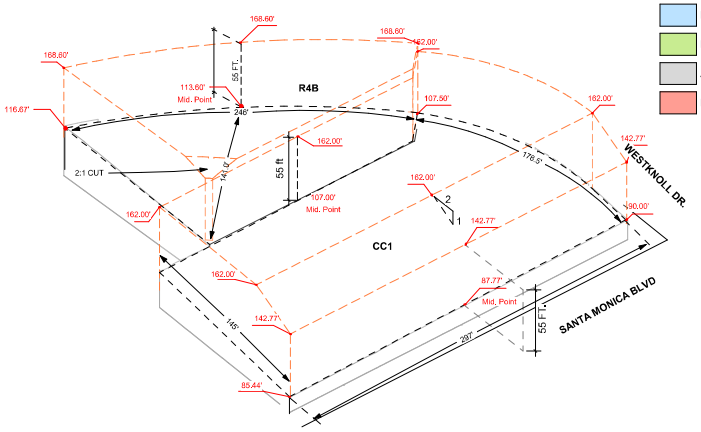
DATE
March 15 2021

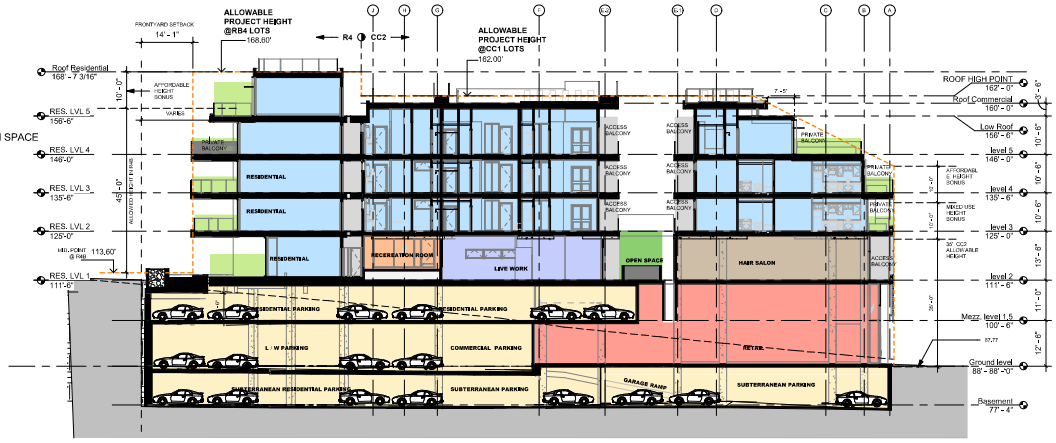
SCALE

SHEET A3.11

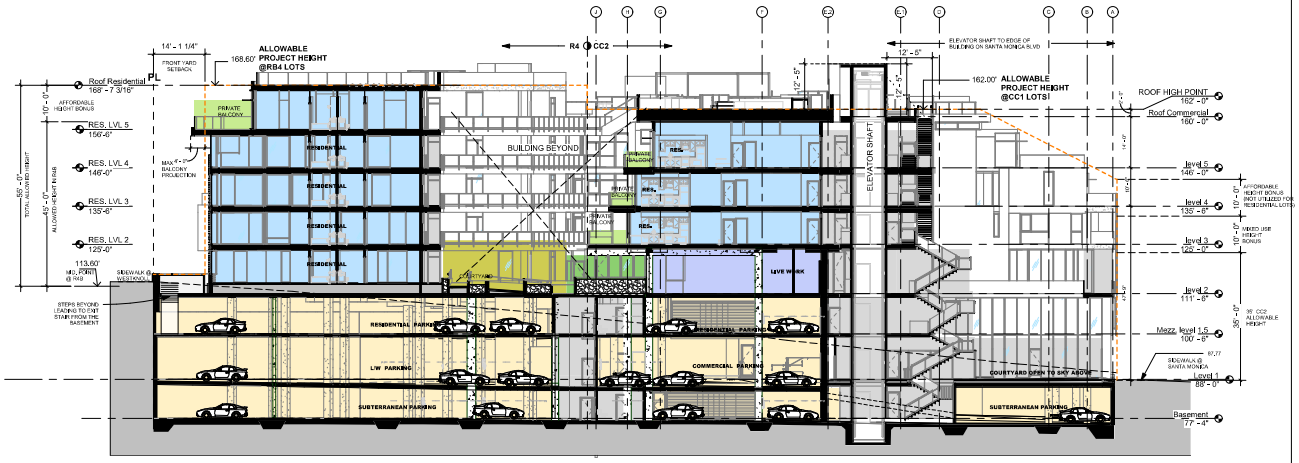
LEGEND

- ADDITIONAL OPEN SPACE
- COMMON AREAS
- HAIR SALON
- LIVE/WORK
- PARKING
- RESIDENTIAL
- PRIVATE OPEN SPACE
- ACCESS
- RETAIL

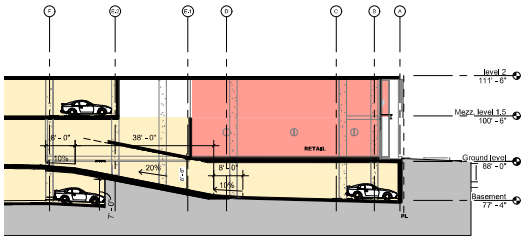




2 BUILDING SECTION
1/16" = 1'-0"



1 BUILDING SECTION
1/16" = 1'-0"



3 SECTION THROUGH RAMP
1/16" = 1'-0"

0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
BUILDING SECTIONS

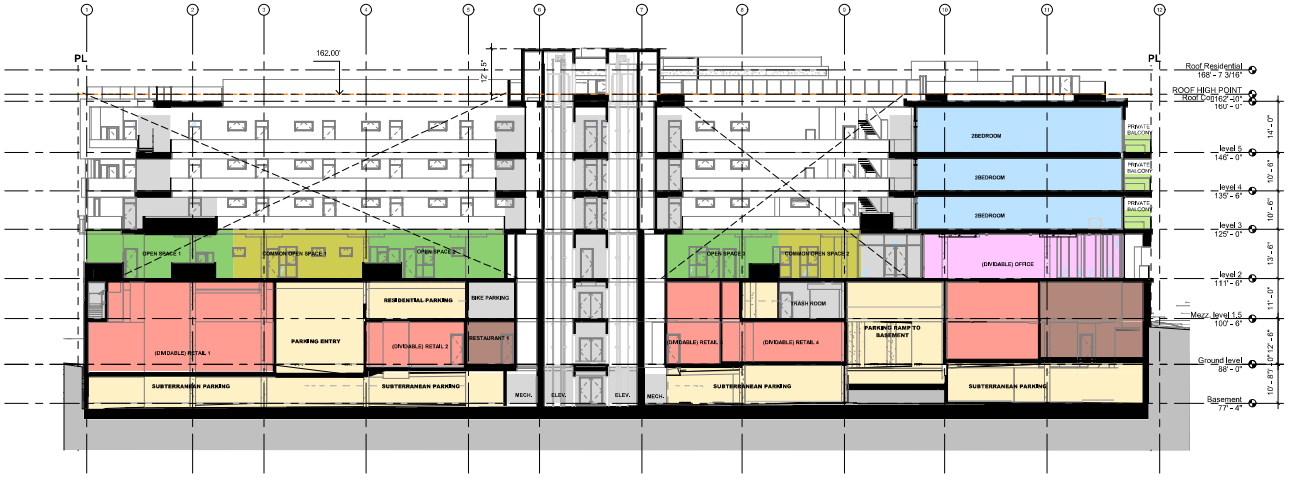
ISSUE FOR
PLANNING

JOB NO.
01020

DATE
March 15 2021

SCALE 1/16" = 1'-0"

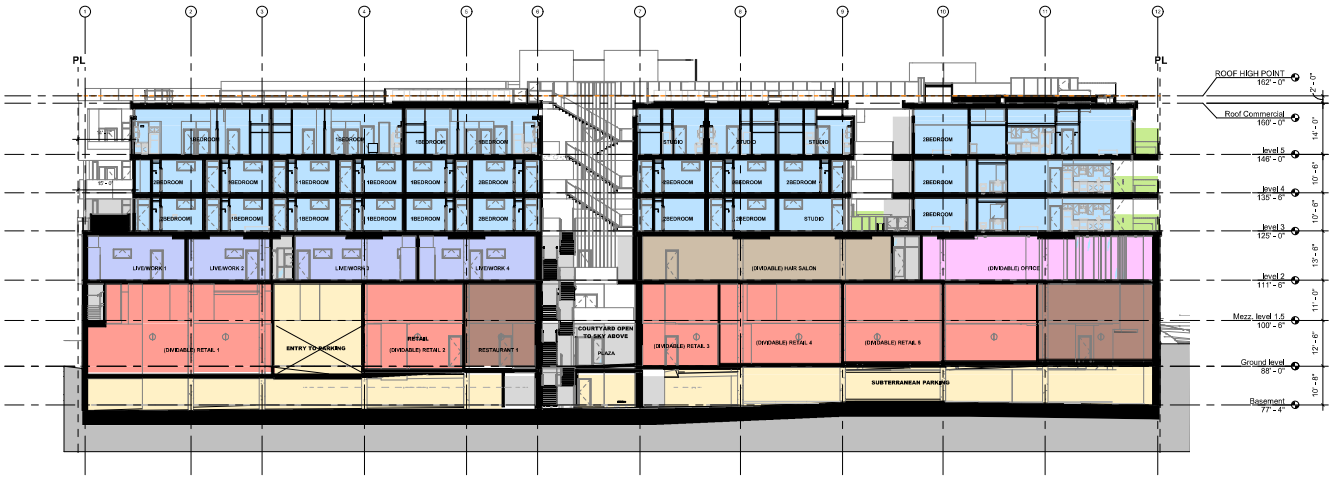
SHEET A4.01



2 BUILDING SECTION
1/16" = 1'-0"

LEGEND

- COMMON OPEN SPACE
- ADDITIONAL OPEN SPACE
- OFFICE
- PARKING
- RESIDENTIAL
- PRIVATE OPEN SPACE
- ACCESS
- RETAIL
- RESTAURANT



1 BUILDING SECTION
1/16" = 1'-0"

LEGEND

- HAIR SALON
- OFFICE
- LIVE/WORK
- PARKING
- RESIDENTIAL
- PRIVATE OPEN SPACE
- ACCESS
- RETAIL
- RESTAURANT

0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
BUILDING SECTIONS

ISSUE FOR
PLANNING

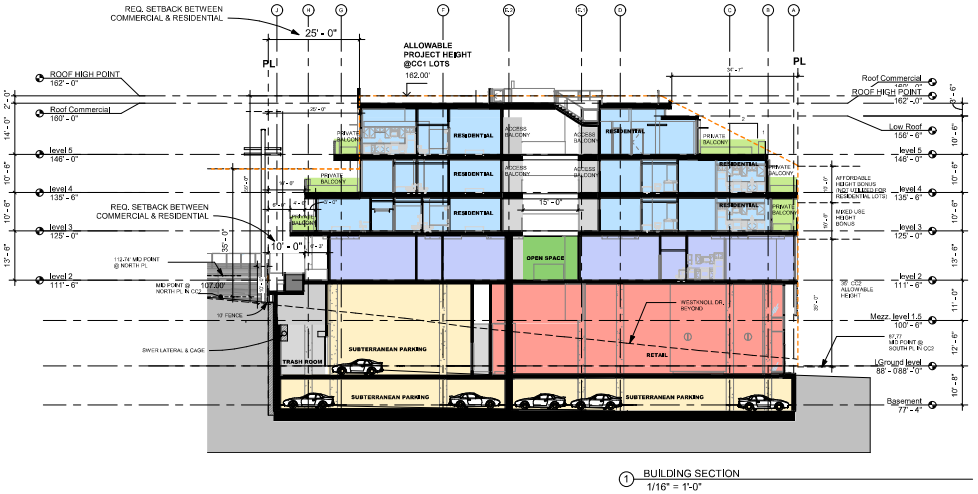
JOB NO.
01020

DATE
March 15 2021

SCALE 1/16" = 1'-0"

SHEET A4.02

2 BUILDING SECTION
1/16" = 1'-0"



1 BUILDING SECTION
1/16" = 1'-0"

LEGEND

- ADDITIONAL OPEN SPACE
- LIVE/WORK
- PARKING
- RESIDENTIAL
- PRIVATE OPEN SPACE
- ACCESS
- RETAIL

0' 4' 8' 16'

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
BUILDING SECTIONS

ISSUE FOR
PLANNING

JOB NO.
01020

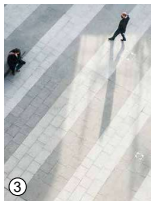
DATE
March 15 2021

SCALE 1/16" = 1'-0"

SHEET A4.03





1. (8) EXISTING CHINESE ELM STREET TREES TO REMAIN
2. (8) NEW CHINESE ELM STREET TREES TO MATCH EXISTING
3. LINEAR CONCRETE PAVER: COURTYARD ENHANCEMENT
4. sCORED INTEGRAL COLOR CONCRETE PAVING AT 3 FOOT SET-BACK AREA FROM PROPERTY LINE
5. RAISED LINEAR PLANTER WITH LOW GRASSY PLANTING
6. RAISED CENTRAL WATER FEATURE
7. TABLE AND CHAIR SEATING

PROPOSED PLANT PALETTE: 1ST GROUND

BOTANICAL NAME	COMMON NAME
STREET TREES (36" BOX): OR AS IDENTIFIED IN THE STREET TREE LIST OF THE BUREAU OF STREET MAINTENANCE	
ULMUS PARVIFLORA	CHINESE ELM TREE
GRASSES (5 GALLON):	
DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED TURF LILY
LOMANDRA LONGIFOLIA BREEZE	DWARF MAT RUSH
PARKWAY UNDERPLANTING (SOD):	
AGROSTIS PALLENS	NATIVE BENT GRASS
CLIMBING VINES (5 GALLON):	
FICUS PUMILA	CREEPING FIG
HEDERA HELIX	ENGLISH IVY

NOTE:
SEE ARCHITECTURAL SHEETS FOR:
-PROJECT SUMMARY FOR OPEN SPACE CALCULATIONS.
-COLORED BUILDING RENDERINGS

SCALE: 1/16" = 1'-0"

16' 8' 0' 8' 16' 32'

GRAPHIC SCALE

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GDG
Gaudet Design Group
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tel: 310.828.4908

LICENSED LANDSCAPE ARCHITECT
PAUL J GAUDET
3970
November 2021
Renewal Date
03-07-2021
Date
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
1st Ground Floor Landscape Plan

ISSUE FOR
Planning Commission

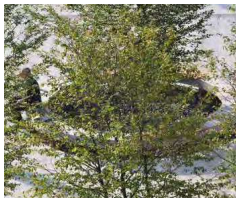
JOB NO.
01020

DATE
March 17th, 2021

SCALE
As Indicated

SHEET L-1.0

1. LARGE ACCENT POT PLANTING
2. CENTRAL FOUNTAIN FEATURE
3. LOUNGE SEATING AT FIRE PIT ELEMENT
4. LARGE SHRUB PLANTING AT L.I.D. PLANTER
5. GRASSY PLANTING AT L.I.D. PLANTER
6. LOUNGE CHAIR SEATING
7. INTEGRAL COLOR CONCRETE COURTYARD PAVING
8. TILE ACCENT PAVING AT PRIVATE OUTDOOR DECKS
9. RAISED SPECIMEN TREE PLANTERS
10. BUILT-IN BENCH SEATING
11. RAISED PLANTERS WITH PALM PLANTING
12. GREEN WALL / CABLE VINE PLANTING
13. RAISED L.I.D. PLANTERS. GRASSY LOW PLANTING
14. SMALL ACCENT TREE "BOX"
15. (7) EXISTING PARKWAY TREES TO REMAIN WITH GRASSY PARKWAY UNDERPLANTING
16. (1) NEW PARKWAY TREES TO MATCH EXISITNG. W/ GRASSY UNDERPLANTING
17. (4) EXISTING PARKWAY PALMS TO REMAIN WITH GRASSY PARKWAY UNDERPLANTING



PROPOSED PLANT PALETTE: 2ND FLOOR

	BOTANICAL NAME	COMMON NAME
STREET TREES (36" BOX): OR AS IDENTIFIED IN THE STREET TREE LIST OF THE BUREAU OF STREET MAINTENANCE	TO MATCH EXISTING	
SPECIMEN ACCENT PALMS (36" BOX):		
	ALOE HERCULES	TREE ALOE
	HOWEA FORSTERIANA	KENTIA PALM
	PHOENIX ROEBELENII	PYGMY DATE PALM
GRASSES (5 GALLON):		
	CHONDROPETALUM ELEPHANT.	LARGE CAPE RUSH
	DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED TURF LILY
	LOMANDRA LONGIFOLIA BREEZE	DWARF MAT RUSH
	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS
SMALL ACCENT TREE (15 GAL / 24" BOX):		
	AGONIS FLEXUOSA 'JERVIS BAY'	AFTERDARK PEPPERMINT TREE
	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD
PARKWAY UNDERPLANTING (SOD):		
	AGROSTIS PALLENS	NATIVE BENT GRASS
CLIMBING VINES (5 GALLON):		
	FICUS PUMILA	CREEPING FIG
	HEDERA HELIX	ENGLISH IVY
MEDIUM ACCENT PLANTING (15 GALLON):		
	CYCAS REVOLUTA	SAGO PALM
	CRASSULA OVATA 'VARIEGATA'	VARIEGATED JADE PLANT
	FURCRAEA FOETIDA 'MEDIOPICTA'	GREEN FALSE ALOE
	PHILODENDRON 'XANADU'	XANADU PHILODENDRON
	SANSEVIERIA TRIFISCATA	VARIEGATED SNAKE PLANT
	ZAMIA FURFURACEA	CARDBOARD PALM
SHRUB PLANTING (5 GALLON):		
	ACACIA COGNATA 'COUSIN ITT'	LITTLE RIVER WATTLE
	AZALEA SPECIES	WHITE AZALEA
	DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED TURF LILY
	HYDRANGEA MAC. 'LACECAP'	WHITE LACECAP HYDRANGEA
	LOMANDRA LONGIFOLIA BREEZE	DWARF MAT RUSH
	RHAPHIOLEPSIS UMBELL. 'MINOR'	DWARF YEDDO HAWTHORN
	NO MOW SOD GROUNDCOVER	
SIDEWALK POCKET PLANTING (1 GALLON)		
	EQUISETUM HYEMALE	HORSETAIL

SCALE: 1/16" = 1'-0"
16' 8' 0' 8' 16' 32'
GRAPHIC SCALE

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LICENSED LANDSCAPE ARCHITECT 3970 November 2021 Renewal Date 03-07-2021 Date STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA MIXED USE DEVELOPMENT

JOB ADDRESS
WEST HOLLYWOOD, CA 90069

SHEET TITLE
2nd Floor Landscape Plan

ISSUE FOR
Planning Commission

JOB NO.
01020

DATE
March 17th, 2021

SCALE
As Indicated

SHEET
L-1.1

1. RAISED L.I.D. PLANTERS
2. RAISED PLANTERS BETWEEN PRIVATE OUTDOOR DECKS
3. TILE ACCENT PAVING AT PRIVATE OUTDOOR DECKS
4. INTEGRAL COLOR CONCRETE PAVING
5. SEMI-PRIVATE SHARED OUTDOOR DECK WITH LOUNGE SEATING AND FIRE PITS

PROPOSED PLANT PALETTE: 3RD FLOOR

BOTANICAL NAME	COMMON NAME
SMALL ACCENT TREE (24" BOX):	
AGONIS FLEX. 'JERVIS BAY'	AFTERDARK PEPPERMINT TREE
SEMIARUNDINARIA FASTUOSA	NAHIRA BAMBOO
CITRUS SPECIES	CITRUS TREE
LAGERSTROEMIA IND. 'NATCHEZ	WHITE CRAPE MYRTLE
GRASSES (5 GALLON):	
CHONDROPETALUM ELEPHANT.	LARGE CAPE RUSH
DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED TURF LILY
LOMANDRA LONGIFOLIA BREEZE	DWARF MAT RUSH
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS
LARGE POT ACCENT PLANTING: (15 GALLON)	
HOWEA FORSTERIANA	KENTIA PALM
KALANCHOE BEHARENSIS	FELT PLANT
TIBOUCHINA HETEROMALLA	SILVERLEAF PRINCESS FLOWER

SCALE: 1/16" = 1'-0"

16' 8' 0' 8' 16' 32'

GRAPHIC SCALE

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Landscape Architecture
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Palos Verdes Estates, California 90274
tel: 310.828.4908

LICENSED LANDSCAPE ARCHITECT
PAUL J. GAUDET
3970
November 2021
Renewal Date
10-07-2021
Date
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
3rd Floor
Landscape Plan

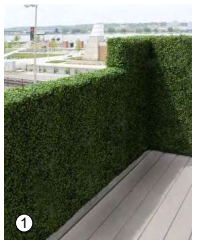
ISSUE FOR
Planning Commission

JOB NO.
01020

DATE
March 17th, 2021

SCALE
As Indicated

SHEET L-1.2



1. RAISED PLANTERS BETWEEN PRIVATE OUTDOOR DECKS
2. TILE ACCENT PAVING AT PRIVATE OUTDOOR DECKS
3. INTEGRAL COLOR CONCRETE PAVING

PROPOSED PLANT PALETTE: 4TH FLOOR

BOTANICAL NAME	COMMON NAME
SMALL ACCENT TREE (24" BOX):	
AGONIS FLEX. 'JERVIS BAY'	AFTERDARK PEPPERMINT TREE
SEMIARUNDINARIA FASTUOSA	NAHIRA BAMBOO
CITRUS SPECIES	CITRUS TREE
LAGERSTROEMIA IND. 'NATCHEZ	WHITE CRAPE MYRTLE
GRASSES (5 GALLON):	
CHONDROPETALUM ELEPHANT.	LARGE CAPE RUSH
DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED TURF LILY
LOMANDRA LONGIFOLIA BREEZE	DWARF MAT RUSH
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS
LARGE POT ACCENT PLANTING: (15 GALLON)	
HOWEA FORSTERIANA	KENTIA PALM
KALANCHOE BEHARENSIS	FELT PLANT
TIBOUCHINA HETEROMALLA	SILVERLEAF PRINCESS FLOWER

SCALE: 1/16" = 1'-0"

16' 8' 0' 8' 16' 32'

GRAPHIC SCALE

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LICENSED LANDSCAPE ARCHITECT
RYAN J GAUDET
3970
November 2021
Renewal Date
03-07-2021
Date
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
4th Floor
Landscape Plan

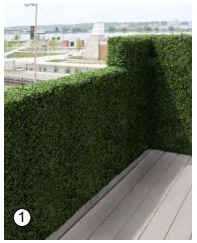
ISSUE FOR
Planning Commission

JOB NO.
01020

DATE
March 17th, 2021

SCALE
As Indicated

SHEET L-1.3



1. RAISED PLANTERS. SCREENING OF PRIVATE OUTDOOR DECKS
2. IPE WOOD AT PRIVATE OUTDOOR DECKS
3. INTEGRAL COLOR CONCRETE PAVING

PROPOSED PLANT PALETTE: 5TH FLOOR

BOTANICAL NAME	COMMON NAME
SMALL ACCENT TREE (24" BOX):	
AGONIS FLEX. 'JERVIS BAY'	AFTERDARK PEPPERMINT TREE
SEMIARUNDINARIA FASTUOSA	NAHIRA BAMBOO
CITRUS SPECIES	CITRUS TREE
LAGERSTROEMIA IND. 'NATCHEZ	WHITE CRAPE MYRTLE
GRASSES (5 GALLON):	
CHONDROPETALUM ELEPHANT.	LARGE CAPE RUSH
DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED TURF LILY
LOMANDRA LONGIFOLIA BREEZE	DWARF MAT RUSH
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS
LARGE POT ACCENT PLANTING: (15 GALLON)	
HOWEA FORSTERIANA	KENTIA PALM
KALANCHOE BEHARENSIS	FELT PLANT
TIBOUCHINA HETEROMALLA	SILVERLEAF PRINCESS FLOWER

SCALE: 1/16" = 1'-0"

16' 8' 0' 8' 16' 32'

GRAPHIC SCALE

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LICENSED LANDSCAPE ARCHITECT — MIKE J. GAUDET — 3970 — November 2021 Renewal Date — 03-17-2021 Date — STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS
WEST HOLLYWOOD, CA 90069

SHEET TITLE
5th Floor
Landscape Plan

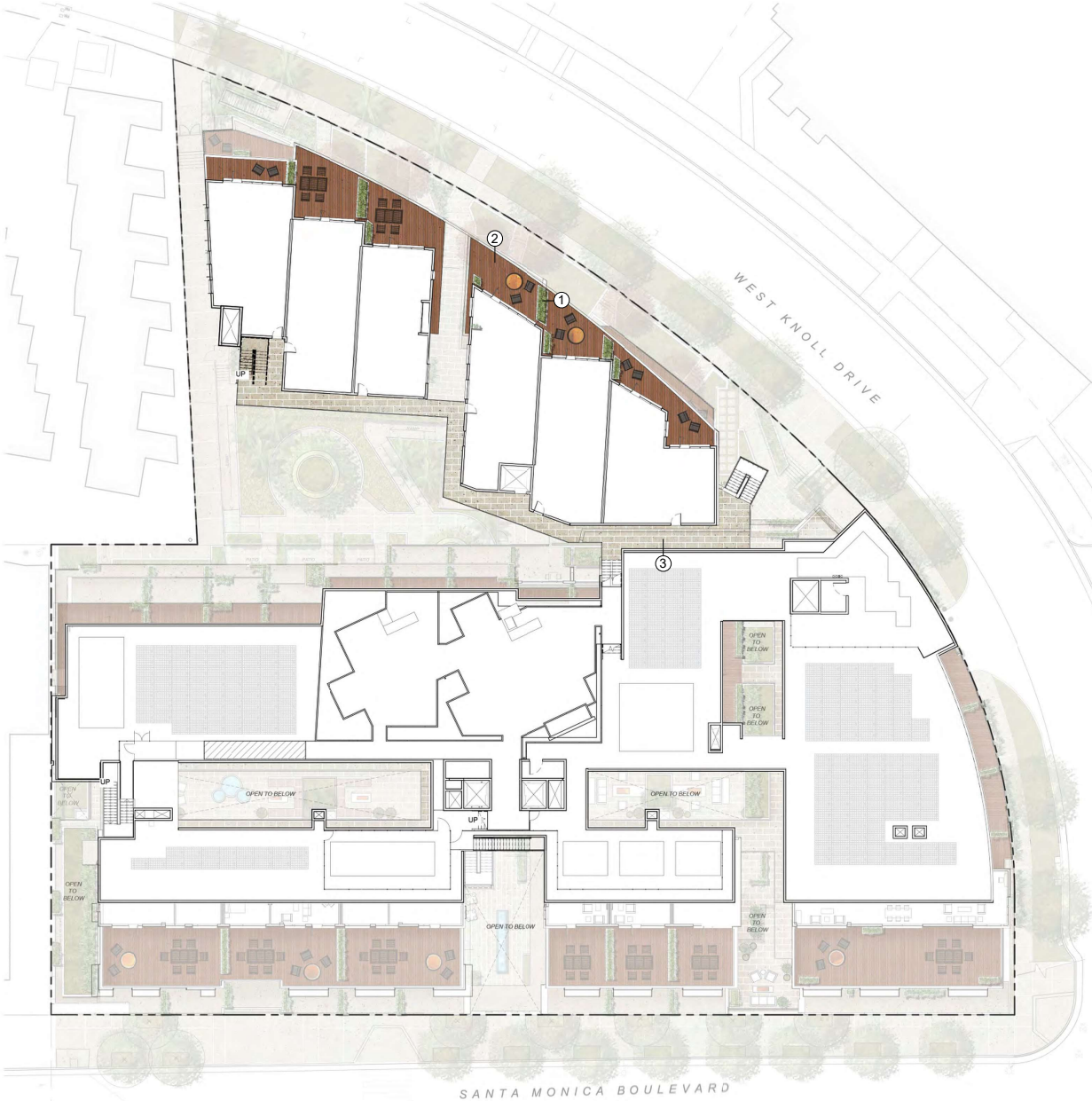
ISSUE FOR
Planning Commission

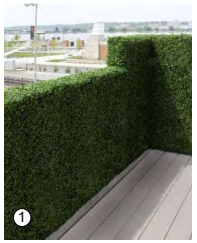
JOB NO.
01020

DATE
March 17th, 2021

SCALE
As Indicated

SHEET L-1.4a





1. RAISED PLANTERS. SCREENING OF PRIVATE OUTDOOR DECKS
2. IPE WOOD AT PRIVATE OUTDOOR DECKS
3. INTEGRAL COLOR CONCRETE PAVING

PROPOSED PLANT PALETTE: 5TH FLOOR

BOTANICAL NAME	COMMON NAME
SMALL ACCENT TREE (24" BOX):	
AGONIS FLEX. 'JERVIS BAY'	AFTERDARK PEPPERMINT TREE
SEMIARUNDINARIA FASTUOSA	NAHIRA BAMBOO
CITRUS SPECIES	CITRUS TREE
LAGERSTROEMIA IND. 'NATCHEZ	WHITE CRAPE MYRTLE
GRASSES (5 GALLON):	
CHONDROPETALUM ELEPHANT.	LARGE CAPE RUSH
DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED TURF LILY
LOMANDRA LONGIFOLIA BREEZE	DWARF MAT RUSH
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS
LARGE POT ACCENT PLANTING: (15 GALLON)	
HOWEA FORSTERIANA	KENTIA PALM
KALANCHOE BEHARENSIS	FELT PLANT
TIBOUCHINA HETEROMALLA	SILVERLEAF PRINCESS FLOWER

SCALE: 1/16" = 1'-0"

16' 8' 0' 8' 16' 32'

GRAPHIC SCALE

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LICENSED LANDSCAPE ARCHITECT
MIKE I. GAUDET
3970
November 2021
Renewal Date
03-17-2021
Date
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS
WEST HOLLYWOOD, CA 90069

SHEET TITLE
5th Residential Floor Landscape Plan

ISSUE FOR
Planning Commission

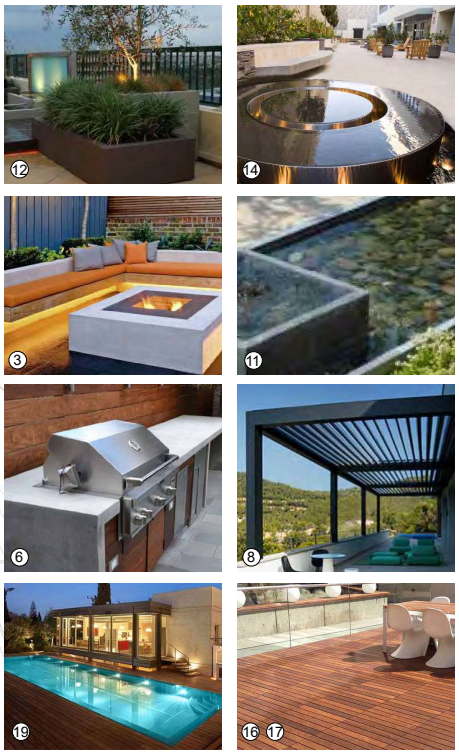
JOB NO.
01020

DATE
March 17th, 2021

SCALE
As Indicated

SHEET L-1.4b

1. IPE WOOD EGRESS PATHWAY PAVING
2. INTEGRAL COLOR CONCRETE PAVING
3. LINEAR FIRE PIT WITH BENCH LOUNGE SEATING
4. MEDIUM ACCENT TREES
5. BOOTH DINING TABLE
6. OUTDOOR KITCHEN WITH BBQ AND SINK
7. OUTDOOR DINING TABLE
8. OVERHEAD TRELLIS. MAXIMUM 10' HEIGHT WITH HEATERS
9. HIGH-TOP TABLE SEATING
10. OUTDOOR DAYBEDS
11. FOUNTAIN FEATURE
12. 42" HIGH RAISED ROOF PLANTERS
13. OPEN FLEX SPACE / CHAISE LOUNGE
14. CENTRAL FOUNTAIN FEATURE
15. 42" HIGH FROSTED GLASS ENCLOSURE
16. PEDESTAL PAVER POOL DECK
17. 42" HIGH CLEAR GLASS RAILING
18. ADA ACCESSIBLE POOL ENCLOSURE GATE
19. ROOFTOP SWIMMING POOL AND SPA



PROPOSED PLANT PALETTE: ROOF LEVEL

BOTANICAL NAME	COMMON NAME
MEDIUM SPECIMEN TREE (36" BOX):	
MELALEUCA NESOPHILA	PINK MELALEUCA
OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE
MEDIUM ACCENT PLANTING (15 GALLON):	
CYCAS REVOLUTA	SAGO PALM
CRASSULA OVATA 'VARIEGATA'	VARIEGATED JADE PLANT
FURCRAEA FOETIDA 'MEDIOPICTA'	GREEN FALSE ALOE
PHILODENDRON 'XANADU'	XANADU PHILODENDRON
SANSEVIERIA TRIFISCATA	VARIEGATED SNAKE PLANT
ZAMIA FURFURACEA	CARDBOARD PALM
SHRUB PLANTING (5 GALLON):	
ACACIA COGNATA 'COUSIN ITT'	LITTLE RIVER WATTLE
AZALEA SPECIES	WHITE AZALEA
DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED TURF LILY
HYDRANGEA MAC. 'LACECAP'	WHITE LACECAP HYDRANGEA
LOMANDRA LONGIFOLIA BREEZE	DWARF MAT RUSH
RHAPHIOLEPSIS UMBELL. 'MINOR'	DWARF YEDDO HAWTHORN
NO MOW SOD GROUNDCOVER	
GRASSES (5 GALLON):	
CHONDROPETALUM ELEPHANT.	LARGE CAPE RUSH
DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED TURF LILY
LOMANDRA LONGIFOLIA BREEZE	DWARF MAT RUSH
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS

PROJECT NORTH / TRUE NORTH

SCALE: 1/16" = 1'-0"

16' 8' 0' 8' 16' 32'

GRAPHIC SCALE

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LICENSED LANDSCAPE ARCHITECT
BRIAN J GAUDET
3970
November 2021
Renewal Date
03-07-2021
Date
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA MIXED USE DEVELOPMENT

JOB ADDRESS
WEST HOLLYWOOD, CA 90069

SHEET TITLE
Roof
Landscape Plan

ISSUE FOR
Planning Commission

JOB NO.
01020

DATE
March 17th, 2021

SCALE
As Indicated

SHEET L-1.5


Acacia cognata ' Cousin Itt'


Agonis flexuosa 'Jervis Bay'


Agrostis pallens


Aloe "Hercules"


Azalea species. White.


Cercis canadensis 'Forest Pansy'


Chondrapetalum elephantum


Citrus species


Crassula ovata 'Variegata'


Cycas revoluta


Dianella tasmanica 'Variegata'

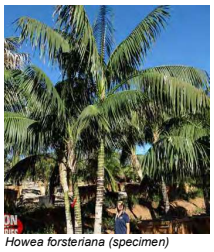

Equisetum hymaile


Ficus pumila


Furcraea foetida


Hedera helix


Helictotrichon sempervirens


Howea forsteriana (specimen)


Hydrangea mac. "Lacecap"


Kalanchoe beharensis

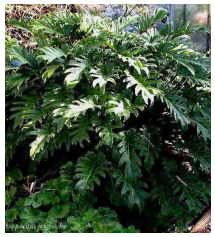

Lagerstroemia indica 'Natchez'


Lomandra longifolia 'Breeze'


Melaleuca nesophila


No mow


Olea europaea 'Swan Hill:


Philodendron 'Xanadu'


Phoenix roebellini


Rhapiolepsis umbellata' minor'


Sansevieria trifiscata


Semiarundinaria fastuosa


Tibouchina heteromalla


Ulmus parviflora


Zamia furfuracea

dfh architects

Gaudet Design Group
Landscape Architecture
322 Tejon Place
Palos Verdes Estates, California 90274
tel: 310.828.4908

LICENSED LANDSCAPE ARCHITECT
3970
November 2021
03-07-2021
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
Proposed Plant Material

ISSUE FOR
Planning Commission

JOB NO.
01020

DATE
March 17th, 2021

SCALE
As Indicated

SHEET L-1.6

Appendix C

Air Quality Modeling Results

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8555 Santa Monica Boulevard - Existing Uses - AQ

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	4.21	1000sqft	0.00	4,211.00	0
Health Club	4.06	1000sqft	0.00	4,058.00	0
High Turnover (Sit Down Restaurant)	2.48	1000sqft	0.00	2,475.00	0
Single Family Housing	4.00	Dwelling Unit	1.30	7,200.00	11
Strip Mall	16.64	1000sqft	0.10	16,644.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - This analysis only looks at existing operational emissions on the project site.

Land Use - Hair Salon (6,218 sf) added to retail (10,426 sf)

Construction Phase - No construction information - only analyzing existing operational emissions

Woodstoves - No woodstoves - residences may have fireplaces

Vehicle Trips - Trip generation rates per 2019 project traffic study

Energy Use - "Using Historical Data" feature selected to account for existing uses built to prior iterations of building code

Mobile Land Use Mitigation - Features selected to account for mixed-use nature of area, location in a central business district, and proximity to Santa Monica/Westborne bus stop for Cityline Commuter and LA Metro Route 4

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	467.55	467.55
tblEnergyUse	T24NG	28,628.82	28,628.82
tblLandUse	LotAcreage	0.10	0.00
tblLandUse	LotAcreage	0.09	0.00
tblLandUse	LotAcreage	0.06	0.00
tblLandUse	LotAcreage	0.38	0.10
tblVehicleTrips	WD_TR	9.74	13.80
tblVehicleTrips	WD_TR	9.44	9.52
tblWoodstoves	NumberCatalytic	0.20	0.00
tblWoodstoves	NumberNoncatalytic	0.20	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	30.2029	24.4243	15.7831	0.0255	7.1944	1.4375	8.3635	3.4544	1.3439	4.5300	0.0000	2,532.2112	2,532.2112	0.6511	0.0203	2,548.9645
Maximum	**30.2029**	**24.4243**	**15.7831**	**0.0255**	**7.1944**	**1.4375**	**8.3635**	**3.4544**	**1.3439**	**4.5300**	**0.0000**	**2,532.2112**	**2,532.2112**	**0.6511**	**0.0203**	**2,548.9645**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	30.2029	24.4243	15.7831	0.0255	7.1944	1.4375	8.3635	3.4544	1.3439	4.5300	0.0000	2,532.2112	2,532.2112	0.6511	0.0203	2,548.9645
Maximum	**30.2029**	**24.4243**	**15.7831**	**0.0255**	**7.1944**	**1.4375**	**8.3635**	**3.4544**	**1.3439**	**4.5300**	**0.0000**	**2,532.2112**	**2,532.2112**	**0.6511**	**0.0203**	**2,548.9645**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.7174	0.0709	1.3883	2.0100e-003		0.1474	0.1474		0.1474	0.1474	13.8611	72.6002	86.4613	1.9800e-003	2.5400e-003	87.2686
Energy	0.0260	0.2344	0.1825	1.4200e-003		0.0180	0.0180		0.0180	0.0180		283.9107	283.9107	5.4400e-003	5.2100e-003	285.5978
Mobile	3.7265	4.7298	31.7241	0.0563	5.2434	0.0711	5.3145	1.3974	0.0668	1.4642		5,730.1588	5,730.1588	0.5003	0.3172	5,837.1900
Total	**5.4698**	**5.0350**	**33.2948**	**0.0597**	**5.2434**	**0.2365**	**5.4799**	**1.3974**	**0.2322**	**1.6296**	**13.8611**	**6,086.6696**	**6,100.5308**	**0.5077**	**0.3249**	**6,210.0564**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.7174	0.0709	1.3883	2.0100e-003		0.1474	0.1474		0.1474	0.1474	13.8611	72.6002	86.4613	1.9800e-003	2.5400e-003	87.2686
Energy	0.0260	0.2344	0.1825	1.4200e-003		0.0180	0.0180		0.0180	0.0180		283.9107	283.9107	5.4400e-003	5.2100e-003	285.5978
Mobile	3.0141	2.7901	19.0007	0.0270	2.4061	0.0364	2.4425	0.6413	0.0341	0.6754		2,749.2666	2,749.2666	0.3517	0.1983	2,817.1580
Total	**4.7574**	**3.0953**	**20.5714**	**0.0304**	**2.4061**	**0.2018**	**2.6079**	**0.6413**	**0.1995**	**0.8408**	**13.8611**	**3,105.7775**	**3,119.6386**	**0.3591**	**0.2061**	**3,190.0245**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**13.02**	**38.52**	**38.21**	**49.04**	**54.11**	**14.67**	**52.41**	**54.11**	**14.05**	**48.40**	**0.00**	**48.97**	**48.86**	**29.27**	**36.58**	**48.63**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2018	1/26/2018	5	20	
2	Site Preparation	Site Preparation	1/27/2018	1/30/2018	5	2	
3	Grading	Grading	1/31/2018	2/5/2018	5	4	
4	Building Construction	Building Construction	2/6/2018	11/12/2018	5	200	
5	Paving	Paving	11/13/2018	11/26/2018	5	10	
6	Architectural Coating	Architectural Coating	11/27/2018	12/10/2018	5	10	

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 14,580; Residential Outdoor: 4,860; Non-Residential Indoor: 41,082; Non-Residential Outdoor: 13,694; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	11.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.4838	24.3641	15.1107	0.0241		1.4365	1.4365		1.3429	1.3429		2,391.1659	2,391.1659	0.6058		2,406.3105
Total	**2.4838**	**24.3641**	**15.1107**	**0.0241**		**1.4365**	**1.4365**		**1.3429**	**1.3429**		**2,391.1659**	**2,391.1659**	**0.6058**		**2,406.3105**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0672	0.0602	0.6723	1.4000e-003	0.1453	1.0700e-003	0.1464	0.0385	9.8000e-004	0.0395		141.0453	141.0453	5.6600e-003	4.9200e-003	142.6541
Total	**0.0672**	**0.0602**	**0.6723**	**1.4000e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.8000e-004**	**0.0395**		**141.0453**	**141.0453**	**5.6600e-003**	**4.9200e-003**	**142.6541**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.4838	24.3641	15.1107	0.0241		1.4365	1.4365		1.3429	1.3429	0.0000	2,391.1659	2,391.1659	0.6058		2,406.3105
Total	**2.4838**	**24.3641**	**15.1107**	**0.0241**		**1.4365**	**1.4365**		**1.3429**	**1.3429**	**0.0000**	**2,391.1659**	**2,391.1659**	**0.6058**		**2,406.3105**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0672	0.0602	0.6723	1.4000e-003	0.1453	1.0700e-003	0.1464	0.0385	9.8000e-004	0.0395		141.0453	141.0453	5.6600e-003	4.9200e-003	142.6541
Total	**0.0672**	**0.0602**	**0.6723**	**1.4000e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.8000e-004**	**0.0395**		**141.0453**	**141.0453**	**5.6600e-003**	**4.9200e-003**	**142.6541**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.8061	20.7472	8.0808	0.0172		0.9523	0.9523		0.8761	0.8761		1,735.3630	1,735.3630	0.5402		1,748.8690
Total	**1.8061**	**20.7472**	**8.0808**	**0.0172**	**6.2662**	**0.9523**	**7.2185**	**3.0041**	**0.8761**	**3.8802**		**1,735.3630**	**1,735.3630**	**0.5402**		**1,748.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0413	0.0371	0.4137	8.6000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.0000e-004	0.0243		86.7971	86.7971	3.4800e-003	3.0300e-003	87.7871
Total	**0.0413**	**0.0371**	**0.4137**	**8.6000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.0000e-004**	**0.0243**		**86.7971**	**86.7971**	**3.4800e-003**	**3.0300e-003**	**87.7871**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.8061	20.7472	8.0808	0.0172		0.9523	0.9523		0.8761	0.8761	0.0000	1,735.3630	1,735.3630	0.5402		1,748.8690
Total	**1.8061**	**20.7472**	**8.0808**	**0.0172**	**6.2662**	**0.9523**	**7.2185**	**3.0041**	**0.8761**	**3.8802**	**0.0000**	**1,735.3630**	**1,735.3630**	**0.5402**		**1,748.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0413	0.0371	0.4137	8.6000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.0000e-004	0.0243		86.7971	86.7971	3.4800e-003	3.0300e-003	87.7871
Total	**0.0413**	**0.0371**	**0.4137**	**8.6000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.0000e-004**	**0.0243**		**86.7971**	**86.7971**	**3.4800e-003**	**3.0300e-003**	**87.7871**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	2.1515	24.2895	10.3804	0.0206		1.1683	1.1683		1.0748	1.0748		2,077.4666	2,077.4666	0.6467		2,093.6352
Total	**2.1515**	**24.2895**	**10.3804**	**0.0206**	**7.0826**	**1.1683**	**8.2509**	**3.4247**	**1.0748**	**4.4996**		**2,077.4666**	**2,077.4666**	**0.6467**		**2,093.6352**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0517	0.0463	0.5172	1.0700e-003	0.1118	8.2000e-004	0.1126	0.0296	7.6000e-004	0.0304		108.4964	108.4964	4.3500e-003	3.7900e-003	109.7339
Total	**0.0517**	**0.0463**	**0.5172**	**1.0700e-003**	**0.1118**	**8.2000e-004**	**0.1126**	**0.0296**	**7.6000e-004**	**0.0304**		**108.4964**	**108.4964**	**4.3500e-003**	**3.7900e-003**	**109.7339**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	2.1515	24.2895	10.3804	0.0206		1.1683	1.1683		1.0748	1.0748	0.0000	2,077.4666	2,077.4666	0.6467		2,093.6352
Total	**2.1515**	**24.2895**	**10.3804**	**0.0206**	**7.0826**	**1.1683**	**8.2509**	**3.4247**	**1.0748**	**4.4996**	**0.0000**	**2,077.4666**	**2,077.4666**	**0.6467**		**2,093.6352**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0517	0.0463	0.5172	1.0700e-003	0.1118	8.2000e-004	0.1126	0.0296	7.6000e-004	0.0304		108.4964	108.4964	4.3500e-003	3.7900e-003	109.7339
Total	**0.0517**	**0.0463**	**0.5172**	**1.0700e-003**	**0.1118**	**8.2000e-004**	**0.1126**	**0.0296**	**7.6000e-004**	**0.0304**		**108.4964**	**108.4964**	**4.3500e-003**	**3.7900e-003**	**109.7339**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5919	17.4280	13.8766	0.0220		1.0580	1.0580		1.0216	1.0216		2,030.8389	2,030.8389	0.4088		2,041.0596
Total	**2.5919**	**17.4280**	**13.8766**	**0.0220**		**1.0580**	**1.0580**		**1.0216**	**1.0216**		**2,030.8389**	**2,030.8389**	**0.4088**		**2,041.0596**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0202	0.3829	0.1206	1.0400e-003	0.0320	7.8200e-003	0.0398	9.2200e-003	7.4800e-003	0.0167		111.3157	111.3157	3.8800e-003	0.0161	116.2060
Worker	0.0568	0.0510	0.5689	1.1800e-003	0.1230	9.0000e-004	0.1239	0.0326	8.3000e-004	0.0334		119.3460	119.3460	4.7900e-003	4.1700e-003	120.7073
Total	**0.0770**	**0.4338**	**0.6895**	**2.2200e-003**	**0.1550**	**8.7200e-003**	**0.1637**	**0.0418**	**8.3100e-003**	**0.0501**		**230.6618**	**230.6618**	**8.6700e-003**	**0.0203**	**236.9133**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5919	17.4280	13.8766	0.0220		1.0580	1.0580		1.0216	1.0216	0.0000	2,030.8389	2,030.8389	0.4088		2,041.0596
Total	**2.5919**	**17.4280**	**13.8766**	**0.0220**		**1.0580**	**1.0580**		**1.0216**	**1.0216**	**0.0000**	**2,030.8389**	**2,030.8389**	**0.4088**		**2,041.0596**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0202	0.3829	0.1206	1.0400e-003	0.0320	7.8200e-003	0.0398	9.2200e-003	7.4800e-003	0.0167		111.3157	111.3157	3.8800e-003	0.0161	116.2060
Worker	0.0568	0.0510	0.5689	1.1800e-003	0.1230	9.0000e-004	0.1239	0.0326	8.3000e-004	0.0334		119.3460	119.3460	4.7900e-003	4.1700e-003	120.7073
Total	**0.0770**	**0.4338**	**0.6895**	**2.2200e-003**	**0.1550**	**8.7200e-003**	**0.1637**	**0.0418**	**8.3100e-003**	**0.0501**		**230.6618**	**230.6618**	**8.6700e-003**	**0.0203**	**236.9133**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0182	10.4525	8.9926	0.0135		0.6097	0.6097		0.5618	0.5618		1,346.4360	1,346.4360	0.4113		1,356.7186
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0182**	**10.4525**	**8.9926**	**0.0135**		**0.6097**	**0.6097**		**0.5618**	**0.5618**		**1,346.4360**	**1,346.4360**	**0.4113**		**1,356.7186**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0672	0.0602	0.6723	1.4000e-003	0.1453	1.0700e-003	0.1464	0.0385	9.8000e-004	0.0395		141.0453	141.0453	5.6600e-003	4.9200e-003	142.6541
Total	**0.0672**	**0.0602**	**0.6723**	**1.4000e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.8000e-004**	**0.0395**		**141.0453**	**141.0453**	**5.6600e-003**	**4.9200e-003**	**142.6541**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0182	10.4525	8.9926	0.0135		0.6097	0.6097		0.5618	0.5618	0.0000	1,346.4360	1,346.4360	0.4113		1,356.7186
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0182**	**10.4525**	**8.9926**	**0.0135**		**0.6097**	**0.6097**		**0.5618**	**0.5618**	**0.0000**	**1,346.4360**	**1,346.4360**	**0.4113**		**1,356.7186**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0672	0.0602	0.6723	1.4000e-003	0.1453	1.0700e-003	0.1464	0.0385	9.8000e-004	0.0395		141.0453	141.0453	5.6600e-003	4.9200e-003	142.6541
Total	**0.0672**	**0.0602**	**0.6723**	**1.4000e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.8000e-004**	**0.0395**		**141.0453**	**141.0453**	**5.6600e-003**	**4.9200e-003**	**142.6541**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	29.8939					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**30.1925**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0103	9.2700e-003	0.1034	2.1000e-004	0.0224	1.6000e-004	0.0225	5.9300e-003	1.5000e-004	6.0800e-003		21.6993	21.6993	8.7000e-004	7.6000e-004	21.9468
Total	**0.0103**	**9.2700e-003**	**0.1034**	**2.1000e-004**	**0.0224**	**1.6000e-004**	**0.0225**	**5.9300e-003**	**1.5000e-004**	**6.0800e-003**		**21.6993**	**21.6993**	**8.7000e-004**	**7.6000e-004**	**21.9468**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	29.8939					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**30.1925**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0103	9.2700e-003	0.1034	2.1000e-004	0.0224	1.6000e-004	0.0225	5.9300e-003	1.5000e-004	6.0800e-003		21.6993	21.6993	8.7000e-004	7.6000e-004	21.9468
Total	**0.0103**	**9.2700e-003**	**0.1034**	**2.1000e-004**	**0.0224**	**1.6000e-004**	**0.0225**	**5.9300e-003**	**1.5000e-004**	**6.0800e-003**		**21.6993**	**21.6993**	**8.7000e-004**	**7.6000e-004**	**21.9468**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.0141	2.7901	19.0007	0.0270	2.4061	0.0364	2.4425	0.6413	0.0341	0.6754		2,749.2666	2,749.2666	0.3517	0.1983	2,817.1580
Unmitigated	3.7265	4.7298	31.7241	0.0563	5.2434	0.0711	5.3145	1.3974	0.0668	1.4642		5,730.1588	5,730.1588	0.5003	0.3172	5,837.1900

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	58.11	9.31	2.95	139,357	63,949
Health Club	133.63	84.69	108.47	263,164	120,762
High Turnover (Sit Down Restaurant)	277.65	302.94	353.03	397,986	182,630
Single Family Housing	38.08	38.16	34.20	128,270	58,861
Strip Mall	737.66	699.71	340.04	1,285,084	589,706
Total	1,245.13	1,134.81	838.69	2,213,861	1,015,907

4.3 Trip Type Information

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Health Club	16.60	8.40	6.90	16.90	64.10	19.00	52	39	9
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.544194	0.057514	0.183980	0.134312	0.023936	0.005880	0.012192	0.009004	0.000864	0.000535	0.022719	0.000742	0.004128
Health Club	0.544194	0.057514	0.183980	0.134312	0.023936	0.005880	0.012192	0.009004	0.000864	0.000535	0.022719	0.000742	0.004128
High Turnover (Sit Down Restaurant)	0.544194	0.057514	0.183980	0.134312	0.023936	0.005880	0.012192	0.009004	0.000864	0.000535	0.022719	0.000742	0.004128
Single Family Housing	0.544194	0.057514	0.183980	0.134312	0.023936	0.005880	0.012192	0.009004	0.000864	0.000535	0.022719	0.000742	0.004128
Strip Mall	0.544194	0.057514	0.183980	0.134312	0.023936	0.005880	0.012192	0.009004	0.000864	0.000535	0.022719	0.000742	0.004128

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0260	0.2344	0.1825	1.4200e-003		0.0180	0.0180		0.0180	0.0180		283.9107	283.9107	5.4400e-003	5.2100e-003	285.5978
NaturalGas Unmitigated	0.0260	0.2344	0.1825	1.4200e-003		0.0180	0.0180		0.0180	0.0180		283.9107	283.9107	5.4400e-003	5.2100e-003	285.5978

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	143.52	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8847	16.8847	3.2000e-004	3.1000e-004	16.9851
Health Club	220.133	2.3700e-003	0.0216	0.0181	1.3000e-004		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003		25.8980	25.8980	5.0000e-004	4.7000e-004	26.0519
High Turnover (Sit Down Restaurant)	1589.09	0.0171	0.1558	0.1309	9.3000e-004		0.0118	0.0118		0.0118	0.0118		186.9513	186.9513	3.5800e-003	3.4300e-003	188.0622
Single Family Housing	377.51	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4130	44.4130	8.5000e-004	8.1000e-004	44.6769
Strip Mall	82.992	9.0000e-004	8.1400e-003	6.8300e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		9.7638	9.7638	1.9000e-004	1.8000e-004	9.8218
Total		**0.0260**	**0.2344**	**0.1825**	**1.4100e-003**		**0.0180**	**0.0180**		**0.0180**	**0.0180**		**283.9107**	**283.9107**	**5.4400e-003**	**5.2000e-003**	**285.5978**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.14352	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8847	16.8847	3.2000e-004	3.1000e-004	16.9851
Health Club	0.220133	2.3700e-003	0.0216	0.0181	1.3000e-004		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003		25.8980	25.8980	5.0000e-004	4.7000e-004	26.0519
High Turnover (Sit Down Restaurant)	1.58909	0.0171	0.1558	0.1309	9.3000e-004		0.0118	0.0118		0.0118	0.0118		186.9513	186.9513	3.5800e-003	3.4300e-003	188.0622
Single Family Housing	0.37751	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4130	44.4130	8.5000e-004	8.1000e-004	44.6769
Strip Mall	0.082992	9.0000e-004	8.1400e-003	6.8300e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		9.7638	9.7638	1.9000e-004	1.8000e-004	9.8218
Total		**0.0260**	**0.2344**	**0.1825**	**1.4100e-003**		**0.0180**	**0.0180**		**0.0180**	**0.0180**		**283.9107**	**283.9107**	**5.4400e-003**	**5.2000e-003**	**285.5978**

6.0 Area Detail

6.1 Mitigation Measures Area

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.7174	0.0709	1.3883	2.0100e-003		0.1474	0.1474		0.1474	0.1474	13.8611	72.6002	86.4613	1.9800e-003	2.5400e-003	87.2686
Unmitigated	1.7174	0.0709	1.3883	2.0100e-003		0.1474	0.1474		0.1474	0.1474	13.8611	72.6002	86.4613	1.9800e-003	2.5400e-003	87.2686

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0819					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6848					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.9402	0.0670	1.0538	1.9900e-003		0.1456	0.1456		0.1456	0.1456	13.8611	72.0000	85.8611	1.3800e-003	2.5400e-003	86.6535
Landscaping	0.0104	3.8700e-003	0.3345	2.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		0.6002	0.6002	6.0000e-004		0.6152
Total	**1.7174**	**0.0709**	**1.3883**	**2.0100e-003**		**0.1475**	**0.1475**		**0.1475**	**0.1475**	**13.8611**	**72.6002**	**86.4613**	**1.9800e-003**	**2.5400e-003**	**87.2686**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0819					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6848					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.9402	0.0670	1.0538	1.9900e-003		0.1456	0.1456		0.1456	0.1456	13.8611	72.0000	85.8611	1.3800e-003	2.5400e-003	86.6535
Landscaping	0.0104	3.8700e-003	0.3345	2.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		0.6002	0.6002	6.0000e-004		0.6152
Total	**1.7174**	**0.0709**	**1.3883**	**2.0100e-003**		**0.1475**	**0.1475**		**0.1475**	**0.1475**	**13.8611**	**72.6002**	**86.4613**	**1.9800e-003**	**2.5400e-003**	**87.2686**

7.0 Water Detail

7.1 Mitigation Measures Water

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8555 Santa Monica Boulevard - Existing Uses - AQ

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	4.21	1000sqft	0.00	4,211.00	0
Health Club	4.06	1000sqft	0.00	4,058.00	0
High Turnover (Sit Down Restaurant)	2.48	1000sqft	0.00	2,475.00	0
Single Family Housing	4.00	Dwelling Unit	1.30	7,200.00	11
Strip Mall	16.64	1000sqft	0.10	16,644.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - This analysis only looks at existing operational emissions on the project site.

Land Use - Hair Salon (6,218 sf) added to retail (10,426 sf)

Construction Phase - No construction information - only analyzing existing operational emissions

Woodstoves - No woodstoves - residences may have fireplaces

Vehicle Trips - Trip generation rates per 2019 project traffic study

Energy Use - "Using Historical Data" feature selected to account for existing uses built to prior iterations of building code

Mobile Land Use Mitigation - Features selected to account for mixed-use nature of area, location in a central business district, and proximity to Santa Monica/Westborne bus stop for Cityline Commuter and LA Metro Route 4

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	467.55	467.55
tblEnergyUse	T24NG	28,628.82	28,628.82
tblLandUse	LotAcreage	0.10	0.00
tblLandUse	LotAcreage	0.09	0.00
tblLandUse	LotAcreage	0.06	0.00
tblLandUse	LotAcreage	0.38	0.10
tblVehicleTrips	WD_TR	9.74	13.80
tblVehicleTrips	WD_TR	9.44	9.52
tblWoodstoves	NumberCatalytic	0.20	0.00
tblWoodstoves	NumberNoncatalytic	0.20	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	30.2025	24.4191	15.8579	0.0256	7.1944	1.4375	8.3635	3.4544	1.3439	4.5300	0.0000	2,541.0009	2,541.0009	0.6511	0.0200	2,557.6668
Maximum	**30.2025**	**24.4191**	**15.8579**	**0.0256**	**7.1944**	**1.4375**	**8.3635**	**3.4544**	**1.3439**	**4.5300**	**0.0000**	**2,541.0009**	**2,541.0009**	**0.6511**	**0.0200**	**2,557.6668**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	30.2025	24.4191	15.8579	0.0256	7.1944	1.4375	8.3635	3.4544	1.3439	4.5300	0.0000	2,541.0009	2,541.0009	0.6511	0.0200	2,557.6668
Maximum	**30.2025**	**24.4191**	**15.8579**	**0.0256**	**7.1944**	**1.4375**	**8.3635**	**3.4544**	**1.3439**	**4.5300**	**0.0000**	**2,541.0009**	**2,541.0009**	**0.6511**	**0.0200**	**2,557.6668**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.7174	0.0709	1.3883	2.0100e-003		0.1474	0.1474		0.1474	0.1474	13.8611	72.6002	86.4613	1.9800e-003	2.5400e-003	87.2686
Energy	0.0260	0.2344	0.1825	1.4200e-003		0.0180	0.0180		0.0180	0.0180		283.9107	283.9107	5.4400e-003	5.2100e-003	285.5978
Mobile	3.8858	4.4235	32.5559	0.0590	5.2434	0.0710	5.3143	1.3974	0.0666	1.4641		6,010.0346	6,010.0346	0.4772	0.3037	6,112.4551
Total	**5.6292**	**4.7287**	**34.1266**	**0.0625**	**5.2434**	**0.2364**	**5.4798**	**1.3974**	**0.2321**	**1.6295**	**13.8611**	**6,366.5454**	**6,380.4065**	**0.4846**	**0.3114**	**6,485.3216**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.7174	0.0709	1.3883	2.0100e-003		0.1474	0.1474		0.1474	0.1474	13.8611	72.6002	86.4613	1.9800e-003	2.5400e-003	87.2686
Energy	0.0260	0.2344	0.1825	1.4200e-003		0.0180	0.0180		0.0180	0.0180		283.9107	283.9107	5.4400e-003	5.2100e-003	285.5978
Mobile	3.1720	2.6100	18.6737	0.0283	2.4061	0.0363	2.4424	0.6413	0.0340	0.6753		2,876.5525	2,876.5525	0.3261	0.1894	2,941.1392
Total	**4.9154**	**2.9152**	**20.2444**	**0.0317**	**2.4061**	**0.2017**	**2.6078**	**0.6413**	**0.1994**	**0.8407**	**13.8611**	**3,233.0634**	**3,246.9245**	**0.3335**	**0.1971**	**3,314.0056**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**12.68**	**38.35**	**40.68**	**49.28**	**54.11**	**14.68**	**52.41**	**54.11**	**14.06**	**48.41**	**0.00**	**49.22**	**49.11**	**31.18**	**36.70**	**48.90**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2018	1/26/2018	5	20	
2	Site Preparation	Site Preparation	1/27/2018	1/30/2018	5	2	
3	Grading	Grading	1/31/2018	2/5/2018	5	4	
4	Building Construction	Building Construction	2/6/2018	11/12/2018	5	200	
5	Paving	Paving	11/13/2018	11/26/2018	5	10	
6	Architectural Coating	Architectural Coating	11/27/2018	12/10/2018	5	10	

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 14,580; Residential Outdoor: 4,860; Non-Residential Indoor: 41,082; Non-Residential Outdoor: 13,694; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	11.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.4838	24.3641	15.1107	0.0241		1.4365	1.4365		1.3429	1.3429		2,391.1659	2,391.1659	0.6058		2,406.3105
Total	**2.4838**	**24.3641**	**15.1107**	**0.0241**		**1.4365**	**1.4365**		**1.3429**	**1.3429**		**2,391.1659**	**2,391.1659**	**0.6058**		**2,406.3105**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0645	0.0550	0.7471	1.4800e-003	0.1453	1.0700e-003	0.1464	0.0385	9.8000e-004	0.0395		149.8351	149.8351	5.6400e-003	4.6300e-003	151.3563
Total	**0.0645**	**0.0550**	**0.7471**	**1.4800e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.8000e-004**	**0.0395**		**149.8351**	**149.8351**	**5.6400e-003**	**4.6300e-003**	**151.3563**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.4838	24.3641	15.1107	0.0241		1.4365	1.4365		1.3429	1.3429	0.0000	2,391.1659	2,391.1659	0.6058		2,406.3105
Total	**2.4838**	**24.3641**	**15.1107**	**0.0241**		**1.4365**	**1.4365**		**1.3429**	**1.3429**	**0.0000**	**2,391.1659**	**2,391.1659**	**0.6058**		**2,406.3105**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0645	0.0550	0.7471	1.4800e-003	0.1453	1.0700e-003	0.1464	0.0385	9.8000e-004	0.0395		149.8351	149.8351	5.6400e-003	4.6300e-003	151.3563
Total	**0.0645**	**0.0550**	**0.7471**	**1.4800e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.8000e-004**	**0.0395**		**149.8351**	**149.8351**	**5.6400e-003**	**4.6300e-003**	**151.3563**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.8061	20.7472	8.0808	0.0172		0.9523	0.9523		0.8761	0.8761		1,735.3630	1,735.3630	0.5402		1,748.8690
Total	**1.8061**	**20.7472**	**8.0808**	**0.0172**	**6.2662**	**0.9523**	**7.2185**	**3.0041**	**0.8761**	**3.8802**		**1,735.3630**	**1,735.3630**	**0.5402**		**1,748.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0397	0.0338	0.4598	9.1000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.0000e-004	0.0243		92.2062	92.2062	3.4700e-003	2.8500e-003	93.1424
Total	**0.0397**	**0.0338**	**0.4598**	**9.1000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.0000e-004**	**0.0243**		**92.2062**	**92.2062**	**3.4700e-003**	**2.8500e-003**	**93.1424**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.8061	20.7472	8.0808	0.0172		0.9523	0.9523		0.8761	0.8761	0.0000	1,735.3630	1,735.3630	0.5402		1,748.8690
Total	**1.8061**	**20.7472**	**8.0808**	**0.0172**	**6.2662**	**0.9523**	**7.2185**	**3.0041**	**0.8761**	**3.8802**	**0.0000**	**1,735.3630**	**1,735.3630**	**0.5402**		**1,748.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0397	0.0338	0.4598	9.1000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.0000e-004	0.0243		92.2062	92.2062	3.4700e-003	2.8500e-003	93.1424
Total	**0.0397**	**0.0338**	**0.4598**	**9.1000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.0000e-004**	**0.0243**		**92.2062**	**92.2062**	**3.4700e-003**	**2.8500e-003**	**93.1424**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	2.1515	24.2895	10.3804	0.0206		1.1683	1.1683		1.0748	1.0748		2,077.4666	2,077.4666	0.6467		2,093.6352
Total	**2.1515**	**24.2895**	**10.3804**	**0.0206**	**7.0826**	**1.1683**	**8.2509**	**3.4247**	**1.0748**	**4.4996**		**2,077.4666**	**2,077.4666**	**0.6467**		**2,093.6352**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0497	0.0423	0.5747	1.1400e-003	0.1118	8.2000e-004	0.1126	0.0296	7.6000e-004	0.0304		115.2577	115.2577	4.3400e-003	3.5600e-003	116.4279
Total	**0.0497**	**0.0423**	**0.5747**	**1.1400e-003**	**0.1118**	**8.2000e-004**	**0.1126**	**0.0296**	**7.6000e-004**	**0.0304**		**115.2577**	**115.2577**	**4.3400e-003**	**3.5600e-003**	**116.4279**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	2.1515	24.2895	10.3804	0.0206		1.1683	1.1683		1.0748	1.0748	0.0000	2,077.4666	2,077.4666	0.6467		2,093.6352
Total	**2.1515**	**24.2895**	**10.3804**	**0.0206**	**7.0826**	**1.1683**	**8.2509**	**3.4247**	**1.0748**	**4.4996**	**0.0000**	**2,077.4666**	**2,077.4666**	**0.6467**		**2,093.6352**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0497	0.0423	0.5747	1.1400e-003	0.1118	8.2000e-004	0.1126	0.0296	7.6000e-004	0.0304		115.2577	115.2577	4.3400e-003	3.5600e-003	116.4279
Total	**0.0497**	**0.0423**	**0.5747**	**1.1400e-003**	**0.1118**	**8.2000e-004**	**0.1126**	**0.0296**	**7.6000e-004**	**0.0304**		**115.2577**	**115.2577**	**4.3400e-003**	**3.5600e-003**	**116.4279**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5919	17.4280	13.8766	0.0220		1.0580	1.0580		1.0216	1.0216		2,030.8389	2,030.8389	0.4088		2,041.0596
Total	**2.5919**	**17.4280**	**13.8766**	**0.0220**		**1.0580**	**1.0580**		**1.0216**	**1.0216**		**2,030.8389**	**2,030.8389**	**0.4088**		**2,041.0596**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0202	0.3685	0.1168	1.0400e-003	0.0320	7.7900e-003	0.0398	9.2200e-003	7.4500e-003	0.0167		111.4267	111.4267	3.8900e-003	0.0161	116.3164
Worker	0.0546	0.0465	0.6322	1.2500e-003	0.1230	9.0000e-004	0.1239	0.0326	8.3000e-004	0.0334		126.7835	126.7835	4.7700e-003	3.9200e-003	128.0707
Total	**0.0748**	**0.4150**	**0.7490**	**2.2900e-003**	**0.1550**	**8.6900e-003**	**0.1637**	**0.0418**	**8.2800e-003**	**0.0501**		**238.2102**	**238.2102**	**8.6600e-003**	**0.0200**	**244.3872**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5919	17.4280	13.8766	0.0220		1.0580	1.0580		1.0216	1.0216	0.0000	2,030.8389	2,030.8389	0.4088		2,041.0596
Total	**2.5919**	**17.4280**	**13.8766**	**0.0220**		**1.0580**	**1.0580**		**1.0216**	**1.0216**	**0.0000**	**2,030.8389**	**2,030.8389**	**0.4088**		**2,041.0596**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0202	0.3685	0.1168	1.0400e-003	0.0320	7.7900e-003	0.0398	9.2200e-003	7.4500e-003	0.0167		111.4267	111.4267	3.8900e-003	0.0161	116.3164
Worker	0.0546	0.0465	0.6322	1.2500e-003	0.1230	9.0000e-004	0.1239	0.0326	8.3000e-004	0.0334		126.7835	126.7835	4.7700e-003	3.9200e-003	128.0707
Total	**0.0748**	**0.4150**	**0.7490**	**2.2900e-003**	**0.1550**	**8.6900e-003**	**0.1637**	**0.0418**	**8.2800e-003**	**0.0501**		**238.2102**	**238.2102**	**8.6600e-003**	**0.0200**	**244.3872**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0182	10.4525	8.9926	0.0135		0.6097	0.6097		0.5618	0.5618		1,346.4360	1,346.4360	0.4113		1,356.7186
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0182**	**10.4525**	**8.9926**	**0.0135**		**0.6097**	**0.6097**		**0.5618**	**0.5618**		**1,346.4360**	**1,346.4360**	**0.4113**		**1,356.7186**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0645	0.0550	0.7471	1.4800e-003	0.1453	1.0700e-003	0.1464	0.0385	9.8000e-004	0.0395		149.8351	149.8351	5.6400e-003	4.6300e-003	151.3563
Total	**0.0645**	**0.0550**	**0.7471**	**1.4800e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.8000e-004**	**0.0395**		**149.8351**	**149.8351**	**5.6400e-003**	**4.6300e-003**	**151.3563**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0182	10.4525	8.9926	0.0135		0.6097	0.6097		0.5618	0.5618	0.0000	1,346.4360	1,346.4360	0.4113		1,356.7186
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0182**	**10.4525**	**8.9926**	**0.0135**		**0.6097**	**0.6097**		**0.5618**	**0.5618**	**0.0000**	**1,346.4360**	**1,346.4360**	**0.4113**		**1,356.7186**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0645	0.0550	0.7471	1.4800e-003	0.1453	1.0700e-003	0.1464	0.0385	9.8000e-004	0.0395		149.8351	149.8351	5.6400e-003	4.6300e-003	151.3563
Total	**0.0645**	**0.0550**	**0.7471**	**1.4800e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.8000e-004**	**0.0395**		**149.8351**	**149.8351**	**5.6400e-003**	**4.6300e-003**	**151.3563**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	29.8939					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**30.1925**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.9300e-003	8.4600e-003	0.1149	2.3000e-004	0.0224	1.6000e-004	0.0225	5.9300e-003	1.5000e-004	6.0800e-003		23.0516	23.0516	8.7000e-004	7.1000e-004	23.2856
Total	**9.9300e-003**	**8.4600e-003**	**0.1149**	**2.3000e-004**	**0.0224**	**1.6000e-004**	**0.0225**	**5.9300e-003**	**1.5000e-004**	**6.0800e-003**		**23.0516**	**23.0516**	**8.7000e-004**	**7.1000e-004**	**23.2856**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	29.8939					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**30.1925**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.9300e-003	8.4600e-003	0.1149	2.3000e-004	0.0224	1.6000e-004	0.0225	5.9300e-003	1.5000e-004	6.0800e-003		23.0516	23.0516	8.7000e-004	7.1000e-004	23.2856
Total	**9.9300e-003**	**8.4600e-003**	**0.1149**	**2.3000e-004**	**0.0224**	**1.6000e-004**	**0.0225**	**5.9300e-003**	**1.5000e-004**	**6.0800e-003**		**23.0516**	**23.0516**	**8.7000e-004**	**7.1000e-004**	**23.2856**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.1720	2.6100	18.6737	0.0283	2.4061	0.0363	2.4424	0.6413	0.0340	0.6753		2,876.5525	2,876.5525	0.3261	0.1894	2,941.1392
Unmitigated	3.8858	4.4235	32.5559	0.0590	5.2434	0.0710	5.3143	1.3974	0.0666	1.4641		6,010.0346	6,010.0346	0.4772	0.3037	6,112.4551

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	58.11	9.31	2.95	139,357	63,949
Health Club	133.63	84.69	108.47	263,164	120,762
High Turnover (Sit Down Restaurant)	277.65	302.94	353.03	397,986	182,630
Single Family Housing	38.08	38.16	34.20	128,270	58,861
Strip Mall	737.66	699.71	340.04	1,285,084	589,706
Total	1,245.13	1,134.81	838.69	2,213,861	1,015,907

4.3 Trip Type Information

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Health Club	16.60	8.40	6.90	16.90	64.10	19.00	52	39	9
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.544194	0.057514	0.183980	0.134312	0.023936	0.005880	0.012192	0.009004	0.000864	0.000535	0.022719	0.000742	0.004128
Health Club	0.544194	0.057514	0.183980	0.134312	0.023936	0.005880	0.012192	0.009004	0.000864	0.000535	0.022719	0.000742	0.004128
High Turnover (Sit Down Restaurant)	0.544194	0.057514	0.183980	0.134312	0.023936	0.005880	0.012192	0.009004	0.000864	0.000535	0.022719	0.000742	0.004128
Single Family Housing	0.544194	0.057514	0.183980	0.134312	0.023936	0.005880	0.012192	0.009004	0.000864	0.000535	0.022719	0.000742	0.004128
Strip Mall	0.544194	0.057514	0.183980	0.134312	0.023936	0.005880	0.012192	0.009004	0.000864	0.000535	0.022719	0.000742	0.004128

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0260	0.2344	0.1825	1.4200e-003		0.0180	0.0180		0.0180	0.0180		283.9107	283.9107	5.4400e-003	5.2100e-003	285.5978
NaturalGas Unmitigated	0.0260	0.2344	0.1825	1.4200e-003		0.0180	0.0180		0.0180	0.0180		283.9107	283.9107	5.4400e-003	5.2100e-003	285.5978

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	143.52	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8847	16.8847	3.2000e-004	3.1000e-004	16.9851
Health Club	220.133	2.3700e-003	0.0216	0.0181	1.3000e-004		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003		25.8980	25.8980	5.0000e-004	4.7000e-004	26.0519
High Turnover (Sit Down Restaurant)	1589.09	0.0171	0.1558	0.1309	9.3000e-004		0.0118	0.0118		0.0118	0.0118		186.9513	186.9513	3.5800e-003	3.4300e-003	188.0622
Single Family Housing	377.51	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4130	44.4130	8.5000e-004	8.1000e-004	44.6769
Strip Mall	82.992	9.0000e-004	8.1400e-003	6.8300e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		9.7638	9.7638	1.9000e-004	1.8000e-004	9.8218
Total		**0.0260**	**0.2344**	**0.1825**	**1.4100e-003**		**0.0180**	**0.0180**		**0.0180**	**0.0180**		**283.9107**	**283.9107**	**5.4400e-003**	**5.2000e-003**	**285.5978**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.14352	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8847	16.8847	3.2000e-004	3.1000e-004	16.9851
Health Club	0.220133	2.3700e-003	0.0216	0.0181	1.3000e-004		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003		25.8980	25.8980	5.0000e-004	4.7000e-004	26.0519
High Turnover (Sit Down Restaurant)	1.58909	0.0171	0.1558	0.1309	9.3000e-004		0.0118	0.0118		0.0118	0.0118		186.9513	186.9513	3.5800e-003	3.4300e-003	188.0622
Single Family Housing	0.37751	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4130	44.4130	8.5000e-004	8.1000e-004	44.6769
Strip Mall	0.082992	9.0000e-004	8.1400e-003	6.8300e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		9.7638	9.7638	1.9000e-004	1.8000e-004	9.8218
Total		**0.0260**	**0.2344**	**0.1825**	**1.4100e-003**		**0.0180**	**0.0180**		**0.0180**	**0.0180**		**283.9107**	**283.9107**	**5.4400e-003**	**5.2000e-003**	**285.5978**

6.0 Area Detail

6.1 Mitigation Measures Area

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.7174	0.0709	1.3883	2.0100e-003		0.1474	0.1474		0.1474	0.1474	13.8611	72.6002	86.4613	1.9800e-003	2.5400e-003	87.2686
Unmitigated	1.7174	0.0709	1.3883	2.0100e-003		0.1474	0.1474		0.1474	0.1474	13.8611	72.6002	86.4613	1.9800e-003	2.5400e-003	87.2686

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0819					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6848					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.9402	0.0670	1.0538	1.9900e-003		0.1456	0.1456		0.1456	0.1456	13.8611	72.0000	85.8611	1.3800e-003	2.5400e-003	86.6535
Landscaping	0.0104	3.8700e-003	0.3345	2.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		0.6002	0.6002	6.0000e-004		0.6152
Total	**1.7174**	**0.0709**	**1.3883**	**2.0100e-003**		**0.1475**	**0.1475**		**0.1475**	**0.1475**	**13.8611**	**72.6002**	**86.4613**	**1.9800e-003**	**2.5400e-003**	**87.2686**

8555 Santa Monica Boulevard - Existing Uses - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0819					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6848					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.9402	0.0670	1.0538	1.9900e-003		0.1456	0.1456		0.1456	0.1456	13.8611	72.0000	85.8611	1.3800e-003	2.5400e-003	86.6535
Landscaping	0.0104	3.8700e-003	0.3345	2.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		0.6002	0.6002	6.0000e-004		0.6152
Total	**1.7174**	**0.0709**	**1.3883**	**2.0100e-003**		**0.1475**	**0.1475**		**0.1475**	**0.1475**	**13.8611**	**72.6002**	**86.4613**	**1.9800e-003**	**2.5400e-003**	**87.2686**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

8555 Santa Monica Boulevard - Proposed Project - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8555 Santa Monica Boulevard - Proposed Project - AQ

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.71	1000sqft	0.00	6,710.00	0
Enclosed Parking with Elevator	346.00	Space	0.00	138,400.00	0
High Turnover (Sit Down Restaurant)	3.94	1000sqft	0.00	3,938.00	0
Apartments Mid Rise	111.00	Dwelling Unit	1.00	110,568.00	317
Condo/Townhouse	12.00	Dwelling Unit	0.00	15,494.00	34
Strip Mall	18.13	1000sqft	0.42	18,131.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Source: PD. Hair Salon modeled as strip mall retail; Live/work space: 15,494 sf; apartments 110,568 sf

Construction Phase - Source: Client provided construction schedule. Demolition + grading 6 mo., Const. 11 mo., Paving 3 mo., AC 3 mo.

Trips and VMT - Assume 15 CY truck and 5134 loads (per VCA Engineers 7/2019, 77,000 CY) = 10,268 one-way trips, 48 loads/day; 376 loads demolition = 752 one-way trips, 16 loads/day

Demolition - Per VCA Engineers 7/2019: demolition 5,638 cy = 152,226 cf

Grading - Export material per VCA Engineers 7/2019: 77,000 CY

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating - SCAQMD Rule 1113

Vehicle Trips - Rates per project traffic study

Woodstoves - SCAQMD Rule 445

Area Coating - SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation - Net increase of 119 residential units on 1.4 acres, mixed use, 17 apt units of affordable housing, 0.1 mile to Santa Monica/Westborne stop for Cityline Commuter and Metro Route 4, located in a central business district

Water Mitigation - Compliance with CALGreen

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	67.00
tblConstructionPhase	NumDays	200.00	238.00
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	10.00	65.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	94.35	99.90
tblFireplaces	NumberGas	10.20	10.80
tblFireplaces	NumberWood	5.55	0.00
tblFireplaces	NumberWood	0.60	0.00
tblGrading	MaterialExported	0.00	77,000.00
tblLandUse	LandUseSquareFeet	3,940.00	3,938.00
tblLandUse	LandUseSquareFeet	111,000.00	110,568.00
tblLandUse	LandUseSquareFeet	12,000.00	15,494.00
tblLandUse	LandUseSquareFeet	18,130.00	18,131.00
tblLandUse	LotAcreage	0.15	0.00
tblLandUse	LotAcreage	3.11	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	0.09	0.00
tblLandUse	LotAcreage	2.92	1.00
tblLandUse	LotAcreage	0.75	0.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	86.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	1.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	36.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripNumber	692.00	752.00
tblTripsAndVMT	HaulingTripNumber	9,625.00	10,268.00
tblVehicleTrips	WD_TR	7.32	5.80
tblVehicleTrips	WD_TR	9.74	13.70
tblWoodstoves	NumberCatalytic	5.55	0.00
tblWoodstoves	NumberCatalytic	0.60	0.00
tblWoodstoves	NumberNoncatalytic	5.55	0.00
tblWoodstoves	NumberNoncatalytic	0.60	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

8555 Santa Monica Boulevard - Proposed Project - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.2873	32.9379	18.7869	0.0808	8.9878	0.8781	9.8586	3.9358	0.8213	4.7416	0.0000	8,586.5342	8,586.5342	0.9962	1.0336	8,919.4345
2023	16.6257	13.6382	18.1815	0.0439	2.0062	0.5330	2.5393	0.5380	0.5142	1.0522	0.0000	4,279.3720	4,279.3720	0.4145	0.1541	4,335.4026
Maximum	**16.6257**	**32.9379**	**18.7869**	**0.0808**	**8.9878**	**0.8781**	**9.8586**	**3.9358**	**0.8213**	**4.7416**	**0.0000**	**8,586.5342**	**8,586.5342**	**0.9962**	**1.0336**	**8,919.4345**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.2873	32.9379	18.7869	0.0808	5.0468	0.8781	5.9175	2.0453	0.8213	2.8511	0.0000	8,586.5342	8,586.5342	0.9962	1.0336	8,919.4345
2023	16.6257	13.6382	18.1815	0.0439	2.0062	0.5330	2.5393	0.5380	0.5142	1.0522	0.0000	4,279.3720	4,279.3720	0.4145	0.1541	4,335.4026
Maximum	**16.6257**	**32.9379**	**18.7869**	**0.0808**	**5.0468**	**0.8781**	**5.9175**	**2.0453**	**0.8213**	**2.8511**	**0.0000**	**8,586.5342**	**8,586.5342**	**0.9962**	**1.0336**	**8,919.4345**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**35.85**	**0.00**	**31.79**	**42.26**	**0.00**	**32.63**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.9380	1.9535	10.9630	0.0123		0.2048	0.2048		0.2048	0.2048	0.0000	2,362.5893	2,362.5893	0.0627	0.0430	2,376.9635
Energy	0.0653	0.5742	0.3563	3.5600e-003		0.0451	0.0451		0.0451	0.0451		712.2950	712.2950	0.0137	0.0131	716.5278
Mobile	5.0960	5.4313	46.0784	0.0965	10.5099	0.0735	10.5834	2.8007	0.0683	2.8690		10,004.9053	10,004.9053	0.7167	0.4738	10,164.0130
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**9.2405**	**8.4192**	**57.9098**	**0.1130**	**10.5099**	**0.3442**	**10.8541**	**2.8007**	**0.3390**	**3.1397**	**0.0000**	**13,151.9877**	**13,151.9877**	**0.8032**	**0.5298**	**13,329.9555**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.9380	1.9535	10.9630	0.0123		0.2048	0.2048		0.2048	0.2048	0.0000	2,362.5893	2,362.5893	0.0627	0.0430	2,376.9635
Energy	0.0653	0.5742	0.3563	3.5600e-003		0.0451	0.0451		0.0451	0.0451		712.2950	712.2950	0.0137	0.0131	716.5278
Mobile	3.6878	2.9104	24.1248	0.0373	3.8472	0.0322	3.8794	1.0252	0.0299	1.0551		3,867.0140	3,867.0140	0.4244	0.2539	3,953.2940
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**7.8322**	**5.8983**	**35.9562**	**0.0538**	**3.8472**	**0.3029**	**4.1501**	**1.0252**	**0.3006**	**1.3258**	**0.0000**	**7,014.0964**	**7,014.0964**	**0.5108**	**0.3100**	**7,119.2366**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**15.24**	**29.94**	**37.91**	**52.39**	**63.40**	**11.99**	**61.77**	**63.40**	**11.33**	**57.77**	**0.00**	**46.67**	**46.67**	**36.40**	**41.50**	**46.59**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	2/4/2022	5	25	
2	Grading	Grading	2/7/2022	7/1/2022	5	105	
3	Building Construction	Building Construction	7/5/2022	6/1/2023	5	238	
4	Paving	Paving	6/2/2023	8/31/2023	5	65	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5	Architectural Coating	Architectural Coating	9/1/2023	12/4/2023	5	67	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 255,276; Residential Outdoor: 85,092; Non-Residential Indoor: 43,169; Non-Residential Outdoor: 14,390; Striped Parking Area: 8,304 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	752.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	10,268.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	156.00	41.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	31.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.9938	0.0000	5.9938	0.9075	0.0000	0.9075			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**5.9938**	**0.8379**	**6.8317**	**0.9075**	**0.7829**	**1.6904**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1236	4.8993	1.1427	0.0182	0.5262	0.0393	0.5655	0.1442	0.0376	0.1818		1,997.5684	1,997.5684	0.1071	0.3171	2,094.7457
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0471	0.0345	0.4486	1.2400e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		126.0097	126.0097	3.5200e-003	3.3700e-003	127.1033
Total	**0.1707**	**4.9338**	**1.5912**	**0.0195**	**0.6715**	**0.0402**	**0.7116**	**0.1828**	**0.0384**	**0.2212**		**2,123.5781**	**2,123.5781**	**0.1106**	**0.3205**	**2,221.8490**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6972	0.0000	2.6972	0.4084	0.0000	0.4084			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**2.6972**	**0.8379**	**3.5351**	**0.4084**	**0.7829**	**1.1913**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1236	4.8993	1.1427	0.0182	0.5262	0.0393	0.5655	0.1442	0.0376	0.1818		1,997.5684	1,997.5684	0.1071	0.3171	2,094.7457
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0471	0.0345	0.4486	1.2400e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		126.0097	126.0097	3.5200e-003	3.3700e-003	127.1033
Total	**0.1707**	**4.9338**	**1.5912**	**0.0195**	**0.6715**	**0.0402**	**0.7116**	**0.1828**	**0.0384**	**0.2212**		**2,123.5781**	**2,123.5781**	**0.1106**	**0.3205**	**2,221.8490**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1655	0.0000	7.1655	3.4373	0.0000	3.4373			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.1655**	**0.7423**	**7.9078**	**3.4373**	**0.6829**	**4.1202**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4018	15.9278	3.7148	0.0592	1.7105	0.1278	1.8383	0.4689	0.1223	0.5911		6,494.1212	6,494.1212	0.3481	1.0310	6,810.0458
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0362	0.0265	0.3451	9.5000e-004	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		96.9305	96.9305	2.7000e-003	2.6000e-003	97.7717
Total	**0.4380**	**15.9543**	**4.0599**	**0.0602**	**1.8223**	**0.1285**	**1.9508**	**0.4985**	**0.1229**	**0.6214**		**6,591.0517**	**6,591.0517**	**0.3508**	**1.0336**	**6,907.8176**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2245	0.0000	3.2245	1.5468	0.0000	1.5468			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**3.2245**	**0.7423**	**3.9668**	**1.5468**	**0.6829**	**2.2297**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4018	15.9278	3.7148	0.0592	1.7105	0.1278	1.8383	0.4689	0.1223	0.5911		6,494.1212	6,494.1212	0.3481	1.0310	6,810.0458
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0362	0.0265	0.3451	9.5000e-004	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		96.9305	96.9305	2.7000e-003	2.6000e-003	97.7717
Total	**0.4380**	**15.9543**	**4.0599**	**0.0602**	**1.8223**	**0.1285**	**1.9508**	**0.4985**	**0.1229**	**0.6214**		**6,591.0517**	**6,591.0517**	**0.3508**	**1.0336**	**6,907.8176**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0734	1.9911	0.6776	7.8400e-003	0.2625	0.0200	0.2826	0.0756	0.0192	0.0947		843.6665	843.6665	0.0282	0.1224	880.8492
Worker	0.5652	0.4135	5.3829	0.0149	1.7437	0.0104	1.7541	0.4624	9.5900e-003	0.4720		1,512.1164	1,512.1164	0.0422	0.0405	1,525.2390
Total	**0.6387**	**2.4046**	**6.0605**	**0.0227**	**2.0062**	**0.0304**	**2.0367**	**0.5380**	**0.0287**	**0.5668**		**2,355.7829**	**2,355.7829**	**0.0704**	**0.1629**	**2,406.0882**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0734	1.9911	0.6776	7.8400e-003	0.2625	0.0200	0.2826	0.0756	0.0192	0.0947		843.6665	843.6665	0.0282	0.1224	880.8492
Worker	0.5652	0.4135	5.3829	0.0149	1.7437	0.0104	1.7541	0.4624	9.5900e-003	0.4720		1,512.1164	1,512.1164	0.0422	0.0405	1,525.2390
Total	**0.6387**	**2.4046**	**6.0605**	**0.0227**	**2.0062**	**0.0304**	**2.0367**	**0.5380**	**0.0287**	**0.5668**		**2,355.7829**	**2,355.7829**	**0.0704**	**0.1629**	**2,406.0882**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0434	1.5621	0.6048	7.4800e-003	0.2625	8.7100e-003	0.2712	0.0756	8.3300e-003	0.0839		805.1799	805.1799	0.0269	0.1167	840.6187
Worker	0.5260	0.3658	4.9656	0.0144	1.7437	9.8200e-003	1.7535	0.4624	9.0400e-003	0.4715		1,472.4044	1,472.4044	0.0379	0.0374	1,484.4981
Total	**0.5694**	**1.9279**	**5.5705**	**0.0219**	**2.0062**	**0.0185**	**2.0248**	**0.5380**	**0.0174**	**0.5554**		**2,277.5843**	**2,277.5843**	**0.0648**	**0.1541**	**2,325.1168**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0434	1.5621	0.6048	7.4800e-003	0.2625	8.7100e-003	0.2712	0.0756	8.3300e-003	0.0839		805.1799	805.1799	0.0269	0.1167	840.6187
Worker	0.5260	0.3658	4.9656	0.0144	1.7437	9.8200e-003	1.7535	0.4624	9.0400e-003	0.4715		1,472.4044	1,472.4044	0.0379	0.0374	1,484.4981
Total	**0.5694**	**1.9279**	**5.5705**	**0.0219**	**2.0062**	**0.0185**	**2.0248**	**0.5380**	**0.0174**	**0.5554**		**2,277.5843**	**2,277.5843**	**0.0648**	**0.1541**	**2,325.1168**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**		**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0438	0.0305	0.4138	1.2000e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		122.7004	122.7004	3.1600e-003	3.1200e-003	123.7082
Total	**0.0438**	**0.0305**	**0.4138**	**1.2000e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**122.7004**	**122.7004**	**3.1600e-003**	**3.1200e-003**	**123.7082**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**	**0.0000**	**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0438	0.0305	0.4138	1.2000e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		122.7004	122.7004	3.1600e-003	3.1200e-003	123.7082
Total	**0.0438**	**0.0305**	**0.4138**	**1.2000e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**122.7004**	**122.7004**	**3.1600e-003**	**3.1200e-003**	**123.7082**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.3295					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**16.5212**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1045	0.0727	0.9868	2.8600e-003	0.3465	1.9500e-003	0.3485	0.0919	1.8000e-003	0.0937		292.5932	292.5932	7.5400e-003	7.4300e-003	294.9964
Total	**0.1045**	**0.0727**	**0.9868**	**2.8600e-003**	**0.3465**	**1.9500e-003**	**0.3485**	**0.0919**	**1.8000e-003**	**0.0937**		**292.5932**	**292.5932**	**7.5400e-003**	**7.4300e-003**	**294.9964**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.3295					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**16.5212**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1045	0.0727	0.9868	2.8600e-003	0.3465	1.9500e-003	0.3485	0.0919	1.8000e-003	0.0937		292.5932	292.5932	7.5400e-003	7.4300e-003	294.9964
Total	**0.1045**	**0.0727**	**0.9868**	**2.8600e-003**	**0.3465**	**1.9500e-003**	**0.3485**	**0.0919**	**1.8000e-003**	**0.0937**		**292.5932**	**292.5932**	**7.5400e-003**	**7.4300e-003**	**294.9964**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.6878	2.9104	24.1248	0.0373	3.8472	0.0322	3.8794	1.0252	0.0299	1.0551		3,867.0140	3,867.0140	0.4244	0.2539	3,953.2940
Unmitigated	5.0960	5.4313	46.0784	0.0965	10.5099	0.0735	10.5834	2.8007	0.0683	2.8690		10,004.9053	10,004.9053	0.7167	0.4738	10,164.0130

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	603.84	545.01	453.99	1,961,543	718,020
Condo/Townhouse	69.60	97.68	75.36	254,353	93,106
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	91.93	14.83	4.70	220,514	80,719
High Turnover (Sit Down Restaurant)	441.99	482.26	562.00	633,561	231,914
Strip Mall	803.52	762.19	370.40	1,399,818	512,401
Total	2,010.88	1,901.96	1,466.44	4,469,789	1,636,160

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Condo/Townhouse	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Enclosed Parking with Elevator	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
General Office Building	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
High Turnover (Sit Down Restaurant)	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Strip Mall	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0653	0.5742	0.3563	3.5600e-003		0.0451	0.0451		0.0451	0.0451		712.2950	712.2950	0.0137	0.0131	716.5278
NaturalGas Unmitigated	0.0653	0.5742	0.3563	3.5600e-003		0.0451	0.0451		0.0451	0.0451		712.2950	712.2950	0.0137	0.0131	716.5278

8555 Santa Monica Boulevard - Proposed Project - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2740.27	0.0296	0.2525	0.1075	1.6100e-003		0.0204	0.0204		0.0204	0.0204		322.3848	322.3848	6.1800e-003	5.9100e-003	324.3006
Condo/Townhouse	558.694	6.0300e-003	0.0515	0.0219	3.3000e-004		4.1600e-003	4.1600e-003		4.1600e-003	4.1600e-003		65.7287	65.7287	1.2600e-003	1.2100e-003	66.1193
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	189.535	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003		22.2982	22.2982	4.3000e-004	4.1000e-004	22.4307
High Turnover (Sit Down Restaurant)	2485.04	0.0268	0.2436	0.2047	1.4600e-003		0.0185	0.0185		0.0185	0.0185		292.3576	292.3576	5.6000e-003	5.3600e-003	294.0950
Strip Mall	80.9686	8.7000e-004	7.9400e-003	6.6700e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004		9.5257	9.5257	1.8000e-004	1.7000e-004	9.5823
Total		**0.0653**	**0.5742**	**0.3563**	**3.5600e-003**		**0.0451**	**0.0451**		**0.0451**	**0.0451**		**712.2950**	**712.2950**	**0.0137**	**0.0131**	**716.5278**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2.74027	0.0296	0.2525	0.1075	1.6100e-003		0.0204	0.0204		0.0204	0.0204		322.3848	322.3848	6.1800e-003	5.9100e-003	324.3006
Condo/Townhouse	0.558694	6.0300e-003	0.0515	0.0219	3.3000e-004		4.1600e-003	4.1600e-003		4.1600e-003	4.1600e-003		65.7287	65.7287	1.2600e-003	1.2100e-003	66.1193
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.189535	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003		22.2982	22.2982	4.3000e-004	4.1000e-004	22.4307
High Turnover (Sit Down Restaurant)	2.48504	0.0268	0.2436	0.2047	1.4600e-003		0.0185	0.0185		0.0185	0.0185		292.3576	292.3576	5.6000e-003	5.3600e-003	294.0950
Strip Mall	0.0809686	8.7000e-004	7.9400e-003	6.6700e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004		9.5257	9.5257	1.8000e-004	1.7000e-004	9.5823
Total		**0.0653**	**0.5742**	**0.3563**	**3.5600e-003**		**0.0451**	**0.0451**		**0.0451**	**0.0451**		**712.2950**	**712.2950**	**0.0137**	**0.0131**	**716.5278**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.9380	1.9535	10.9630	0.0123		0.2048	0.2048		0.2048	0.2048	0.0000	2,362.5893	2,362.5893	0.0627	0.0430	2,376.9635
Unmitigated	3.9380	1.9535	10.9630	0.0123		0.2048	0.2048		0.2048	0.2048	0.0000	2,362.5893	2,362.5893	0.0627	0.0430	2,376.9635

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2998					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.1149					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2149	1.8363	0.7814	0.0117		0.1485	0.1485		0.1485	0.1485	0.0000	2,344.2353	2,344.2353	0.0449	0.0430	2,358.1659
Landscaping	0.3085	0.1172	10.1816	5.4000e-004		0.0564	0.0564		0.0564	0.0564		18.3540	18.3540	0.0178		18.7976
Total	**3.9380**	**1.9535**	**10.9630**	**0.0123**		**0.2048**	**0.2048**		**0.2048**	**0.2048**	**0.0000**	**2,362.5892**	**2,362.5892**	**0.0627**	**0.0430**	**2,376.9635**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2998					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.1149					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2149	1.8363	0.7814	0.0117		0.1485	0.1485		0.1485	0.1485	0.0000	2,344.2353	2,344.2353	0.0449	0.0430	2,358.1659
Landscaping	0.3085	0.1172	10.1816	5.4000e-004		0.0564	0.0564		0.0564	0.0564		18.3540	18.3540	0.0178		18.7976
Total	**3.9380**	**1.9535**	**10.9630**	**0.0123**		**0.2048**	**0.2048**		**0.2048**	**0.2048**	**0.0000**	**2,362.5892**	**2,362.5892**	**0.0627**	**0.0430**	**2,376.9635**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	36	86	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (75 - 100 HP)	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**0.1411**	**0.4602**	**0.5121**	**6.8000e-004**		**0.0208**	**0.0208**		**0.0208**	**0.0208**		**72.1982**	**72.1982**	**0.0101**		**72.4513**

11.0 Vegetation

8555 Santa Monica Boulevard - Proposed Project - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8555 Santa Monica Boulevard - Proposed Project - AQ

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.71	1000sqft	0.00	6,710.00	0
Enclosed Parking with Elevator	346.00	Space	0.00	138,400.00	0
High Turnover (Sit Down Restaurant)	3.94	1000sqft	0.00	3,938.00	0
Apartments Mid Rise	111.00	Dwelling Unit	1.00	110,568.00	317
Condo/Townhouse	12.00	Dwelling Unit	0.00	15,494.00	34
Strip Mall	18.13	1000sqft	0.42	18,131.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Source: PD. Hair Salon modeled as strip mall retail; Live/work space: 15,494 sf; apartments 110,568 sf

Construction Phase - Source: Client provided construction schedule. Demolition + grading 6 mo., Const. 11 mo., Paving 3 mo., AC 3 mo.

Trips and VMT - Assume 15 CY truck and 5134 loads (per VCA Engineers 7/2019, 77,000 CY) = 10,268 one-way trips, 48 loads/day; 376 loads demolition = 752 one-way trips, 16 loads/day

Demolition - Per VCA Engineers 7/2019: demolition 5,638 cy = 152,226 cf

Grading - Export material per VCA Engineers 7/2019: 77,000 CY

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating - SCAQMD Rule 1113

Vehicle Trips - Rates per project traffic study

Woodstoves - SCAQMD Rule 445

Area Coating - SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation - Net increase of 119 residential units on 1.4 acres, mixed use, 17 apt units of affordable housing, 0.1 mile to Santa Monica/Westborne stop for Cityline Commuter and Metro Route 4, located in a central business district

Water Mitigation - Compliance with CALGreen

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	67.00
tblConstructionPhase	NumDays	200.00	238.00
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	10.00	65.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	94.35	99.90
tblFireplaces	NumberGas	10.20	10.80
tblFireplaces	NumberWood	5.55	0.00
tblFireplaces	NumberWood	0.60	0.00
tblGrading	MaterialExported	0.00	77,000.00
tblLandUse	LandUseSquareFeet	3,940.00	3,938.00
tblLandUse	LandUseSquareFeet	111,000.00	110,568.00
tblLandUse	LandUseSquareFeet	12,000.00	15,494.00
tblLandUse	LandUseSquareFeet	18,130.00	18,131.00
tblLandUse	LotAcreage	0.15	0.00
tblLandUse	LotAcreage	3.11	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	0.09	0.00
tblLandUse	LotAcreage	2.92	1.00
tblLandUse	LotAcreage	0.75	0.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	86.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	1.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	36.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripNumber	692.00	752.00
tblTripsAndVMT	HaulingTripNumber	9,625.00	10,268.00
tblVehicleTrips	WD_TR	7.32	5.80
tblVehicleTrips	WD_TR	9.74	13.70
tblWoodstoves	NumberCatalytic	5.55	0.00
tblWoodstoves	NumberCatalytic	0.60	0.00
tblWoodstoves	NumberNoncatalytic	5.55	0.00
tblWoodstoves	NumberNoncatalytic	0.60	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.2607	32.2653	19.3351	0.0808	8.9878	0.8780	9.8583	3.9358	0.8212	4.7414	0.0000	8,590.1271	8,590.1271	0.9968	1.0330	8,922.8774
2023	16.6202	13.5331	18.6840	0.0448	2.0062	0.5330	2.5392	0.5380	0.5142	1.0522	0.0000	4,368.6331	4,368.6331	0.4145	0.1516	4,423.9233
Maximum	**16.6202**	**32.2653**	**19.3351**	**0.0808**	**8.9878**	**0.8780**	**9.8583**	**3.9358**	**0.8212**	**4.7414**	**0.0000**	**8,590.1271**	**8,590.1271**	**0.9968**	**1.0330**	**8,922.8774**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.2607	32.2653	19.3351	0.0808	5.0468	0.8780	5.9173	2.0453	0.8212	2.8509	0.0000	8,590.1271	8,590.1271	0.9968	1.0330	8,922.8774
2023	16.6202	13.5331	18.6840	0.0448	2.0062	0.5330	2.5392	0.5380	0.5142	1.0522	0.0000	4,368.6331	4,368.6331	0.4145	0.1516	4,423.9233
Maximum	**16.6202**	**32.2653**	**19.3351**	**0.0808**	**5.0468**	**0.8780**	**5.9173**	**2.0453**	**0.8212**	**2.8509**	**0.0000**	**8,590.1271**	**8,590.1271**	**0.9968**	**1.0330**	**8,922.8774**

8555 Santa Monica Boulevard - Proposed Project - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**35.85**	**0.00**	**31.79**	**42.26**	**0.00**	**32.63**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.9380	1.9535	10.9630	0.0123		0.2048	0.2048		0.2048	0.2048	0.0000	2,362.5893	2,362.5893	0.0627	0.0430	2,376.9635
Energy	0.0653	0.5742	0.3563	3.5600e-003		0.0451	0.0451		0.0451	0.0451		712.2950	712.2950	0.0137	0.0131	716.5278
Mobile	5.3299	5.0544	47.0749	0.1012	10.5099	0.0734	10.5834	2.8007	0.0683	2.8690		10,485.8586	10,485.8586	0.6899	0.4554	10,638.8035
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**9.4743**	**8.0423**	**58.9063**	**0.1177**	**10.5099**	**0.3441**	**10.8541**	**2.8007**	**0.3390**	**3.1397**	**0.0000**	**13,632.9410**	**13,632.9410**	**0.7764**	**0.5114**	**13,804.7461**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.9380	1.9535	10.9630	0.0123		0.2048	0.2048		0.2048	0.2048	0.0000	2,362.5893	2,362.5893	0.0627	0.0430	2,376.9635
Energy	0.0653	0.5742	0.3563	3.5600e-003		0.0451	0.0451		0.0451	0.0451		712.2950	712.2950	0.0137	0.0131	716.5278
Mobile	3.9299	2.7077	23.3671	0.0390	3.8472	0.0322	3.8793	1.0252	0.0299	1.0551		4,040.0755	4,040.0755	0.3952	0.2429	4,122.3452
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**8.0743**	**5.6956**	**35.1985**	**0.0555**	**3.8472**	**0.3029**	**4.1500**	**1.0252**	**0.3006**	**1.3257**	**0.0000**	**7,187.1580**	**7,187.1580**	**0.4817**	**0.2990**	**7,288.2878**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**14.78**	**29.18**	**40.25**	**52.85**	**63.40**	**11.99**	**61.77**	**63.40**	**11.33**	**57.77**	**0.00**	**47.28**	**47.28**	**37.96**	**41.54**	**47.20**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	2/4/2022	5	25	
2	Grading	Grading	2/7/2022	7/1/2022	5	105	
3	Building Construction	Building Construction	7/5/2022	6/1/2023	5	238	
4	Paving	Paving	6/2/2023	8/31/2023	5	65	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5	Architectural Coating	Architectural Coating	9/1/2023	12/4/2023	5	67	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 255,276; Residential Outdoor: 85,092; Non-Residential Indoor: 43,169; Non-Residential Outdoor: 14,390; Striped Parking Area: 8,304 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	752.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	10,268.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	156.00	41.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	31.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.9938	0.0000	5.9938	0.9075	0.0000	0.9075			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**5.9938**	**0.8379**	**6.8317**	**0.9075**	**0.7829**	**1.6904**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1271	4.6931	1.1216	0.0182	0.5262	0.0392	0.5654	0.1442	0.0375	0.1818		1,996.8329	1,996.8329	0.1073	0.3170	2,093.9780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0448	0.0315	0.4962	1.3200e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		133.7891	133.7891	3.4800e-003	3.1800e-003	134.8237
Total	**0.1719**	**4.7246**	**1.6178**	**0.0195**	**0.6715**	**0.0401**	**0.7116**	**0.1828**	**0.0383**	**0.2211**		**2,130.6220**	**2,130.6220**	**0.1107**	**0.3202**	**2,228.8017**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6972	0.0000	2.6972	0.4084	0.0000	0.4084			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**2.6972**	**0.8379**	**3.5351**	**0.4084**	**0.7829**	**1.1913**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1271	4.6931	1.1216	0.0182	0.5262	0.0392	0.5654	0.1442	0.0375	0.1818		1,996.8329	1,996.8329	0.1073	0.3170	2,093.9780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0448	0.0315	0.4962	1.3200e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		133.7891	133.7891	3.4800e-003	3.1800e-003	134.8237
Total	**0.1719**	**4.7246**	**1.6178**	**0.0195**	**0.6715**	**0.0401**	**0.7116**	**0.1828**	**0.0383**	**0.2211**		**2,130.6220**	**2,130.6220**	**0.1107**	**0.3202**	**2,228.8017**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1655	0.0000	7.1655	3.4373	0.0000	3.4373			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.1655**	**0.7423**	**7.9078**	**3.4373**	**0.6829**	**4.1202**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4132	15.2574	3.6463	0.0592	1.7105	0.1276	1.8381	0.4689	0.1221	0.5909		6,491.7299	6,491.7299	0.3487	1.0306	6,807.5499
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0242	0.3817	1.0100e-003	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		102.9147	102.9147	2.6700e-003	2.4500e-003	103.7106
Total	**0.4476**	**15.2816**	**4.0280**	**0.0602**	**1.8223**	**0.1282**	**1.9505**	**0.4985**	**0.1227**	**0.6212**		**6,594.6447**	**6,594.6447**	**0.3514**	**1.0330**	**6,911.2605**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2245	0.0000	3.2245	1.5468	0.0000	1.5468			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**3.2245**	**0.7423**	**3.9668**	**1.5468**	**0.6829**	**2.2297**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4132	15.2574	3.6463	0.0592	1.7105	0.1276	1.8381	0.4689	0.1221	0.5909		6,491.7299	6,491.7299	0.3487	1.0306	6,807.5499
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0242	0.3817	1.0100e-003	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		102.9147	102.9147	2.6700e-003	2.4500e-003	103.7106
Total	**0.4476**	**15.2816**	**4.0280**	**0.0602**	**1.8223**	**0.1282**	**1.9505**	**0.4985**	**0.1227**	**0.6212**		**6,594.6447**	**6,594.6447**	**0.3514**	**1.0330**	**6,911.2605**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0748	1.9078	0.6541	7.8400e-003	0.2625	0.0200	0.2825	0.0756	0.0191	0.0947		843.2443	843.2443	0.0283	0.1223	880.3821
Worker	0.5373	0.3780	5.9546	0.0158	1.7437	0.0104	1.7541	0.4624	9.5900e-003	0.4720		1,605.4696	1,605.4696	0.0417	0.0382	1,617.8848
Total	**0.6120**	**2.2858**	**6.6086**	**0.0236**	**2.0062**	**0.0304**	**2.0366**	**0.5380**	**0.0287**	**0.5667**		**2,448.7139**	**2,448.7139**	**0.0700**	**0.1604**	**2,498.2669**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

8555 Santa Monica Boulevard - Proposed Project - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0748	1.9078	0.6541	7.8400e-003	0.2625	0.0200	0.2825	0.0756	0.0191	0.0947		843.2443	843.2443	0.0283	0.1223	880.3821
Worker	0.5373	0.3780	5.9546	0.0158	1.7437	0.0104	1.7541	0.4624	9.5900e-003	0.4720		1,605.4696	1,605.4696	0.0417	0.0382	1,617.8848
Total	**0.6120**	**2.2858**	**6.6086**	**0.0236**	**2.0062**	**0.0304**	**2.0366**	**0.5380**	**0.0287**	**0.5667**		**2,448.7139**	**2,448.7139**	**0.0700**	**0.1604**	**2,498.2669**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

8555 Santa Monica Boulevard - Proposed Project - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0453	1.4883	0.5859	7.4600e-003	0.2625	8.6700e-003	0.2712	0.0756	8.2900e-003	0.0839		803.7268	803.7268	0.0270	0.1164	839.0758
Worker	0.4983	0.3345	5.4870	0.0153	1.7437	9.8200e-003	1.7535	0.4624	9.0400e-003	0.4715		1,563.1187	1,563.1187	0.0374	0.0353	1,574.5617
Total	**0.5437**	**1.8228**	**6.0730**	**0.0227**	**2.0062**	**0.0185**	**2.0247**	**0.5380**	**0.0173**	**0.5554**		**2,366.8455**	**2,366.8455**	**0.0644**	**0.1516**	**2,413.6375**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0453	1.4883	0.5859	7.4600e-003	0.2625	8.6700e-003	0.2712	0.0756	8.2900e-003	0.0839		803.7268	803.7268	0.0270	0.1164	839.0758
Worker	0.4983	0.3345	5.4870	0.0153	1.7437	9.8200e-003	1.7535	0.4624	9.0400e-003	0.4715		1,563.1187	1,563.1187	0.0374	0.0353	1,574.5617
Total	**0.5437**	**1.8228**	**6.0730**	**0.0227**	**2.0062**	**0.0185**	**2.0247**	**0.5380**	**0.0173**	**0.5554**		**2,366.8455**	**2,366.8455**	**0.0644**	**0.1516**	**2,413.6375**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**		**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

8555 Santa Monica Boulevard - Proposed Project - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0415	0.0279	0.4573	1.2700e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		130.2599	130.2599	3.1200e-003	2.9400e-003	131.2135
Total	**0.0415**	**0.0279**	**0.4573**	**1.2700e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**130.2599**	**130.2599**	**3.1200e-003**	**2.9400e-003**	**131.2135**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**	**0.0000**	**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0415	0.0279	0.4573	1.2700e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		130.2599	130.2599	3.1200e-003	2.9400e-003	131.2135
Total	**0.0415**	**0.0279**	**0.4573**	**1.2700e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**130.2599**	**130.2599**	**3.1200e-003**	**2.9400e-003**	**131.2135**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.3295					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**16.5212**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0990	0.0665	1.0904	3.0400e-003	0.3465	1.9500e-003	0.3485	0.0919	1.8000e-003	0.0937		310.6197	310.6197	7.4400e-003	7.0100e-003	312.8937
Total	**0.0990**	**0.0665**	**1.0904**	**3.0400e-003**	**0.3465**	**1.9500e-003**	**0.3485**	**0.0919**	**1.8000e-003**	**0.0937**		**310.6197**	**310.6197**	**7.4400e-003**	**7.0100e-003**	**312.8937**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.3295					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**16.5212**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0990	0.0665	1.0904	3.0400e-003	0.3465	1.9500e-003	0.3485	0.0919	1.8000e-003	0.0937		310.6197	310.6197	7.4400e-003	7.0100e-003	312.8937
Total	**0.0990**	**0.0665**	**1.0904**	**3.0400e-003**	**0.3465**	**1.9500e-003**	**0.3485**	**0.0919**	**1.8000e-003**	**0.0937**		**310.6197**	**310.6197**	**7.4400e-003**	**7.0100e-003**	**312.8937**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.9299	2.7077	23.3671	0.0390	3.8472	0.0322	3.8793	1.0252	0.0299	1.0551		4,040.0755	4,040.0755	0.3952	0.2429	4,122.3452
Unmitigated	5.3299	5.0544	47.0749	0.1012	10.5099	0.0734	10.5834	2.8007	0.0683	2.8690		10,485.8586	10,485.8586	0.6899	0.4554	10,638.8035

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	603.84	545.01	453.99	1,961,543	718,020
Condo/Townhouse	69.60	97.68	75.36	254,353	93,106
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	91.93	14.83	4.70	220,514	80,719
High Turnover (Sit Down Restaurant)	441.99	482.26	562.00	633,561	231,914
Strip Mall	803.52	762.19	370.40	1,399,818	512,401
Total	2,010.88	1,901.96	1,466.44	4,469,789	1,636,160

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Condo/Townhouse	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Enclosed Parking with Elevator	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
General Office Building	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
High Turnover (Sit Down Restaurant)	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Strip Mall	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0653	0.5742	0.3563	3.5600e-003		0.0451	0.0451		0.0451	0.0451		712.2950	712.2950	0.0137	0.0131	716.5278
NaturalGas Unmitigated	0.0653	0.5742	0.3563	3.5600e-003		0.0451	0.0451		0.0451	0.0451		712.2950	712.2950	0.0137	0.0131	716.5278

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2740.27	0.0296	0.2525	0.1075	1.6100e-003		0.0204	0.0204		0.0204	0.0204		322.3848	322.3848	6.1800e-003	5.9100e-003	324.3006
Condo/Townhouse	558.694	6.0300e-003	0.0515	0.0219	3.3000e-004		4.1600e-003	4.1600e-003		4.1600e-003	4.1600e-003		65.7287	65.7287	1.2600e-003	1.2100e-003	66.1193
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	189.535	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003		22.2982	22.2982	4.3000e-004	4.1000e-004	22.4307
High Turnover (Sit Down Restaurant)	2485.04	0.0268	0.2436	0.2047	1.4600e-003		0.0185	0.0185		0.0185	0.0185		292.3576	292.3576	5.6000e-003	5.3600e-003	294.0950
Strip Mall	80.9686	8.7000e-004	7.9400e-003	6.6700e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004		9.5257	9.5257	1.8000e-004	1.7000e-004	9.5823
Total		**0.0653**	**0.5742**	**0.3563**	**3.5600e-003**		**0.0451**	**0.0451**		**0.0451**	**0.0451**		**712.2950**	**712.2950**	**0.0137**	**0.0131**	**716.5278**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2.74027	0.0296	0.2525	0.1075	1.6100e-003		0.0204	0.0204		0.0204	0.0204		322.3848	322.3848	6.1800e-003	5.9100e-003	324.3006
Condo/Townhouse	0.558694	6.0300e-003	0.0515	0.0219	3.3000e-004		4.1600e-003	4.1600e-003		4.1600e-003	4.1600e-003		65.7287	65.7287	1.2600e-003	1.2100e-003	66.1193
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.189535	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003		22.2982	22.2982	4.3000e-004	4.1000e-004	22.4307
High Turnover (Sit Down Restaurant)	2.48504	0.0268	0.2436	0.2047	1.4600e-003		0.0185	0.0185		0.0185	0.0185		292.3576	292.3576	5.6000e-003	5.3600e-003	294.0950
Strip Mall	0.0809686	8.7000e-004	7.9400e-003	6.6700e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004		9.5257	9.5257	1.8000e-004	1.7000e-004	9.5823
Total		**0.0653**	**0.5742**	**0.3563**	**3.5600e-003**		**0.0451**	**0.0451**		**0.0451**	**0.0451**		**712.2950**	**712.2950**	**0.0137**	**0.0131**	**716.5278**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.9380	1.9535	10.9630	0.0123		0.2048	0.2048		0.2048	0.2048	0.0000	2,362.5893	2,362.5893	0.0627	0.0430	2,376.9635
Unmitigated	3.9380	1.9535	10.9630	0.0123		0.2048	0.2048		0.2048	0.2048	0.0000	2,362.5893	2,362.5893	0.0627	0.0430	2,376.9635

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2998					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.1149					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2149	1.8363	0.7814	0.0117		0.1485	0.1485		0.1485	0.1485	0.0000	2,344.2353	2,344.2353	0.0449	0.0430	2,358.1659
Landscaping	0.3085	0.1172	10.1816	5.4000e-004		0.0564	0.0564		0.0564	0.0564		18.3540	18.3540	0.0178		18.7976
Total	**3.9380**	**1.9535**	**10.9630**	**0.0123**		**0.2048**	**0.2048**		**0.2048**	**0.2048**	**0.0000**	**2,362.5892**	**2,362.5892**	**0.0627**	**0.0430**	**2,376.9635**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2998					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.1149					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2149	1.8363	0.7814	0.0117		0.1485	0.1485		0.1485	0.1485	0.0000	2,344.2353	2,344.2353	0.0449	0.0430	2,358.1659
Landscaping	0.3085	0.1172	10.1816	5.4000e-004		0.0564	0.0564		0.0564	0.0564		18.3540	18.3540	0.0178		18.7976
Total	**3.9380**	**1.9535**	**10.9630**	**0.0123**		**0.2048**	**0.2048**		**0.2048**	**0.2048**	**0.0000**	**2,362.5892**	**2,362.5892**	**0.0627**	**0.0430**	**2,376.9635**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	36	86	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (75 - 100 HP)	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**0.1411**	**0.4602**	**0.5121**	**6.8000e-004**		**0.0208**	**0.0208**		**0.0208**	**0.0208**		**72.1982**	**72.1982**	**0.0101**		**72.4513**

11.0 Vegetation

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	46.00	1000sqft	0.00	46,002.00	0
Enclosed Parking with Elevator	292.00	Space	0.00	116,800.00	0
High Turnover (Sit Down Restaurant)	1.05	1000sqft	0.00	1,054.00	0
Apartments Mid Rise	30.00	Dwelling Unit	1.00	36,000.00	86
Strip Mall	17.44	1000sqft	0.40	17,444.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Source: Section 6.0 Alternatives

Construction Phase - Source: Client provided construction schedule. Demolition + grading 6 mo., Const. 11 mo., Paving 3 mo., AC 3 mo.

Trips and VMT - Assume 15 CY truck and 5134 loads (per VCA Engineers 7/2019, 77,000 CY) = 10,268 one-way trips, 48 loads/day; 376 loads demolition = 752 one-way trips, 16 loads/day

Demolition - Per VCA Engineers 7/2019: demolition 5,638 cy = 152,226 cf

Grading - Export material per VCA Engineers 7/2019: 77,000 CY

Architectural Coating - SCAQMD Rule 1113

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vehicle Trips - Rates per project traffic study

Woodstoves - SCAQMD Rule 445

Area Coating - SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation - Net increase of 26 residential units on 1.4 acres, mixed use, 5 apt units of affordable housing, 0.1 mile to Santa Monica/Westborne stop for Cityline Commuter and Metro Route 4, located in a central business district

Water Mitigation - Compliance with CALGreen

Stationary Sources - Emergency Generators and Fire Pumps -

Water And Wastewater -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	200.00	238.00
tblConstructionPhase	NumDays	10.00	65.00
tblConstructionPhase	NumDays	10.00	67.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	25.50	27.00
tblFireplaces	NumberWood	1.50	0.00
tblGrading	MaterialExported	0.00	77,000.00
tblLandUse	LandUseSquareFeet	46,000.00	46,002.00
tblLandUse	LandUseSquareFeet	1,050.00	1,054.00
tblLandUse	LandUseSquareFeet	30,000.00	36,000.00
tblLandUse	LandUseSquareFeet	17,440.00	17,444.00
tblLandUse	LotAcreage	1.06	0.00
tblLandUse	LotAcreage	2.63	0.00
tblLandUse	LotAcreage	0.02	0.00
tblLandUse	LotAcreage	0.79	1.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblTripsAndVMT	HaulingTripNumber	692.00	752.00
tblTripsAndVMT	HaulingTripNumber	9,625.00	10,268.00
tblVehicleTrips	WD_TR	9.74	13.70
tblWoodstoves	NumberCatalytic	1.50	0.00
tblWoodstoves	NumberNoncatalytic	1.50	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0375	32.9379	16.4118	0.0808	8.9878	0.8781	9.8586	3.9358	0.8213	4.7416	0.0000	8,586.5342	8,586.5342	0.9962	1.0336	8,919.4345
2023	13.0234	13.1810	15.9945	0.0365	1.2285	0.5272	1.7557	0.3306	0.5088	0.8394	0.0000	3,508.7619	3,508.7619	0.4145	0.1157	3,552.8385
Maximum	**13.0234**	**32.9379**	**16.4118**	**0.0808**	**8.9878**	**0.8781**	**9.8586**	**3.9358**	**0.8213**	**4.7416**	**0.0000**	**8,586.5342**	**8,586.5342**	**0.9962**	**1.0336**	**8,919.4345**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0375	32.9379	16.4118	0.0808	5.0468	0.8781	5.9175	2.0453	0.8213	2.8511	0.0000	8,586.5342	8,586.5342	0.9962	1.0336	8,919.4345
2023	13.0234	13.1810	15.9945	0.0365	1.2285	0.5272	1.7557	0.3306	0.5088	0.8394	0.0000	3,508.7619	3,508.7619	0.4145	0.1157	3,552.8385
Maximum	**13.0234**	**32.9379**	**16.4118**	**0.0808**	**5.0468**	**0.8781**	**5.9175**	**2.0453**	**0.8213**	**2.8511**	**0.0000**	**8,586.5342**	**8,586.5342**	**0.9962**	**1.0336**	**8,919.4345**

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**38.58**	**0.00**	**33.93**	**44.31**	**0.00**	**33.87**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3959	0.4767	2.7009	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.2993	576.2993	0.0154	0.0105	579.8090
Energy	0.0300	0.2685	0.1972	1.6400e-003		0.0207	0.0207		0.0207	0.0207		327.4154	327.4154	6.2800e-003	6.0000e-003	329.3610
Mobile	4.1833	4.5545	38.6933	0.0823	8.9813	0.0623	9.0436	2.3934	0.0579	2.4513		8,530.4804	8,530.4804	0.5972	0.3973	8,663.8073
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**6.7503**	**5.7599**	**42.1036**	**0.0876**	**8.9813**	**0.1538**	**9.1352**	**2.3934**	**0.1495**	**2.5428**	**0.0000**	**9,506.3932**	**9,506.3932**	**0.6291**	**0.4138**	**9,645.4286**

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3959	0.4767	2.7009	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.2993	576.2993	0.0154	0.0105	579.8090
Energy	0.0300	0.2685	0.1972	1.6400e-003		0.0207	0.0207		0.0207	0.0207		327.4154	327.4154	6.2800e-003	6.0000e-003	329.3610
Mobile	3.1570	2.7173	22.6940	0.0391	4.1256	0.0322	4.1578	1.0994	0.0299	1.1293		4,057.3039	4,057.3039	0.3842	0.2371	4,137.5554
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**5.7240**	**3.9227**	**26.1043**	**0.0444**	**4.1256**	**0.1238**	**4.2494**	**1.0994**	**0.1215**	**1.2209**	**0.0000**	**5,033.2168**	**5,033.2168**	**0.4160**	**0.2536**	**5,119.1767**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**15.20**	**31.90**	**38.00**	**49.26**	**54.06**	**19.55**	**53.48**	**54.06**	**18.73**	**51.99**	**0.00**	**47.05**	**47.05**	**33.87**	**38.72**	**46.93**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	2/4/2022	5	25	
2	Grading	Grading	2/7/2022	7/1/2022	5	105	
3	Building Construction	Building Construction	7/5/2022	6/1/2023	5	238	
4	Paving	Paving	6/2/2023	8/31/2023	5	65	

5	Architectural Coating	Architectural Coating	9/1/2023	12/4/2023	5	67	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 72,900; Residential Outdoor: 24,300; Non-Residential Indoor: 96,750; Non-Residential Outdoor: 32,250; Striped Parking Area: 7,008 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	752.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	10,268.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	91.00	33.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.9938	0.0000	5.9938	0.9075	0.0000	0.9075			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**5.9938**	**0.8379**	**6.8317**	**0.9075**	**0.7829**	**1.6904**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1236	4.8993	1.1427	0.0182	0.5262	0.0393	0.5655	0.1442	0.0376	0.1818		1,997.5684	1,997.5684	0.1071	0.3171	2,094.7457
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0471	0.0345	0.4486	1.2400e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		126.0097	126.0097	3.5200e-003	3.3700e-003	127.1033
Total	**0.1707**	**4.9338**	**1.5912**	**0.0195**	**0.6715**	**0.0402**	**0.7116**	**0.1828**	**0.0384**	**0.2212**		**2,123.5781**	**2,123.5781**	**0.1106**	**0.3205**	**2,221.8490**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6972	0.0000	2.6972	0.4084	0.0000	0.4084			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**2.6972**	**0.8379**	**3.5351**	**0.4084**	**0.7829**	**1.1913**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1236	4.8993	1.1427	0.0182	0.5262	0.0393	0.5655	0.1442	0.0376	0.1818		1,997.5684	1,997.5684	0.1071	0.3171	2,094.7457
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0471	0.0345	0.4486	1.2400e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		126.0097	126.0097	3.5200e-003	3.3700e-003	127.1033
Total	**0.1707**	**4.9338**	**1.5912**	**0.0195**	**0.6715**	**0.0402**	**0.7116**	**0.1828**	**0.0384**	**0.2212**		**2,123.5781**	**2,123.5781**	**0.1106**	**0.3205**	**2,221.8490**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1655	0.0000	7.1655	3.4373	0.0000	3.4373			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.1655**	**0.7423**	**7.9078**	**3.4373**	**0.6829**	**4.1202**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4018	15.9278	3.7148	0.0592	1.7105	0.1278	1.8383	0.4689	0.1223	0.5911		6,494.1212	6,494.1212	0.3481	1.0310	6,810.0458
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0362	0.0265	0.3451	9.5000e-004	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		96.9305	96.9305	2.7000e-003	2.6000e-003	97.7717
Total	**0.4380**	**15.9543**	**4.0599**	**0.0602**	**1.8223**	**0.1285**	**1.9508**	**0.4985**	**0.1229**	**0.6214**		**6,591.0517**	**6,591.0517**	**0.3508**	**1.0336**	**6,907.8176**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2245	0.0000	3.2245	1.5468	0.0000	1.5468			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**3.2245**	**0.7423**	**3.9668**	**1.5468**	**0.6829**	**2.2297**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4018	15.9278	3.7148	0.0592	1.7105	0.1278	1.8383	0.4689	0.1223	0.5911		6,494.1212	6,494.1212	0.3481	1.0310	6,810.0458
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0362	0.0265	0.3451	9.5000e-004	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		96.9305	96.9305	2.7000e-003	2.6000e-003	97.7717
Total	**0.4380**	**15.9543**	**4.0599**	**0.0602**	**1.8223**	**0.1285**	**1.9508**	**0.4985**	**0.1229**	**0.6214**		**6,591.0517**	**6,591.0517**	**0.3508**	**1.0336**	**6,907.8176**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0591	1.6026	0.5454	6.3100e-003	0.2113	0.0161	0.2274	0.0608	0.0154	0.0763		679.0486	679.0486	0.0227	0.0985	708.9762
Worker	0.3297	0.2412	3.1400	8.6700e-003	1.0172	6.0800e-003	1.0232	0.2698	5.6000e-003	0.2754		882.0679	882.0679	0.0246	0.0236	889.7228
Total	**0.3888**	**1.8438**	**3.6854**	**0.0150**	**1.2285**	**0.0222**	**1.2507**	**0.3306**	**0.0210**	**0.3516**		**1,561.1165**	**1,561.1165**	**0.0473**	**0.1222**	**1,598.6989**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0591	1.6026	0.5454	6.3100e-003	0.2113	0.0161	0.2274	0.0608	0.0154	0.0763		679.0486	679.0486	0.0227	0.0985	708.9762
Worker	0.3297	0.2412	3.1400	8.6700e-003	1.0172	6.0800e-003	1.0232	0.2698	5.6000e-003	0.2754		882.0679	882.0679	0.0246	0.0236	889.7228
Total	**0.3888**	**1.8438**	**3.6854**	**0.0150**	**1.2285**	**0.0222**	**1.2507**	**0.3306**	**0.0210**	**0.3516**		**1,561.1165**	**1,561.1165**	**0.0473**	**0.1222**	**1,598.6989**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0349	1.2573	0.4868	6.0200e-003	0.2113	7.0100e-003	0.2183	0.0608	6.7100e-003	0.0675		648.0717	648.0717	0.0216	0.0939	676.5956
Worker	0.3069	0.2134	2.8966	8.3900e-003	1.0172	5.7300e-003	1.0229	0.2698	5.2700e-003	0.2750		858.9026	858.9026	0.0221	0.0218	865.9572
Total	**0.3418**	**1.4707**	**3.3834**	**0.0144**	**1.2285**	**0.0127**	**1.2412**	**0.3306**	**0.0120**	**0.3426**		**1,506.9742**	**1,506.9742**	**0.0438**	**0.1157**	**1,542.5528**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0349	1.2573	0.4868	6.0200e-003	0.2113	7.0100e-003	0.2183	0.0608	6.7100e-003	0.0675		648.0717	648.0717	0.0216	0.0939	676.5956
Worker	0.3069	0.2134	2.8966	8.3900e-003	1.0172	5.7300e-003	1.0229	0.2698	5.2700e-003	0.2750		858.9026	858.9026	0.0221	0.0218	865.9572
Total	**0.3418**	**1.4707**	**3.3834**	**0.0144**	**1.2285**	**0.0127**	**1.2412**	**0.3306**	**0.0120**	**0.3426**		**1,506.9742**	**1,506.9742**	**0.0438**	**0.1157**	**1,542.5528**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**		**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0438	0.0305	0.4138	1.2000e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		122.7004	122.7004	3.1600e-003	3.1200e-003	123.7082
Total	**0.0438**	**0.0305**	**0.4138**	**1.2000e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**122.7004**	**122.7004**	**3.1600e-003**	**3.1200e-003**	**123.7082**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**	**0.0000**	**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0438	0.0305	0.4138	1.2000e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		122.7004	122.7004	3.1600e-003	3.1200e-003	123.7082
Total	**0.0438**	**0.0305**	**0.4138**	**1.2000e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**122.7004**	**122.7004**	**3.1600e-003**	**3.1200e-003**	**123.7082**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.7710					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**12.9627**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0607	0.0422	0.5730	1.6600e-003	0.2012	1.1300e-003	0.2023	0.0534	1.0400e-003	0.0544		169.8928	169.8928	4.3800e-003	4.3200e-003	171.2882
Total	**0.0607**	**0.0422**	**0.5730**	**1.6600e-003**	**0.2012**	**1.1300e-003**	**0.2023**	**0.0534**	**1.0400e-003**	**0.0544**		**169.8928**	**169.8928**	**4.3800e-003**	**4.3200e-003**	**171.2882**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.7710					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**12.9627**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0607	0.0422	0.5730	1.6600e-003	0.2012	1.1300e-003	0.2023	0.0534	1.0400e-003	0.0544		169.8928	169.8928	4.3800e-003	4.3200e-003	171.2882
Total	**0.0607**	**0.0422**	**0.5730**	**1.6600e-003**	**0.2012**	**1.1300e-003**	**0.2023**	**0.0534**	**1.0400e-003**	**0.0544**		**169.8928**	**169.8928**	**4.3800e-003**	**4.3200e-003**	**171.2882**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.1570	2.7173	22.6940	0.0391	4.1256	0.0322	4.1578	1.0994	0.0299	1.1293		4,057.3039	4,057.3039	0.3842	0.2371	4,137.5554
Unmitigated	4.1833	4.5545	38.6933	0.0823	8.9813	0.0623	9.0436	2.3934	0.0579	2.4513		8,530.4804	8,530.4804	0.5972	0.3973	8,663.8073

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	163.20	147.30	122.70	530,147	243,526
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	630.20	101.66	32.20	1,511,721	694,417
High Turnover (Sit Down Restaurant)	117.79	128.52	149.77	168,842	77,559
Strip Mall	772.94	733.18	356.30	1,346,543	618,541
Total	1,684.13	1,110.66	660.97	3,557,253	1,634,042

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Enclosed Parking with Elevator	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
General Office Building	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
High Turnover (Sit Down Restaurant)	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Strip Mall	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0300	0.2685	0.1972	1.6400e-003		0.0207	0.0207		0.0207	0.0207		327.4154	327.4154	6.2800e-003	6.0000e-003	329.3610
NaturalGas Unmitigated	0.0300	0.2685	0.1972	1.6400e-003		0.0207	0.0207		0.0207	0.0207		327.4154	327.4154	6.2800e-003	6.0000e-003	329.3610

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	740.614	7.9900e-003	0.0683	0.0290	4.4000e-004		5.5200e-003	5.5200e-003		5.5200e-003	5.5200e-003		87.1310	87.1310	1.6700e-003	1.6000e-003	87.6488
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1299.4	0.0140	0.1274	0.1070	7.6000e-004		9.6800e-003	9.6800e-003		9.6800e-003	9.6800e-003		152.8705	152.8705	2.9300e-003	2.8000e-003	153.7789
High Turnover (Sit Down Restaurant)	665.117	7.1700e-003	0.0652	0.0548	3.9000e-004		4.9600e-003	4.9600e-003		4.9600e-003	4.9600e-003		78.2491	78.2491	1.5000e-003	1.4300e-003	78.7141
Strip Mall	77.9006	8.4000e-004	7.6400e-003	6.4200e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004		9.1648	9.1648	1.8000e-004	1.7000e-004	9.2192
Total		**0.0300**	**0.2685**	**0.1972**	**1.6400e-003**		**0.0207**	**0.0207**		**0.0207**	**0.0207**		**327.4154**	**327.4154**	**6.2800e-003**	**6.0000e-003**	**329.3610**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.740614	7.9900e-003	0.0683	0.0290	4.4000e-004		5.5200e-003	5.5200e-003		5.5200e-003	5.5200e-003		87.1310	87.1310	1.6700e-003	1.6000e-003	87.6488
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.2994	0.0140	0.1274	0.1070	7.6000e-004		9.6800e-003	9.6800e-003		9.6800e-003	9.6800e-003		152.8705	152.8705	2.9300e-003	2.8000e-003	153.7789
High Turnover (Sit Down Restaurant)	0.665117	7.1700e-003	0.0652	0.0548	3.9000e-004		4.9600e-003	4.9600e-003		4.9600e-003	4.9600e-003		78.2491	78.2491	1.5000e-003	1.4300e-003	78.7141
Strip Mall	0.0779006	8.4000e-004	7.6400e-003	6.4200e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004		9.1648	9.1648	1.8000e-004	1.7000e-004	9.2192
Total		**0.0300**	**0.2685**	**0.1972**	**1.6400e-003**		**0.0207**	**0.0207**		**0.0207**	**0.0207**		**327.4154**	**327.4154**	**6.2800e-003**	**6.0000e-003**	**329.3610**

6.0 Area Detail

6.1 Mitigation Measures Area

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.3959	0.4767	2.7009	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.2993	576.2993	0.0154	0.0105	579.8090
Unmitigated	2.3959	0.4767	2.7009	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.2993	576.2993	0.0154	0.0105	579.8090

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2344					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0313					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0524	0.4479	0.1906	2.8600e-003		0.0362	0.0362		0.0362	0.0362	0.0000	571.7647	571.7647	0.0110	0.0105	575.1624
Landscaping	0.0777	0.0288	2.5103	1.3000e-004		0.0138	0.0138		0.0138	0.0138		4.5346	4.5346	4.4800e-003		4.6466
Total	**2.3959**	**0.4767**	**2.7009**	**2.9900e-003**		**0.0501**	**0.0501**		**0.0501**	**0.0501**	**0.0000**	**576.2993**	**576.2993**	**0.0154**	**0.0105**	**579.8090**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2344					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0313					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0524	0.4479	0.1906	2.8600e-003		0.0362	0.0362		0.0362	0.0362	0.0000	571.7647	571.7647	0.0110	0.0105	575.1624
Landscaping	0.0777	0.0288	2.5103	1.3000e-004		0.0138	0.0138		0.0138	0.0138		4.5346	4.5346	4.4800e-003		4.6466
Total	**2.3959**	**0.4767**	**2.7009**	**2.9900e-003**		**0.0501**	**0.0501**		**0.0501**	**0.0501**	**0.0000**	**576.2993**	**576.2993**	**0.0154**	**0.0105**	**579.8090**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	36	86	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (75 - 100 HP)	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**0.1411**	**0.4602**	**0.5121**	**6.8000e-004**		**0.0208**	**0.0208**		**0.0208**	**0.0208**		**72.1982**	**72.1982**	**0.0101**		**72.4513**

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	46.00	1000sqft	0.00	46,002.00	0
Enclosed Parking with Elevator	292.00	Space	0.00	116,800.00	0
High Turnover (Sit Down Restaurant)	1.05	1000sqft	0.00	1,054.00	0
Apartments Mid Rise	30.00	Dwelling Unit	1.00	36,000.00	86
Strip Mall	17.44	1000sqft	0.40	17,444.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Source: Section 6.0 Alternatives

Construction Phase - Source: Client provided construction schedule. Demolition + grading 6 mo., Const. 11 mo., Paving 3 mo., AC 3 mo.

Trips and VMT - Assume 15 CY truck and 5134 loads (per VCA Engineers 7/2019, 77,000 CY) = 10,268 one-way trips, 48 loads/day; 376 loads demolition = 752 one-way trips, 16 loads/day

Demolition - Per VCA Engineers 7/2019: demolition 5,638 cy = 152,226 cf

Grading - Export material per VCA Engineers 7/2019: 77,000 CY

Architectural Coating - SCAQMD Rule 1113

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vehicle Trips - Rates per project traffic study

Woodstoves - SCAQMD Rule 445

Area Coating - SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation - Net increase of 26 residential units on 1.4 acres, mixed use, 5 apt units of affordable housing, 0.1 mile to Santa Monica/Westborne stop for Cityline Commuter and Metro Route 4, located in a central business district

Water Mitigation - Compliance with CALGreen

Stationary Sources - Emergency Generators and Fire Pumps -

Water And Wastewater -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	200.00	238.00
tblConstructionPhase	NumDays	10.00	65.00
tblConstructionPhase	NumDays	10.00	67.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	25.50	27.00
tblFireplaces	NumberWood	1.50	0.00
tblGrading	MaterialExported	0.00	77,000.00
tblLandUse	LandUseSquareFeet	46,000.00	46,002.00
tblLandUse	LandUseSquareFeet	1,050.00	1,054.00
tblLandUse	LandUseSquareFeet	30,000.00	36,000.00
tblLandUse	LandUseSquareFeet	17,440.00	17,444.00
tblLandUse	LotAcreage	1.06	0.00
tblLandUse	LotAcreage	2.63	0.00
tblLandUse	LotAcreage	0.02	0.00
tblLandUse	LotAcreage	0.79	1.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblTripsAndVMT	HaulingTripNumber	692.00	752.00
tblTripsAndVMT	HaulingTripNumber	9,625.00	10,268.00
tblVehicleTrips	WD_TR	9.74	13.70
tblWoodstoves	NumberCatalytic	1.50	0.00
tblWoodstoves	NumberNoncatalytic	1.50	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0222	32.2653	16.7264	0.0808	8.9878	0.8780	9.8583	3.9358	0.8212	4.7414	0.0000	8,590.1271	8,590.1271	0.9968	1.0330	8,922.8774
2023	13.0202	13.1034	16.2834	0.0370	1.2285	0.5272	1.7557	0.3306	0.5088	0.8394	0.0000	3,560.5090	3,560.5090	0.4145	0.1142	3,604.1338
Maximum	**13.0202**	**32.2653**	**16.7264**	**0.0808**	**8.9878**	**0.8780**	**9.8583**	**3.9358**	**0.8212**	**4.7414**	**0.0000**	**8,590.1271**	**8,590.1271**	**0.9968**	**1.0330**	**8,922.8774**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0222	32.2653	16.7264	0.0808	5.0468	0.8780	5.9173	2.0453	0.8212	2.8509	0.0000	8,590.1271	8,590.1271	0.9968	1.0330	8,922.8774
2023	13.0202	13.1034	16.2834	0.0370	1.2285	0.5272	1.7557	0.3306	0.5088	0.8394	0.0000	3,560.5090	3,560.5090	0.4145	0.1142	3,604.1338
Maximum	**13.0202**	**32.2653**	**16.7264**	**0.0808**	**5.0468**	**0.8780**	**5.9173**	**2.0453**	**0.8212**	**2.8509**	**0.0000**	**8,590.1271**	**8,590.1271**	**0.9968**	**1.0330**	**8,922.8774**

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**38.58**	**0.00**	**33.93**	**44.31**	**0.00**	**33.88**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3959	0.4767	2.7009	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.2993	576.2993	0.0154	0.0105	579.8090
Energy	0.0300	0.2685	0.1972	1.6400e-003		0.0207	0.0207		0.0207	0.0207		327.4154	327.4154	6.2800e-003	6.0000e-003	329.3610
Mobile	4.3684	4.2386	39.6505	0.0863	8.9813	0.0623	9.0436	2.3934	0.0579	2.4512		8,941.7636	8,941.7636	0.5761	0.3820	9,069.9892
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**6.9354**	**5.4440**	**43.0608**	**0.0916**	**8.9813**	**0.1538**	**9.1351**	**2.3934**	**0.1494**	**2.5428**	**0.0000**	**9,917.6764**	**9,917.6764**	**0.6080**	**0.3984**	**10,051.6105**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3959	0.4767	2.7009	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.2993	576.2993	0.0154	0.0105	579.8090
Energy	0.0300	0.2685	0.1972	1.6400e-003		0.0207	0.0207		0.0207	0.0207		327.4154	327.4154	6.2800e-003	6.0000e-003	329.3610
Mobile	3.3481	2.5283	22.3728	0.0409	4.1256	0.0322	4.1578	1.0994	0.0299	1.1293		4,244.2016	4,244.2016	0.3614	0.2271	4,320.9204
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**5.9151**	**3.7337**	**25.7830**	**0.0463**	**4.1256**	**0.1237**	**4.2494**	**1.0994**	**0.1214**	**1.2208**	**0.0000**	**5,220.1144**	**5,220.1144**	**0.3932**	**0.2436**	**5,302.5417**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**14.71**	**31.42**	**40.12**	**49.49**	**54.06**	**19.55**	**53.48**	**54.06**	**18.73**	**51.99**	**0.00**	**47.37**	**47.37**	**35.33**	**38.86**	**47.25**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	2/4/2022	5	25	
2	Grading	Grading	2/7/2022	7/1/2022	5	105	
3	Building Construction	Building Construction	7/5/2022	6/1/2023	5	238	
4	Paving	Paving	6/2/2023	8/31/2023	5	65	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5	Architectural Coating	Architectural Coating	9/1/2023	12/4/2023	5	67	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 72,900; Residential Outdoor: 24,300; Non-Residential Indoor: 96,750; Non-Residential Outdoor: 32,250; Striped Parking Area: 7,008 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	752.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	10,268.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	91.00	33.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.9938	0.0000	5.9938	0.9075	0.0000	0.9075			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**5.9938**	**0.8379**	**6.8317**	**0.9075**	**0.7829**	**1.6904**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1271	4.6931	1.1216	0.0182	0.5262	0.0392	0.5654	0.1442	0.0375	0.1818		1,996.8329	1,996.8329	0.1073	0.3170	2,093.9780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0448	0.0315	0.4962	1.3200e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		133.7891	133.7891	3.4800e-003	3.1800e-003	134.8237
Total	**0.1719**	**4.7246**	**1.6178**	**0.0195**	**0.6715**	**0.0401**	**0.7116**	**0.1828**	**0.0383**	**0.2211**		**2,130.6220**	**2,130.6220**	**0.1107**	**0.3202**	**2,228.8017**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6972	0.0000	2.6972	0.4084	0.0000	0.4084			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**2.6972**	**0.8379**	**3.5351**	**0.4084**	**0.7829**	**1.1913**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1271	4.6931	1.1216	0.0182	0.5262	0.0392	0.5654	0.1442	0.0375	0.1818		1,996.8329	1,996.8329	0.1073	0.3170	2,093.9780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0448	0.0315	0.4962	1.3200e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		133.7891	133.7891	3.4800e-003	3.1800e-003	134.8237
Total	**0.1719**	**4.7246**	**1.6178**	**0.0195**	**0.6715**	**0.0401**	**0.7116**	**0.1828**	**0.0383**	**0.2211**		**2,130.6220**	**2,130.6220**	**0.1107**	**0.3202**	**2,228.8017**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1655	0.0000	7.1655	3.4373	0.0000	3.4373			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.1655**	**0.7423**	**7.9078**	**3.4373**	**0.6829**	**4.1202**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4132	15.2574	3.6463	0.0592	1.7105	0.1276	1.8381	0.4689	0.1221	0.5909		6,491.7299	6,491.7299	0.3487	1.0306	6,807.5499
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0242	0.3817	1.0100e-003	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		102.9147	102.9147	2.6700e-003	2.4500e-003	103.7106
Total	**0.4476**	**15.2816**	**4.0280**	**0.0602**	**1.8223**	**0.1282**	**1.9505**	**0.4985**	**0.1227**	**0.6212**		**6,594.6447**	**6,594.6447**	**0.3514**	**1.0330**	**6,911.2605**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2245	0.0000	3.2245	1.5468	0.0000	1.5468			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**3.2245**	**0.7423**	**3.9668**	**1.5468**	**0.6829**	**2.2297**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4132	15.2574	3.6463	0.0592	1.7105	0.1276	1.8381	0.4689	0.1221	0.5909		6,491.7299	6,491.7299	0.3487	1.0306	6,807.5499
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0242	0.3817	1.0100e-003	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		102.9147	102.9147	2.6700e-003	2.4500e-003	103.7106
Total	**0.4476**	**15.2816**	**4.0280**	**0.0602**	**1.8223**	**0.1282**	**1.9505**	**0.4985**	**0.1227**	**0.6212**		**6,594.6447**	**6,594.6447**	**0.3514**	**1.0330**	**6,911.2605**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0602	1.5356	0.5265	6.3100e-003	0.2113	0.0161	0.2274	0.0608	0.0154	0.0762		678.7088	678.7088	0.0228	0.0984	708.6002
Worker	0.3134	0.2205	3.4735	9.2100e-003	1.0172	6.0800e-003	1.0232	0.2698	5.6000e-003	0.2754		936.5239	936.5239	0.0243	0.0223	943.7662
Total	**0.3736**	**1.7560**	**3.9999**	**0.0155**	**1.2285**	**0.0221**	**1.2506**	**0.3306**	**0.0210**	**0.3516**		**1,615.2328**	**1,615.2328**	**0.0471**	**0.1207**	**1,652.3664**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0602	1.5356	0.5265	6.3100e-003	0.2113	0.0161	0.2274	0.0608	0.0154	0.0762		678.7088	678.7088	0.0228	0.0984	708.6002
Worker	0.3134	0.2205	3.4735	9.2100e-003	1.0172	6.0800e-003	1.0232	0.2698	5.6000e-003	0.2754		936.5239	936.5239	0.0243	0.0223	943.7662
Total	**0.3736**	**1.7560**	**3.9999**	**0.0155**	**1.2285**	**0.0221**	**1.2506**	**0.3306**	**0.0210**	**0.3516**		**1,615.2328**	**1,615.2328**	**0.0471**	**0.1207**	**1,652.3664**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0365	1.1979	0.4716	6.0100e-003	0.2113	6.9800e-003	0.2183	0.0608	6.6700e-003	0.0675		646.9020	646.9020	0.0217	0.0937	675.3537
Worker	0.2907	0.1951	3.2008	8.9100e-003	1.0172	5.7300e-003	1.0229	0.2698	5.2700e-003	0.2750		911.8192	911.8192	0.0218	0.0206	918.4943
Total	**0.3272**	**1.3930**	**3.6724**	**0.0149**	**1.2285**	**0.0127**	**1.2412**	**0.3306**	**0.0119**	**0.3425**		**1,558.7213**	**1,558.7213**	**0.0436**	**0.1142**	**1,593.8480**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0365	1.1979	0.4716	6.0100e-003	0.2113	6.9800e-003	0.2183	0.0608	6.6700e-003	0.0675		646.9020	646.9020	0.0217	0.0937	675.3537
Worker	0.2907	0.1951	3.2008	8.9100e-003	1.0172	5.7300e-003	1.0229	0.2698	5.2700e-003	0.2750		911.8192	911.8192	0.0218	0.0206	918.4943
Total	**0.3272**	**1.3930**	**3.6724**	**0.0149**	**1.2285**	**0.0127**	**1.2412**	**0.3306**	**0.0119**	**0.3425**		**1,558.7213**	**1,558.7213**	**0.0436**	**0.1142**	**1,593.8480**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**		**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0415	0.0279	0.4573	1.2700e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		130.2599	130.2599	3.1200e-003	2.9400e-003	131.2135
Total	**0.0415**	**0.0279**	**0.4573**	**1.2700e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**130.2599**	**130.2599**	**3.1200e-003**	**2.9400e-003**	**131.2135**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**	**0.0000**	**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0415	0.0279	0.4573	1.2700e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		130.2599	130.2599	3.1200e-003	2.9400e-003	131.2135
Total	**0.0415**	**0.0279**	**0.4573**	**1.2700e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**130.2599**	**130.2599**	**3.1200e-003**	**2.9400e-003**	**131.2135**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.7710					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**12.9627**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0575	0.0386	0.6331	1.7600e-003	0.2012	1.1300e-003	0.2023	0.0534	1.0400e-003	0.0544		180.3599	180.3599	4.3200e-003	4.0700e-003	181.6802
Total	**0.0575**	**0.0386**	**0.6331**	**1.7600e-003**	**0.2012**	**1.1300e-003**	**0.2023**	**0.0534**	**1.0400e-003**	**0.0544**		**180.3599**	**180.3599**	**4.3200e-003**	**4.0700e-003**	**181.6802**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.7710					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**12.9627**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0575	0.0386	0.6331	1.7600e-003	0.2012	1.1300e-003	0.2023	0.0534	1.0400e-003	0.0544		180.3599	180.3599	4.3200e-003	4.0700e-003	181.6802
Total	**0.0575**	**0.0386**	**0.6331**	**1.7600e-003**	**0.2012**	**1.1300e-003**	**0.2023**	**0.0534**	**1.0400e-003**	**0.0544**		**180.3599**	**180.3599**	**4.3200e-003**	**4.0700e-003**	**181.6802**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.3481	2.5283	22.3728	0.0409	4.1256	0.0322	4.1578	1.0994	0.0299	1.1293		4,244.2016	4,244.2016	0.3614	0.2271	4,320.9204
Unmitigated	4.3684	4.2386	39.6505	0.0863	8.9813	0.0623	9.0436	2.3934	0.0579	2.4512		8,941.7636	8,941.7636	0.5761	0.3820	9,069.9892

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	163.20	147.30	122.70	530,147	243,526
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	630.20	101.66	32.20	1,511,721	694,417
High Turnover (Sit Down Restaurant)	117.79	128.52	149.77	168,842	77,559
Strip Mall	772.94	733.18	356.30	1,346,543	618,541
Total	1,684.13	1,110.66	660.97	3,557,253	1,634,042

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Enclosed Parking with Elevator	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
General Office Building	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
High Turnover (Sit Down Restaurant)	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Strip Mall	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0300	0.2685	0.1972	1.6400e-003		0.0207	0.0207		0.0207	0.0207		327.4154	327.4154	6.2800e-003	6.0000e-003	329.3610
NaturalGas Unmitigated	0.0300	0.2685	0.1972	1.6400e-003		0.0207	0.0207		0.0207	0.0207		327.4154	327.4154	6.2800e-003	6.0000e-003	329.3610

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	740.614	7.9900e-003	0.0683	0.0290	4.4000e-004		5.5200e-003	5.5200e-003		5.5200e-003	5.5200e-003		87.1310	87.1310	1.6700e-003	1.6000e-003	87.6488
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1299.4	0.0140	0.1274	0.1070	7.6000e-004		9.6800e-003	9.6800e-003		9.6800e-003	9.6800e-003		152.8705	152.8705	2.9300e-003	2.8000e-003	153.7789
High Turnover (Sit Down Restaurant)	665.117	7.1700e-003	0.0652	0.0548	3.9000e-004		4.9600e-003	4.9600e-003		4.9600e-003	4.9600e-003		78.2491	78.2491	1.5000e-003	1.4300e-003	78.7141
Strip Mall	77.9006	8.4000e-004	7.6400e-003	6.4200e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004		9.1648	9.1648	1.8000e-004	1.7000e-004	9.2192
Total		**0.0300**	**0.2685**	**0.1972**	**1.6400e-003**		**0.0207**	**0.0207**		**0.0207**	**0.0207**		**327.4154**	**327.4154**	**6.2800e-003**	**6.0000e-003**	**329.3610**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.740614	7.9900e-003	0.0683	0.0290	4.4000e-004		5.5200e-003	5.5200e-003		5.5200e-003	5.5200e-003		87.1310	87.1310	1.6700e-003	1.6000e-003	87.6488
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.2994	0.0140	0.1274	0.1070	7.6000e-004		9.6800e-003	9.6800e-003		9.6800e-003	9.6800e-003		152.8705	152.8705	2.9300e-003	2.8000e-003	153.7789
High Turnover (Sit Down Restaurant)	0.665117	7.1700e-003	0.0652	0.0548	3.9000e-004		4.9600e-003	4.9600e-003		4.9600e-003	4.9600e-003		78.2491	78.2491	1.5000e-003	1.4300e-003	78.7141
Strip Mall	0.0779006	8.4000e-004	7.6400e-003	6.4200e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004		9.1648	9.1648	1.8000e-004	1.7000e-004	9.2192
Total		**0.0300**	**0.2685**	**0.1972**	**1.6400e-003**		**0.0207**	**0.0207**		**0.0207**	**0.0207**		**327.4154**	**327.4154**	**6.2800e-003**	**6.0000e-003**	**329.3610**

6.0 Area Detail

6.1 Mitigation Measures Area

8555 Santa Monica Boulevard - Proposed Project - Alternative 2 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.3959	0.4767	2.7009	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.2993	576.2993	0.0154	0.0105	579.8090
Unmitigated	2.3959	0.4767	2.7009	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.2993	576.2993	0.0154	0.0105	579.8090

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2344					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0313					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0524	0.4479	0.1906	2.8600e-003		0.0362	0.0362		0.0362	0.0362	0.0000	571.7647	571.7647	0.0110	0.0105	575.1624
Landscaping	0.0777	0.0288	2.5103	1.3000e-004		0.0138	0.0138		0.0138	0.0138		4.5346	4.5346	4.4800e-003		4.6466
Total	**2.3959**	**0.4767**	**2.7009**	**2.9900e-003**		**0.0501**	**0.0501**		**0.0501**	**0.0501**	**0.0000**	**576.2993**	**576.2993**	**0.0154**	**0.0105**	**579.8090**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2344					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0313					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0524	0.4479	0.1906	2.8600e-003		0.0362	0.0362		0.0362	0.0362	0.0000	571.7647	571.7647	0.0110	0.0105	575.1624
Landscaping	0.0777	0.0288	2.5103	1.3000e-004		0.0138	0.0138		0.0138	0.0138		4.5346	4.5346	4.4800e-003		4.6466
Total	**2.3959**	**0.4767**	**2.7009**	**2.9900e-003**		**0.0501**	**0.0501**		**0.0501**	**0.0501**	**0.0000**	**576.2993**	**576.2993**	**0.0154**	**0.0105**	**579.8090**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	36	86	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (75 - 100 HP)	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**0.1411**	**0.4602**	**0.5121**	**6.8000e-004**		**0.0208**	**0.0208**		**0.0208**	**0.0208**		**72.1982**	**72.1982**	**0.0101**		**72.4513**

11.0 Vegetation

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8555 Santa Monica Boulevard - Alternative 3 - AQ

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	30.00	1000sqft	0.00	30,000.00	0
Enclosed Parking with Elevator	306.00	Space	0.00	122,400.00	0
High Turnover (Sit Down Restaurant)	2.82	1000sqft	0.00	2,820.00	0
Apartments Mid Rise	50.00	Dwelling Unit	1.40	57,082.00	143
Condo/Townhouse	10.00	Dwelling Unit	0.00	12,912.00	29
Strip Mall	14.50	1000sqft	0.00	14,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Source: Section 6.0 Alternatives.

Construction Phase - Source: Client provided construction schedule. Demolition + grading 6 mo., Const. 11 mo., Paving 3 mo., AC 3 mo.

Trips and VMT - Assume 15 CY truck and 5134 loads (per VCA Engineers 7/2019, 77,000 CY) = 10,268 one-way trips, 48 loads/day; 376 loads demolition = 752 one-way trips, 16 loads/day

Demolition - Per VCA Engineers 7/2019: demolition 5,638 cy = 152,226 cf

Grading - Export material per VCA Engineers 7/2019: 77,000 CY

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating - SCAQMD Rule 1113

Vehicle Trips - Rates per project traffic study

Woodstoves - SCAQMD Rule 445

Area Coating - SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation - Net increase of 56 residential units on 1.4 acres, mixed use, 5 apt units of affordable housing, 0.1 mile to Santa Monica/Westborne stop for Cityline Commuter and Metro Route 4, located in a central business district

Water Mitigation - Compliance with CALGreen

Stationary Sources - Emergency Generators and Fire Pumps -

Water And Wastewater -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	200.00	238.00
tblConstructionPhase	NumDays	10.00	65.00
tblConstructionPhase	NumDays	10.00	67.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	42.50	45.00
tblFireplaces	NumberGas	8.50	9.00
tblFireplaces	NumberWood	2.50	0.00
tblFireplaces	NumberWood	0.50	0.00
tblGrading	MaterialExported	0.00	77,000.00
tblLandUse	LandUseSquareFeet	50,000.00	57,082.00
tblLandUse	LandUseSquareFeet	10,000.00	12,912.00
tblLandUse	LotAcreage	0.69	0.00
tblLandUse	LotAcreage	2.75	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	0.06	0.00
tblLandUse	LotAcreage	1.32	1.40
tblLandUse	LotAcreage	0.63	0.00
tblLandUse	LotAcreage	0.33	0.00
tblTripsAndVMT	HaulingTripNumber	692.00	752.00
tblTripsAndVMT	HaulingTripNumber	9,625.00	10,268.00
tblVehicleTrips	WD_TR	7.32	5.80
tblVehicleTrips	WD_TR	9.74	13.70
tblWoodstoves	NumberCatalytic	2.50	0.00
tblWoodstoves	NumberCatalytic	0.50	0.00
tblWoodstoves	NumberNoncatalytic	2.50	0.00
tblWoodstoves	NumberNoncatalytic	0.50	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.1081	32.9379	17.0840	0.0808	8.9878	0.8781	9.8586	3.9358	0.8213	4.7416	0.0000	8,586.5342	8,586.5342	0.9962	1.0336	8,919.4345
2023	13.8579	13.2637	16.6140	0.0384	1.4473	0.5286	1.9759	0.3888	0.5101	0.8989	0.0000	3,707.7317	3,707.7317	0.4145	0.1231	3,754.1457
Maximum	**13.8579**	**32.9379**	**17.0840**	**0.0808**	**8.9878**	**0.8781**	**9.8586**	**3.9358**	**0.8213**	**4.7416**	**0.0000**	**8,586.5342**	**8,586.5342**	**0.9962**	**1.0336**	**8,919.4345**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.1081	32.9379	17.0840	0.0808	5.0468	0.8781	5.9175	2.0453	0.8213	2.8511	0.0000	8,586.5342	8,586.5342	0.9962	1.0336	8,919.4345
2023	13.8579	13.2637	16.6140	0.0384	1.4473	0.5286	1.9759	0.3888	0.5101	0.8989	0.0000	3,707.7317	3,707.7317	0.4145	0.1231	3,754.1457
Maximum	**13.8579**	**32.9379**	**17.0840**	**0.0808**	**5.0468**	**0.8781**	**5.9175**	**2.0453**	**0.8213**	**2.8511**	**0.0000**	**8,586.5342**	**8,586.5342**	**0.9962**	**1.0336**	**8,919.4345**

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**37.77**	**0.00**	**33.30**	**43.72**	**0.00**	**33.52**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8726	0.9531	5.3652	5.9800e-003		0.1000	0.1000		0.1000	0.1000	0.0000	1,152.5199	1,152.5199	0.0307	0.0210	1,159.5342
Energy	0.0474	0.4206	0.2883	2.5800e-003		0.0327	0.0327		0.0327	0.0327		516.6613	516.6613	9.9000e-003	9.4700e-003	519.7315
Mobile	4.3251	4.6491	39.4649	0.0832	9.0656	0.0632	9.1287	2.4158	0.0587	2.4745		8,621.9930	8,621.9930	0.6120	0.4056	8,758.1491
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**7.3862**	**6.4830**	**45.6305**	**0.0924**	**9.0656**	**0.2166**	**9.2822**	**2.4158**	**0.2122**	**2.6280**	**0.0000**	**10,363.3724**	**10,363.3724**	**0.6626**	**0.4360**	**10,509.8660**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8726	0.9531	5.3652	5.9800e-003		0.1000	0.1000		0.1000	0.1000	0.0000	1,152.5199	1,152.5199	0.0307	0.0210	1,159.5342
Energy	0.0474	0.4206	0.2883	2.5800e-003		0.0327	0.0327		0.0327	0.0327		516.6613	516.6613	9.9000e-003	9.4700e-003	519.7315
Mobile	3.0868	2.4325	20.1604	0.0311	3.2068	0.0269	3.2336	0.8545	0.0250	0.8795		3,224.7561	3,224.7561	0.3549	0.2122	3,296.8726
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**6.1479**	**4.2663**	**26.3260**	**0.0403**	**3.2068**	**0.1804**	**3.3871**	**0.8545**	**0.1784**	**1.0330**	**0.0000**	**4,966.1355**	**4,966.1355**	**0.4056**	**0.2427**	**5,048.5895**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**16.77**	**34.19**	**42.31**	**56.34**	**64.63**	**16.75**	**63.51**	**64.63**	**15.92**	**60.69**	**0.00**	**52.08**	**52.08**	**38.80**	**44.34**	**51.96**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	2/4/2022	5	25	
2	Grading	Grading	2/7/2022	7/1/2022	5	105	
3	Building Construction	Building Construction	7/5/2022	6/1/2023	5	238	
4	Paving	Paving	6/2/2023	8/31/2023	5	65	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5	Architectural Coating	Architectural Coating	9/1/2023	12/4/2023	5	67	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 141,738; Residential Outdoor: 47,246; Non-Residential Indoor: 70,980; Non-Residential Outdoor: 23,660; Striped Parking Area: 7,344 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	752.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	10,268.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	110.00	34.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	22.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.9938	0.0000	5.9938	0.9075	0.0000	0.9075			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**5.9938**	**0.8379**	**6.8317**	**0.9075**	**0.7829**	**1.6904**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1236	4.8993	1.1427	0.0182	0.5262	0.0393	0.5655	0.1442	0.0376	0.1818		1,997.5684	1,997.5684	0.1071	0.3171	2,094.7457
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0471	0.0345	0.4486	1.2400e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		126.0097	126.0097	3.5200e-003	3.3700e-003	127.1033
Total	**0.1707**	**4.9338**	**1.5912**	**0.0195**	**0.6715**	**0.0402**	**0.7116**	**0.1828**	**0.0384**	**0.2212**		**2,123.5781**	**2,123.5781**	**0.1106**	**0.3205**	**2,221.8490**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6972	0.0000	2.6972	0.4084	0.0000	0.4084			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**2.6972**	**0.8379**	**3.5351**	**0.4084**	**0.7829**	**1.1913**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1236	4.8993	1.1427	0.0182	0.5262	0.0393	0.5655	0.1442	0.0376	0.1818		1,997.5684	1,997.5684	0.1071	0.3171	2,094.7457
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0471	0.0345	0.4486	1.2400e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		126.0097	126.0097	3.5200e-003	3.3700e-003	127.1033
Total	**0.1707**	**4.9338**	**1.5912**	**0.0195**	**0.6715**	**0.0402**	**0.7116**	**0.1828**	**0.0384**	**0.2212**		**2,123.5781**	**2,123.5781**	**0.1106**	**0.3205**	**2,221.8490**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1655	0.0000	7.1655	3.4373	0.0000	3.4373			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.1655**	**0.7423**	**7.9078**	**3.4373**	**0.6829**	**4.1202**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4018	15.9278	3.7148	0.0592	1.7105	0.1278	1.8383	0.4689	0.1223	0.5911		6,494.1212	6,494.1212	0.3481	1.0310	6,810.0458
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0362	0.0265	0.3451	9.5000e-004	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		96.9305	96.9305	2.7000e-003	2.6000e-003	97.7717
Total	**0.4380**	**15.9543**	**4.0599**	**0.0602**	**1.8223**	**0.1285**	**1.9508**	**0.4985**	**0.1229**	**0.6214**		**6,591.0517**	**6,591.0517**	**0.3508**	**1.0336**	**6,907.8176**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2245	0.0000	3.2245	1.5468	0.0000	1.5468			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**3.2245**	**0.7423**	**3.9668**	**1.5468**	**0.6829**	**2.2297**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4018	15.9278	3.7148	0.0592	1.7105	0.1278	1.8383	0.4689	0.1223	0.5911		6,494.1212	6,494.1212	0.3481	1.0310	6,810.0458
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0362	0.0265	0.3451	9.5000e-004	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		96.9305	96.9305	2.7000e-003	2.6000e-003	97.7717
Total	**0.4380**	**15.9543**	**4.0599**	**0.0602**	**1.8223**	**0.1285**	**1.9508**	**0.4985**	**0.1229**	**0.6214**		**6,591.0517**	**6,591.0517**	**0.3508**	**1.0336**	**6,907.8176**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0609	1.6511	0.5619	6.5000e-003	0.2177	0.0166	0.2343	0.0627	0.0159	0.0786		699.6259	699.6259	0.0234	0.1015	730.4603
Worker	0.3986	0.2916	3.7956	0.0105	1.2295	7.3500e-003	1.2369	0.3261	6.7600e-003	0.3328		1,066.2359	1,066.2359	0.0298	0.0286	1,075.4891
Total	**0.4594**	**1.9427**	**4.3576**	**0.0170**	**1.4473**	**0.0240**	**1.4712**	**0.3888**	**0.0226**	**0.4114**		**1,765.8618**	**1,765.8618**	**0.0531**	**0.1301**	**1,805.9494**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0609	1.6511	0.5619	6.5000e-003	0.2177	0.0166	0.2343	0.0627	0.0159	0.0786		699.6259	699.6259	0.0234	0.1015	730.4603
Worker	0.3986	0.2916	3.7956	0.0105	1.2295	7.3500e-003	1.2369	0.3261	6.7600e-003	0.3328		1,066.2359	1,066.2359	0.0298	0.0286	1,075.4891
Total	**0.4594**	**1.9427**	**4.3576**	**0.0170**	**1.4473**	**0.0240**	**1.4712**	**0.3888**	**0.0226**	**0.4114**		**1,765.8618**	**1,765.8618**	**0.0531**	**0.1301**	**1,805.9494**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0360	1.2954	0.5016	6.2000e-003	0.2177	7.2200e-003	0.2249	0.0627	6.9100e-003	0.0696		667.7102	667.7102	0.0223	0.0968	697.0985
Worker	0.3709	0.2579	3.5014	0.0101	1.2295	6.9200e-003	1.2365	0.3261	6.3700e-003	0.3325		1,038.2339	1,038.2339	0.0268	0.0264	1,046.7615
Total	**0.4069**	**1.5533**	**4.0030**	**0.0163**	**1.4473**	**0.0141**	**1.4614**	**0.3888**	**0.0133**	**0.4020**		**1,705.9441**	**1,705.9441**	**0.0491**	**0.1231**	**1,743.8599**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0360	1.2954	0.5016	6.2000e-003	0.2177	7.2200e-003	0.2249	0.0627	6.9100e-003	0.0696		667.7102	667.7102	0.0223	0.0968	697.0985
Worker	0.3709	0.2579	3.5014	0.0101	1.2295	6.9200e-003	1.2365	0.3261	6.3700e-003	0.3325		1,038.2339	1,038.2339	0.0268	0.0264	1,046.7615
Total	**0.4069**	**1.5533**	**4.0030**	**0.0163**	**1.4473**	**0.0141**	**1.4614**	**0.3888**	**0.0133**	**0.4020**		**1,705.9441**	**1,705.9441**	**0.0491**	**0.1231**	**1,743.8599**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**		**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0438	0.0305	0.4138	1.2000e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		122.7004	122.7004	3.1600e-003	3.1200e-003	123.7082
Total	**0.0438**	**0.0305**	**0.4138**	**1.2000e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**122.7004**	**122.7004**	**3.1600e-003**	**3.1200e-003**	**123.7082**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**	**0.0000**	**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0438	0.0305	0.4138	1.2000e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		122.7004	122.7004	3.1600e-003	3.1200e-003	123.7082
Total	**0.0438**	**0.0305**	**0.4138**	**1.2000e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**122.7004**	**122.7004**	**3.1600e-003**	**3.1200e-003**	**123.7082**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.5920					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**13.7837**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0742	0.0516	0.7003	2.0300e-003	0.2459	1.3800e-003	0.2473	0.0652	1.2700e-003	0.0665		207.6468	207.6468	5.3500e-003	5.2700e-003	209.3523
Total	**0.0742**	**0.0516**	**0.7003**	**2.0300e-003**	**0.2459**	**1.3800e-003**	**0.2473**	**0.0652**	**1.2700e-003**	**0.0665**		**207.6468**	**207.6468**	**5.3500e-003**	**5.2700e-003**	**209.3523**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.5920					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**13.7837**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0742	0.0516	0.7003	2.0300e-003	0.2459	1.3800e-003	0.2473	0.0652	1.2700e-003	0.0665		207.6468	207.6468	5.3500e-003	5.2700e-003	209.3523
Total	**0.0742**	**0.0516**	**0.7003**	**2.0300e-003**	**0.2459**	**1.3800e-003**	**0.2473**	**0.0652**	**1.2700e-003**	**0.0665**		**207.6468**	**207.6468**	**5.3500e-003**	**5.2700e-003**	**209.3523**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.0868	2.4325	20.1604	0.0311	3.2068	0.0269	3.2336	0.8545	0.0250	0.8795		3,224.7561	3,224.7561	0.3549	0.2122	3,296.8726
Unmitigated	4.3251	4.6491	39.4649	0.0832	9.0656	0.0632	9.1287	2.4158	0.0587	2.4745		8,621.9930	8,621.9930	0.6120	0.4056	8,758.1491

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	272.00	245.50	204.50	883,578	312,547
Condo/Townhouse	58.00	81.40	62.80	211,961	74,977
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	411.00	66.30	21.00	985,905	348,743
High Turnover (Sit Down Restaurant)	316.35	345.17	402.24	453,463	160,403
Strip Mall	642.64	609.58	296.24	1,119,545	396,016
Total	1,699.99	1,347.95	986.78	3,654,452	1,292,686

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Condo/Townhouse	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Enclosed Parking with Elevator	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
General Office Building	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
High Turnover (Sit Down Restaurant)	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Strip Mall	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0474	0.4206	0.2883	2.5800e-003		0.0327	0.0327		0.0327	0.0327		516.6613	516.6613	9.9000e-003	9.4700e-003	519.7315
NaturalGas Unmitigated	0.0474	0.4206	0.2883	2.5800e-003		0.0327	0.0327		0.0327	0.0327		516.6613	516.6613	9.9000e-003	9.4700e-003	519.7315

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1234.36	0.0133	0.1138	0.0484	7.3000e-004		9.2000e-003	9.2000e-003		9.2000e-003	9.2000e-003		145.2184	145.2184	2.7800e-003	2.6600e-003	146.0813
Condo/Townhouse	465.578	5.0200e-003	0.0429	0.0183	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7739	54.7739	1.0500e-003	1.0000e-003	55.0994
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	847.397	9.1400e-003	0.0831	0.0698	5.0000e-004		6.3100e-003	6.3100e-003		6.3100e-003	6.3100e-003		99.6938	99.6938	1.9100e-003	1.8300e-003	100.2862
High Turnover (Sit Down Restaurant)	1779.54	0.0192	0.1745	0.1466	1.0500e-003		0.0133	0.0133		0.0133	0.0133		209.3572	209.3572	4.0100e-003	3.8400e-003	210.6013
Strip Mall	64.7534	7.0000e-004	6.3500e-003	5.3300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		7.6181	7.6181	1.5000e-004	1.4000e-004	7.6633
Total		**0.0474**	**0.4206**	**0.2883**	**2.5900e-003**		**0.0327**	**0.0327**		**0.0327**	**0.0327**		**516.6613**	**516.6613**	**9.9000e-003**	**9.4700e-003**	**519.7315**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.23436	0.0133	0.1138	0.0484	7.3000e-004		9.2000e-003	9.2000e-003		9.2000e-003	9.2000e-003		145.2184	145.2184	2.7800e-003	2.6600e-003	146.0813
Condo/Townhouse	0.465578	5.0200e-003	0.0429	0.0183	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7739	54.7739	1.0500e-003	1.0000e-003	55.0994
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.847397	9.1400e-003	0.0831	0.0698	5.0000e-004		6.3100e-003	6.3100e-003		6.3100e-003	6.3100e-003		99.6938	99.6938	1.9100e-003	1.8300e-003	100.2862
High Turnover (Sit Down Restaurant)	1.77954	0.0192	0.1745	0.1466	1.0500e-003		0.0133	0.0133		0.0133	0.0133		209.3572	209.3572	4.0100e-003	3.8400e-003	210.6013
Strip Mall	0.0647534	7.0000e-004	6.3500e-003	5.3300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		7.6181	7.6181	1.5000e-004	1.4000e-004	7.6633
Total		**0.0474**	**0.4206**	**0.2883**	**2.5900e-003**		**0.0327**	**0.0327**		**0.0327**	**0.0327**		**516.6613**	**516.6613**	**9.9000e-003**	**9.4700e-003**	**519.7315**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.8726	0.9531	5.3652	5.9800e-003		0.1000	0.1000		0.1000	0.1000	0.0000	1,152.5199	1,152.5199	0.0307	0.0210	1,159.5342
Unmitigated	2.8726	0.9531	5.3652	5.9800e-003		0.1000	0.1000		0.1000	0.1000	0.0000	1,152.5199	1,152.5199	0.0307	0.0210	1,159.5342

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2495					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3662					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1048	0.8958	0.3812	5.7200e-003		0.0724	0.0724		0.0724	0.0724	0.0000	1,143.5294	1,143.5294	0.0219	0.0210	1,150.3248
Landscaping	0.1521	0.0573	4.9840	2.6000e-004		0.0276	0.0276		0.0276	0.0276		8.9905	8.9905	8.7500e-003		9.2093
Total	**2.8726**	**0.9531**	**5.3652**	**5.9800e-003**		**0.1000**	**0.1000**		**0.1000**	**0.1000**	**0.0000**	**1,152.5199**	**1,152.5199**	**0.0307**	**0.0210**	**1,159.5342**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2495					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3662					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1048	0.8958	0.3812	5.7200e-003		0.0724	0.0724		0.0724	0.0724	0.0000	1,143.5294	1,143.5294	0.0219	0.0210	1,150.3248
Landscaping	0.1521	0.0573	4.9840	2.6000e-004		0.0276	0.0276		0.0276	0.0276		8.9905	8.9905	8.7500e-003		9.2093
Total	**2.8726**	**0.9531**	**5.3652**	**5.9800e-003**		**0.1000**	**0.1000**		**0.1000**	**0.1000**	**0.0000**	**1,152.5199**	**1,152.5199**	**0.0307**	**0.0210**	**1,159.5342**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	36	86	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (75 - 100 HP)	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**0.1411**	**0.4602**	**0.5121**	**6.8000e-004**		**0.0208**	**0.0208**		**0.0208**	**0.0208**		**72.1982**	**72.1982**	**0.0101**		**72.4513**

11.0 Vegetation

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8555 Santa Monica Boulevard - Alternative 3 - AQ

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	30.00	1000sqft	0.00	30,000.00	0
Enclosed Parking with Elevator	306.00	Space	0.00	122,400.00	0
High Turnover (Sit Down Restaurant)	2.82	1000sqft	0.00	2,820.00	0
Apartments Mid Rise	50.00	Dwelling Unit	1.40	57,082.00	143
Condo/Townhouse	10.00	Dwelling Unit	0.00	12,912.00	29
Strip Mall	14.50	1000sqft	0.00	14,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Source: Section 6.0 Alternatives.

Construction Phase - Source: Client provided construction schedule. Demolition + grading 6 mo., Const. 11 mo., Paving 3 mo., AC 3 mo.

Trips and VMT - Assume 15 CY truck and 5134 loads (per VCA Engineers 7/2019, 77,000 CY) = 10,268 one-way trips, 48 loads/day; 376 loads demolition = 752 one-way trips, 16 loads/day

Demolition - Per VCA Engineers 7/2019: demolition 5,638 cy = 152,226 cf

Grading - Export material per VCA Engineers 7/2019: 77,000 CY

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating - SCAQMD Rule 1113

Vehicle Trips - Rates per project traffic study

Woodstoves - SCAQMD Rule 445

Area Coating - SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation - Net increase of 56 residential units on 1.4 acres, mixed use, 5 apt units of affordable housing, 0.1 mile to Santa Monica/Westborne stop for Cityline Commuter and Metro Route 4, located in a central business district

Water Mitigation - Compliance with CALGreen

Stationary Sources - Emergency Generators and Fire Pumps -

Water And Wastewater -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	200.00	238.00
tblConstructionPhase	NumDays	10.00	65.00
tblConstructionPhase	NumDays	10.00	67.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	42.50	45.00
tblFireplaces	NumberGas	8.50	9.00
tblFireplaces	NumberWood	2.50	0.00
tblFireplaces	NumberWood	0.50	0.00
tblGrading	MaterialExported	0.00	77,000.00
tblLandUse	LandUseSquareFeet	50,000.00	57,082.00
tblLandUse	LandUseSquareFeet	10,000.00	12,912.00
tblLandUse	LotAcreage	0.69	0.00
tblLandUse	LotAcreage	2.75	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	0.06	0.00
tblLandUse	LotAcreage	1.32	1.40
tblLandUse	LotAcreage	0.63	0.00
tblLandUse	LotAcreage	0.33	0.00
tblTripsAndVMT	HaulingTripNumber	692.00	752.00
tblTripsAndVMT	HaulingTripNumber	9,625.00	10,268.00
tblVehicleTrips	WD_TR	7.32	5.80
tblVehicleTrips	WD_TR	9.74	13.70
tblWoodstoves	NumberCatalytic	2.50	0.00
tblWoodstoves	NumberCatalytic	0.50	0.00
tblWoodstoves	NumberNoncatalytic	2.50	0.00
tblWoodstoves	NumberNoncatalytic	0.50	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0895	32.2653	17.4676	0.0808	8.9878	0.8780	9.8583	3.9358	0.8212	4.7414	0.0000	8,590.1271	8,590.1271	0.9968	1.0330	8,922.8774
2023	13.8540	13.1804	16.9660	0.0390	1.4473	0.5286	1.9759	0.3888	0.5101	0.8988	0.0000	3,770.4919	3,770.4919	0.4145	0.1214	3,816.3726
Maximum	**13.8540**	**32.2653**	**17.4676**	**0.0808**	**8.9878**	**0.8780**	**9.8583**	**3.9358**	**0.8212**	**4.7414**	**0.0000**	**8,590.1271**	**8,590.1271**	**0.9968**	**1.0330**	**8,922.8774**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0895	32.2653	17.4676	0.0808	5.0468	0.8780	5.9173	2.0453	0.8212	2.8509	0.0000	8,590.1271	8,590.1271	0.9968	1.0330	8,922.8774
2023	13.8540	13.1804	16.9660	0.0390	1.4473	0.5286	1.9759	0.3888	0.5101	0.8988	0.0000	3,770.4919	3,770.4919	0.4145	0.1214	3,816.3726
Maximum	**13.8540**	**32.2653**	**17.4676**	**0.0808**	**5.0468**	**0.8780**	**5.9173**	**2.0453**	**0.8212**	**2.8509**	**0.0000**	**8,590.1271**	**8,590.1271**	**0.9968**	**1.0330**	**8,922.8774**

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**37.77**	**0.00**	**33.30**	**43.72**	**0.00**	**33.52**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8726	0.9531	5.3652	5.9800e-003		0.1000	0.1000		0.1000	0.1000	0.0000	1,152.5199	1,152.5199	0.0307	0.0210	1,159.5342
Energy	0.0474	0.4206	0.2883	2.5800e-003		0.0327	0.0327		0.0327	0.0327		516.6613	516.6613	9.9000e-003	9.4700e-003	519.7315
Mobile	4.5208	4.3266	40.3678	0.0872	9.0656	0.0631	9.1287	2.4158	0.0587	2.4745		9,036.9640	9,036.9640	0.5896	0.3898	9,167.8722
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**7.5819**	**6.1604**	**46.5335**	**0.0964**	**9.0656**	**0.2166**	**9.2821**	**2.4158**	**0.2122**	**2.6280**	**0.0000**	**10,778.3434**	**10,778.3434**	**0.6403**	**0.4203**	**10,919.5891**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8726	0.9531	5.3652	5.9800e-003		0.1000	0.1000		0.1000	0.1000	0.0000	1,152.5199	1,152.5199	0.0307	0.0210	1,159.5342
Energy	0.0474	0.4206	0.2883	2.5800e-003		0.0327	0.0327		0.0327	0.0327		516.6613	516.6613	9.9000e-003	9.4700e-003	519.7315
Mobile	3.2897	2.2630	19.5208	0.0325	3.2068	0.0269	3.2336	0.8545	0.0249	0.8795		3,368.9884	3,368.9884	0.3304	0.2030	3,437.7496
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**6.3508**	**4.0969**	**25.6865**	**0.0417**	**3.2068**	**0.1803**	**3.3871**	**0.8545**	**0.1784**	**1.0329**	**0.0000**	**5,110.3678**	**5,110.3678**	**0.3811**	**0.2335**	**5,189.4666**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**16.24**	**33.50**	**44.80**	**56.71**	**64.63**	**16.75**	**63.51**	**64.63**	**15.92**	**60.69**	**0.00**	**52.59**	**52.59**	**40.47**	**44.45**	**52.48**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	2/4/2022	5	25	
2	Grading	Grading	2/7/2022	7/1/2022	5	105	
3	Building Construction	Building Construction	7/5/2022	6/1/2023	5	238	
4	Paving	Paving	6/2/2023	8/31/2023	5	65	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5	Architectural Coating	Architectural Coating	9/1/2023	12/4/2023	5	67	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 141,738; Residential Outdoor: 47,246; Non-Residential Indoor: 70,980; Non-Residential Outdoor: 23,660; Striped Parking Area: 7,344 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	752.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	10,268.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	110.00	34.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	22.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.9938	0.0000	5.9938	0.9075	0.0000	0.9075			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**5.9938**	**0.8379**	**6.8317**	**0.9075**	**0.7829**	**1.6904**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1271	4.6931	1.1216	0.0182	0.5262	0.0392	0.5654	0.1442	0.0375	0.1818		1,996.8329	1,996.8329	0.1073	0.3170	2,093.9780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0448	0.0315	0.4962	1.3200e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		133.7891	133.7891	3.4800e-003	3.1800e-003	134.8237
Total	**0.1719**	**4.7246**	**1.6178**	**0.0195**	**0.6715**	**0.0401**	**0.7116**	**0.1828**	**0.0383**	**0.2211**		**2,130.6220**	**2,130.6220**	**0.1107**	**0.3202**	**2,228.8017**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6972	0.0000	2.6972	0.4084	0.0000	0.4084			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**2.6972**	**0.8379**	**3.5351**	**0.4084**	**0.7829**	**1.1913**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1271	4.6931	1.1216	0.0182	0.5262	0.0392	0.5654	0.1442	0.0375	0.1818		1,996.8329	1,996.8329	0.1073	0.3170	2,093.9780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0448	0.0315	0.4962	1.3200e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		133.7891	133.7891	3.4800e-003	3.1800e-003	134.8237
Total	**0.1719**	**4.7246**	**1.6178**	**0.0195**	**0.6715**	**0.0401**	**0.7116**	**0.1828**	**0.0383**	**0.2211**		**2,130.6220**	**2,130.6220**	**0.1107**	**0.3202**	**2,228.8017**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1655	0.0000	7.1655	3.4373	0.0000	3.4373			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.1655**	**0.7423**	**7.9078**	**3.4373**	**0.6829**	**4.1202**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4132	15.2574	3.6463	0.0592	1.7105	0.1276	1.8381	0.4689	0.1221	0.5909		6,491.7299	6,491.7299	0.3487	1.0306	6,807.5499
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0242	0.3817	1.0100e-003	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		102.9147	102.9147	2.6700e-003	2.4500e-003	103.7106
Total	**0.4476**	**15.2816**	**4.0280**	**0.0602**	**1.8223**	**0.1282**	**1.9505**	**0.4985**	**0.1227**	**0.6212**		**6,594.6447**	**6,594.6447**	**0.3514**	**1.0330**	**6,911.2605**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2245	0.0000	3.2245	1.5468	0.0000	1.5468			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**3.2245**	**0.7423**	**3.9668**	**1.5468**	**0.6829**	**2.2297**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4132	15.2574	3.6463	0.0592	1.7105	0.1276	1.8381	0.4689	0.1221	0.5909		6,491.7299	6,491.7299	0.3487	1.0306	6,807.5499
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0242	0.3817	1.0100e-003	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		102.9147	102.9147	2.6700e-003	2.4500e-003	103.7106
Total	**0.4476**	**15.2816**	**4.0280**	**0.0602**	**1.8223**	**0.1282**	**1.9505**	**0.4985**	**0.1227**	**0.6212**		**6,594.6447**	**6,594.6447**	**0.3514**	**1.0330**	**6,911.2605**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0620	1.5821	0.5424	6.5000e-003	0.2177	0.0165	0.2343	0.0627	0.0158	0.0785		699.2758	699.2758	0.0234	0.1014	730.0729
Worker	0.3789	0.2665	4.1987	0.0111	1.2295	7.3500e-003	1.2369	0.3261	6.7600e-003	0.3328		1,132.0619	1,132.0619	0.0294	0.0269	1,140.8162
Total	**0.4409**	**1.8486**	**4.7411**	**0.0176**	**1.4473**	**0.0239**	**1.4711**	**0.3888**	**0.0226**	**0.4114**		**1,831.3376**	**1,831.3376**	**0.0529**	**0.1283**	**1,870.8892**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0620	1.5821	0.5424	6.5000e-003	0.2177	0.0165	0.2343	0.0627	0.0158	0.0785		699.2758	699.2758	0.0234	0.1014	730.0729
Worker	0.3789	0.2665	4.1987	0.0111	1.2295	7.3500e-003	1.2369	0.3261	6.7600e-003	0.3328		1,132.0619	1,132.0619	0.0294	0.0269	1,140.8162
Total	**0.4409**	**1.8486**	**4.7411**	**0.0176**	**1.4473**	**0.0239**	**1.4711**	**0.3888**	**0.0226**	**0.4114**		**1,831.3376**	**1,831.3376**	**0.0529**	**0.1283**	**1,870.8892**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0376	1.2342	0.4859	6.1900e-003	0.2177	7.1900e-003	0.2249	0.0627	6.8700e-003	0.0696		666.5051	666.5051	0.0224	0.0965	695.8190
Worker	0.3514	0.2358	3.8691	0.0108	1.2295	6.9200e-003	1.2365	0.3261	6.3700e-003	0.3325		1,102.1991	1,102.1991	0.0264	0.0249	1,110.2679
Total	**0.3890**	**1.4700**	**4.3550**	**0.0170**	**1.4473**	**0.0141**	**1.4614**	**0.3888**	**0.0132**	**0.4020**		**1,768.7042**	**1,768.7042**	**0.0488**	**0.1214**	**1,806.0868**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0376	1.2342	0.4859	6.1900e-003	0.2177	7.1900e-003	0.2249	0.0627	6.8700e-003	0.0696		666.5051	666.5051	0.0224	0.0965	695.8190
Worker	0.3514	0.2358	3.8691	0.0108	1.2295	6.9200e-003	1.2365	0.3261	6.3700e-003	0.3325		1,102.1991	1,102.1991	0.0264	0.0249	1,110.2679
Total	**0.3890**	**1.4700**	**4.3550**	**0.0170**	**1.4473**	**0.0141**	**1.4614**	**0.3888**	**0.0132**	**0.4020**		**1,768.7042**	**1,768.7042**	**0.0488**	**0.1214**	**1,806.0868**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**		**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0415	0.0279	0.4573	1.2700e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		130.2599	130.2599	3.1200e-003	2.9400e-003	131.2135
Total	**0.0415**	**0.0279**	**0.4573**	**1.2700e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**130.2599**	**130.2599**	**3.1200e-003**	**2.9400e-003**	**131.2135**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**	**0.0000**	**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0415	0.0279	0.4573	1.2700e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		130.2599	130.2599	3.1200e-003	2.9400e-003	131.2135
Total	**0.0415**	**0.0279**	**0.4573**	**1.2700e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**130.2599**	**130.2599**	**3.1200e-003**	**2.9400e-003**	**131.2135**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.5920					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**13.7837**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0703	0.0472	0.7738	2.1500e-003	0.2459	1.3800e-003	0.2473	0.0652	1.2700e-003	0.0665		220.4398	220.4398	5.2800e-003	4.9700e-003	222.0536
Total	**0.0703**	**0.0472**	**0.7738**	**2.1500e-003**	**0.2459**	**1.3800e-003**	**0.2473**	**0.0652**	**1.2700e-003**	**0.0665**		**220.4398**	**220.4398**	**5.2800e-003**	**4.9700e-003**	**222.0536**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.5920					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**13.7837**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0703	0.0472	0.7738	2.1500e-003	0.2459	1.3800e-003	0.2473	0.0652	1.2700e-003	0.0665		220.4398	220.4398	5.2800e-003	4.9700e-003	222.0536
Total	**0.0703**	**0.0472**	**0.7738**	**2.1500e-003**	**0.2459**	**1.3800e-003**	**0.2473**	**0.0652**	**1.2700e-003**	**0.0665**		**220.4398**	**220.4398**	**5.2800e-003**	**4.9700e-003**	**222.0536**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.2897	2.2630	19.5208	0.0325	3.2068	0.0269	3.2336	0.8545	0.0249	0.8795		3,368.9884	3,368.9884	0.3304	0.2030	3,437.7496
Unmitigated	4.5208	4.3266	40.3678	0.0872	9.0656	0.0631	9.1287	2.4158	0.0587	2.4745		9,036.9640	9,036.9640	0.5896	0.3898	9,167.8722

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	272.00	245.50	204.50	883,578	312,547
Condo/Townhouse	58.00	81.40	62.80	211,961	74,977
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	411.00	66.30	21.00	985,905	348,743
High Turnover (Sit Down Restaurant)	316.35	345.17	402.24	453,463	160,403
Strip Mall	642.64	609.58	296.24	1,119,545	396,016
Total	1,699.99	1,347.95	986.78	3,654,452	1,292,686

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Condo/Townhouse	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Enclosed Parking with Elevator	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
General Office Building	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
High Turnover (Sit Down Restaurant)	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Strip Mall	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0474	0.4206	0.2883	2.5800e-003		0.0327	0.0327		0.0327	0.0327		516.6613	516.6613	9.9000e-003	9.4700e-003	519.7315
NaturalGas Unmitigated	0.0474	0.4206	0.2883	2.5800e-003		0.0327	0.0327		0.0327	0.0327		516.6613	516.6613	9.9000e-003	9.4700e-003	519.7315

8555 Santa Monica Boulevard - Alternative 3 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1234.36	0.0133	0.1138	0.0484	7.3000e-004		9.2000e-003	9.2000e-003		9.2000e-003	9.2000e-003		145.2184	145.2184	2.7800e-003	2.6600e-003	146.0813
Condo/Townhouse	465.578	5.0200e-003	0.0429	0.0183	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7739	54.7739	1.0500e-003	1.0000e-003	55.0994
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	847.397	9.1400e-003	0.0831	0.0698	5.0000e-004		6.3100e-003	6.3100e-003		6.3100e-003	6.3100e-003		99.6938	99.6938	1.9100e-003	1.8300e-003	100.2862
High Turnover (Sit Down Restaurant)	1779.54	0.0192	0.1745	0.1466	1.0500e-003		0.0133	0.0133		0.0133	0.0133		209.3572	209.3572	4.0100e-003	3.8400e-003	210.6013
Strip Mall	64.7534	7.0000e-004	6.3500e-003	5.3300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		7.6181	7.6181	1.5000e-004	1.4000e-004	7.6633
Total		**0.0474**	**0.4206**	**0.2883**	**2.5900e-003**		**0.0327**	**0.0327**		**0.0327**	**0.0327**		**516.6613**	**516.6613**	**9.9000e-003**	**9.4700e-003**	**519.7315**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.23436	0.0133	0.1138	0.0484	7.3000e-004		9.2000e-003	9.2000e-003		9.2000e-003	9.2000e-003		145.2184	145.2184	2.7800e-003	2.6600e-003	146.0813
Condo/Townhouse	0.465578	5.0200e-003	0.0429	0.0183	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7739	54.7739	1.0500e-003	1.0000e-003	55.0994
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.847397	9.1400e-003	0.0831	0.0698	5.0000e-004		6.3100e-003	6.3100e-003		6.3100e-003	6.3100e-003		99.6938	99.6938	1.9100e-003	1.8300e-003	100.2862
High Turnover (Sit Down Restaurant)	1.77954	0.0192	0.1745	0.1466	1.0500e-003		0.0133	0.0133		0.0133	0.0133		209.3572	209.3572	4.0100e-003	3.8400e-003	210.6013
Strip Mall	0.0647534	7.0000e-004	6.3500e-003	5.3300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		7.6181	7.6181	1.5000e-004	1.4000e-004	7.6633
Total		**0.0474**	**0.4206**	**0.2883**	**2.5900e-003**		**0.0327**	**0.0327**		**0.0327**	**0.0327**		**516.6613**	**516.6613**	**9.9000e-003**	**9.4700e-003**	**519.7315**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.8726	0.9531	5.3652	5.9800e-003		0.1000	0.1000		0.1000	0.1000	0.0000	1,152.5199	1,152.5199	0.0307	0.0210	1,159.5342
Unmitigated	2.8726	0.9531	5.3652	5.9800e-003		0.1000	0.1000		0.1000	0.1000	0.0000	1,152.5199	1,152.5199	0.0307	0.0210	1,159.5342

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2495					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3662					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1048	0.8958	0.3812	5.7200e-003		0.0724	0.0724		0.0724	0.0724	0.0000	1,143.5294	1,143.5294	0.0219	0.0210	1,150.3248
Landscaping	0.1521	0.0573	4.9840	2.6000e-004		0.0276	0.0276		0.0276	0.0276		8.9905	8.9905	8.7500e-003		9.2093
Total	**2.8726**	**0.9531**	**5.3652**	**5.9800e-003**		**0.1000**	**0.1000**		**0.1000**	**0.1000**	**0.0000**	**1,152.5199**	**1,152.5199**	**0.0307**	**0.0210**	**1,159.5342**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2495					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3662					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1048	0.8958	0.3812	5.7200e-003		0.0724	0.0724		0.0724	0.0724	0.0000	1,143.5294	1,143.5294	0.0219	0.0210	1,150.3248
Landscaping	0.1521	0.0573	4.9840	2.6000e-004		0.0276	0.0276		0.0276	0.0276		8.9905	8.9905	8.7500e-003		9.2093
Total	**2.8726**	**0.9531**	**5.3652**	**5.9800e-003**		**0.1000**	**0.1000**		**0.1000**	**0.1000**	**0.0000**	**1,152.5199**	**1,152.5199**	**0.0307**	**0.0210**	**1,159.5342**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	36	86	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (75 - 100 HP)	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**0.1411**	**0.4602**	**0.5121**	**6.8000e-004**		**0.0208**	**0.0208**		**0.0208**	**0.0208**		**72.1982**	**72.1982**	**0.0101**		**72.4513**

11.0 Vegetation

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8555 Santa Monica Boulevard - Alternative 4 - AQ

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	284.00	Space	0.00	113,600.00	0
High Turnover (Sit Down Restaurant)	14.82	1000sqft	0.00	14,820.00	0
Hotel	78.00	Room	0.00	42,900.00	0
Apartments Mid Rise	30.00	Dwelling Unit	1.00	36,000.00	86
Strip Mall	3.68	1000sqft	0.40	3,678.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Source: Section 6.0 Alternatives

Construction Phase - Source: Client provided construction schedule. Demolition + grading 6 mo., Const. 11 mo., Paving 3 mo., AC 3 mo.

Trips and VMT - Assume 15 CY truck and 5134 loads (per VCA Engineers 7/2019, 77,000 CY) = 10,268 one-way trips, 48 loads/day; 376 loads demolition = 752 one-way trips, 16 loads/day

Demolition - Per VCA Engineers 7/2019: demolition 5,638 cy = 152,226 cf

Grading - Export material per VCA Engineers 7/2019: 77,000 CY

Architectural Coating - SCAQMD Rule 1113

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vehicle Trips - Rates per project traffic study

Woodstoves - SCAQMD Rule 445

Area Coating - SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation - Net increase of 26 residential units on 1.4 acres, mixed use, 5 apt units of affordable housing, 0.1 mile to Santa Monica/Westborne stop for Cityline Commuter and Metro Route 4, located in a central business district

Water Mitigation - Compliance with CALGreen

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	67.00
tblConstructionPhase	NumDays	200.00	238.00
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	10.00	65.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	25.50	27.00
tblFireplaces	NumberWood	1.50	0.00
tblGrading	MaterialExported	0.00	77,000.00
tblLandUse	LandUseSquareFeet	113,256.00	42,900.00
tblLandUse	LandUseSquareFeet	30,000.00	36,000.00
tblLandUse	LandUseSquareFeet	3,680.00	3,678.00
tblLandUse	LotAcreage	2.56	0.00
tblLandUse	LotAcreage	0.34	0.00
tblLandUse	LotAcreage	2.60	0.00
tblLandUse	LotAcreage	0.79	1.00
tblLandUse	LotAcreage	0.08	0.40
tblTripsAndVMT	HaulingTripNumber	692.00	752.00
tblTripsAndVMT	HaulingTripNumber	0.00	10,268.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblWoodstoves	NumberCatalytic	1.50	0.00
tblWoodstoves	NumberNoncatalytic	1.50	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0502	32.9379	16.5333	0.0808	8.9878	0.8781	9.8586	3.9358	0.8213	4.7416	0.0000	8,586.5342	8,586.5342	0.9962	1.0336	8,919.4345
2023	12.5843	13.1523	16.1071	0.0367	1.2668	0.5273	1.7941	0.3406	0.5088	0.8494	0.0000	3,526.8773	3,526.8773	0.4145	0.1138	3,570.3997
Maximum	**12.5843**	**32.9379**	**16.5333**	**0.0808**	**8.9878**	**0.8781**	**9.8586**	**3.9358**	**0.8213**	**4.7416**	**0.0000**	**8,586.5342**	**8,586.5342**	**0.9962**	**1.0336**	**8,919.4345**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0502	32.9379	16.5333	0.0808	5.0468	0.8781	5.9175	2.0453	0.8213	2.8511	0.0000	8,586.5342	8,586.5342	0.9962	1.0336	8,919.4345
2023	12.5843	13.1523	16.1071	0.0367	1.2668	0.5273	1.7941	0.3406	0.5088	0.8494	0.0000	3,526.8773	3,526.8773	0.4145	0.1138	3,570.3997
Maximum	**12.5843**	**32.9379**	**16.5333**	**0.0808**	**5.0468**	**0.8781**	**5.9175**	**2.0453**	**0.8213**	**2.8511**	**0.0000**	**8,586.5342**	**8,586.5342**	**0.9962**	**1.0336**	**8,919.4345**

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**38.43**	**0.00**	**33.82**	**44.21**	**0.00**	**33.81**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3254	0.4767	2.7034	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.3046	576.3046	0.0155	0.0105	579.8146
Energy	0.1392	1.2607	1.0307	7.5900e-003		0.0962	0.0962		0.0962	0.0962		1,518.1214	1,518.1214	0.0291	0.0278	1,527.1429
Mobile	6.4799	6.3128	53.2275	0.1038	11.1776	0.0812	11.2588	2.9786	0.0755	3.0541		10,759.5443	10,759.5443	0.8565	0.5507	10,945.0698
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**9.0855**	**8.5105**	**57.4737**	**0.1150**	**11.1776**	**0.2482**	**11.4258**	**2.9786**	**0.2425**	**3.2211**	**0.0000**	**12,926.1685**	**12,926.1685**	**0.9112**	**0.5890**	**13,124.4785**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3254	0.4767	2.7034	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.3046	576.3046	0.0155	0.0105	579.8146
Energy	0.1392	1.2607	1.0307	7.5900e-003		0.0962	0.0962		0.0962	0.0962		1,518.1214	1,518.1214	0.0291	0.0278	1,527.1429
Mobile	5.1831	3.9915	33.0116	0.0493	5.0421	0.0432	5.0854	1.3436	0.0401	1.3838		5,107.4707	5,107.4707	0.5873	0.3483	5,225.9328
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**7.7887**	**6.1891**	**37.2578**	**0.0605**	**5.0421**	**0.2102**	**5.2523**	**1.3436**	**0.2071**	**1.5507**	**0.0000**	**7,274.0949**	**7,274.0949**	**0.6419**	**0.3866**	**7,405.3415**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**14.27**	**27.28**	**35.17**	**47.39**	**54.89**	**15.31**	**54.03**	**54.89**	**14.59**	**51.86**	**0.00**	**43.73**	**43.73**	**29.55**	**34.37**	**43.58**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	2/4/2022	5	25	
2	Grading	Grading	2/7/2022	7/1/2022	5	105	
3	Building Construction	Building Construction	7/5/2022	6/1/2023	5	238	
4	Paving	Paving	6/2/2023	8/31/2023	5	65	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5	Architectural Coating	Architectural Coating	9/1/2023	12/4/2023	5	67	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 72,900; Residential Outdoor: 24,300; Non-Residential Indoor: 92,097; Non-Residential Outdoor: 30,699; Striped Parking Area: 6,816 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	752.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	10,268.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	95.00	32.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.9938	0.0000	5.9938	0.9075	0.0000	0.9075			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**5.9938**	**0.8379**	**6.8317**	**0.9075**	**0.7829**	**1.6904**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1236	4.8993	1.1427	0.0182	0.5262	0.0393	0.5655	0.1442	0.0376	0.1818		1,997.5684	1,997.5684	0.1071	0.3171	2,094.7457
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0471	0.0345	0.4486	1.2400e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		126.0097	126.0097	3.5200e-003	3.3700e-003	127.1033
Total	**0.1707**	**4.9338**	**1.5912**	**0.0195**	**0.6715**	**0.0402**	**0.7116**	**0.1828**	**0.0384**	**0.2212**		**2,123.5781**	**2,123.5781**	**0.1106**	**0.3205**	**2,221.8490**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6972	0.0000	2.6972	0.4084	0.0000	0.4084			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**2.6972**	**0.8379**	**3.5351**	**0.4084**	**0.7829**	**1.1913**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1236	4.8993	1.1427	0.0182	0.5262	0.0393	0.5655	0.1442	0.0376	0.1818		1,997.5684	1,997.5684	0.1071	0.3171	2,094.7457
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0471	0.0345	0.4486	1.2400e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		126.0097	126.0097	3.5200e-003	3.3700e-003	127.1033
Total	**0.1707**	**4.9338**	**1.5912**	**0.0195**	**0.6715**	**0.0402**	**0.7116**	**0.1828**	**0.0384**	**0.2212**		**2,123.5781**	**2,123.5781**	**0.1106**	**0.3205**	**2,221.8490**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1655	0.0000	7.1655	3.4373	0.0000	3.4373			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.1655**	**0.7423**	**7.9078**	**3.4373**	**0.6829**	**4.1202**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4018	15.9278	3.7148	0.0592	1.7105	0.1278	1.8383	0.4689	0.1223	0.5911		6,494.1212	6,494.1212	0.3481	1.0310	6,810.0458
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0362	0.0265	0.3451	9.5000e-004	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		96.9305	96.9305	2.7000e-003	2.6000e-003	97.7717
Total	**0.4380**	**15.9543**	**4.0599**	**0.0602**	**1.8223**	**0.1285**	**1.9508**	**0.4985**	**0.1229**	**0.6214**		**6,591.0517**	**6,591.0517**	**0.3508**	**1.0336**	**6,907.8176**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2245	0.0000	3.2245	1.5468	0.0000	1.5468			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**3.2245**	**0.7423**	**3.9668**	**1.5468**	**0.6829**	**2.2297**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4018	15.9278	3.7148	0.0592	1.7105	0.1278	1.8383	0.4689	0.1223	0.5911		6,494.1212	6,494.1212	0.3481	1.0310	6,810.0458
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0362	0.0265	0.3451	9.5000e-004	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		96.9305	96.9305	2.7000e-003	2.6000e-003	97.7717
Total	**0.4380**	**15.9543**	**4.0599**	**0.0602**	**1.8223**	**0.1285**	**1.9508**	**0.4985**	**0.1229**	**0.6214**		**6,591.0517**	**6,591.0517**	**0.3508**	**1.0336**	**6,907.8176**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0573	1.5540	0.5289	6.1200e-003	0.2049	0.0156	0.2205	0.0590	0.0150	0.0739		658.4714	658.4714	0.0220	0.0955	687.4920
Worker	0.3442	0.2518	3.2780	9.0500e-003	1.0619	6.3500e-003	1.0682	0.2816	5.8400e-003	0.2875		920.8401	920.8401	0.0257	0.0247	928.8315
Total	**0.4015**	**1.8058**	**3.8069**	**0.0152**	**1.2668**	**0.0220**	**1.2888**	**0.3406**	**0.0208**	**0.3614**		**1,579.3115**	**1,579.3115**	**0.0477**	**0.1202**	**1,616.3235**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0573	1.5540	0.5289	6.1200e-003	0.2049	0.0156	0.2205	0.0590	0.0150	0.0739		658.4714	658.4714	0.0220	0.0955	687.4920
Worker	0.3442	0.2518	3.2780	9.0500e-003	1.0619	6.3500e-003	1.0682	0.2816	5.8400e-003	0.2875		920.8401	920.8401	0.0257	0.0247	928.8315
Total	**0.4015**	**1.8058**	**3.8069**	**0.0152**	**1.2668**	**0.0220**	**1.2888**	**0.3406**	**0.0208**	**0.3614**		**1,579.3115**	**1,579.3115**	**0.0477**	**0.1202**	**1,616.3235**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0339	1.2192	0.4721	5.8300e-003	0.2049	6.8000e-003	0.2117	0.0590	6.5000e-003	0.0655		628.4331	628.4331	0.0210	0.0911	656.0927
Worker	0.3203	0.2227	3.0239	8.7600e-003	1.0619	5.9800e-003	1.0679	0.2816	5.5000e-003	0.2871		896.6565	896.6565	0.0231	0.0228	904.0213
Total	**0.3542**	**1.4419**	**3.4960**	**0.0146**	**1.2668**	**0.0128**	**1.2796**	**0.3406**	**0.0120**	**0.3526**		**1,525.0897**	**1,525.0897**	**0.0441**	**0.1138**	**1,560.1139**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0339	1.2192	0.4721	5.8300e-003	0.2049	6.8000e-003	0.2117	0.0590	6.5000e-003	0.0655		628.4331	628.4331	0.0210	0.0911	656.0927
Worker	0.3203	0.2227	3.0239	8.7600e-003	1.0619	5.9800e-003	1.0679	0.2816	5.5000e-003	0.2871		896.6565	896.6565	0.0231	0.0228	904.0213
Total	**0.3542**	**1.4419**	**3.4960**	**0.0146**	**1.2668**	**0.0128**	**1.2796**	**0.3406**	**0.0120**	**0.3526**		**1,525.0897**	**1,525.0897**	**0.0441**	**0.1138**	**1,560.1139**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**		**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0438	0.0305	0.4138	1.2000e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		122.7004	122.7004	3.1600e-003	3.1200e-003	123.7082
Total	**0.0438**	**0.0305**	**0.4138**	**1.2000e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**122.7004**	**122.7004**	**3.1600e-003**	**3.1200e-003**	**123.7082**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**	**0.0000**	**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0438	0.0305	0.4138	1.2000e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		122.7004	122.7004	3.1600e-003	3.1200e-003	123.7082
Total	**0.0438**	**0.0305**	**0.4138**	**1.2000e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**122.7004**	**122.7004**	**3.1600e-003**	**3.1200e-003**	**123.7082**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.3286					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**12.5202**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0641	0.0446	0.6048	1.7500e-003	0.2124	1.2000e-003	0.2136	0.0563	1.1000e-003	0.0574		179.3313	179.3313	4.6200e-003	4.5600e-003	180.8043
Total	**0.0641**	**0.0446**	**0.6048**	**1.7500e-003**	**0.2124**	**1.2000e-003**	**0.2136**	**0.0563**	**1.1000e-003**	**0.0574**		**179.3313**	**179.3313**	**4.6200e-003**	**4.5600e-003**	**180.8043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.3286					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**12.5202**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0641	0.0446	0.6048	1.7500e-003	0.2124	1.2000e-003	0.2136	0.0563	1.1000e-003	0.0574		179.3313	179.3313	4.6200e-003	4.5600e-003	180.8043
Total	**0.0641**	**0.0446**	**0.6048**	**1.7500e-003**	**0.2124**	**1.2000e-003**	**0.2136**	**0.0563**	**1.1000e-003**	**0.0574**		**179.3313**	**179.3313**	**4.6200e-003**	**4.5600e-003**	**180.8043**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.1831	3.9915	33.0116	0.0493	5.0421	0.0432	5.0854	1.3436	0.0401	1.3838		5,107.4707	5,107.4707	0.5873	0.3483	5,225.9328
Unmitigated	6.4799	6.3128	53.2275	0.1038	11.1776	0.0812	11.2588	2.9786	0.0755	3.0541		10,759.5443	10,759.5443	0.8565	0.5507	10,945.0698

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	163.20	147.30	122.70	530,147	239,146
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	1,662.51	1,813.97	2113.92	2,383,090	1,074,998
Hotel	652.08	638.82	464.10	1,487,375	670,947
Strip Mall	163.10	154.71	75.18	284,133	128,171
Total	2,640.89	2,754.80	2,775.91	4,684,746	2,113,262

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Enclosed Parking with Elevator	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
High Turnover (Sit Down Restaurant)	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Hotel	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Strip Mall	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1392	1.2607	1.0307	7.5900e-003		0.0962	0.0962		0.0962	0.0962		1,518.1214	1,518.1214	0.0291	0.0278	1,527.1429
NaturalGas Unmitigated	0.1392	1.2607	1.0307	7.5900e-003		0.0962	0.0962		0.0962	0.0962		1,518.1214	1,518.1214	0.0291	0.0278	1,527.1429

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	740.614	7.9900e-003	0.0683	0.0290	4.4000e-004		5.5200e-003	5.5200e-003		5.5200e-003	5.5200e-003		87.1310	87.1310	1.6700e-003	1.6000e-003	87.6488
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	9352.03	0.1009	0.9169	0.7702	5.5000e-003		0.0697	0.0697		0.0697	0.0697		1,100.2387	1,100.2387	0.0211	0.0202	1,106.7769
Hotel	2794.96	0.0301	0.2740	0.2302	1.6400e-003		0.0208	0.0208		0.0208	0.0208		328.8193	328.8193	6.3000e-003	6.0300e-003	330.7734
Strip Mall	16.425	1.8000e-004	1.6100e-003	1.3500e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		1.9324	1.9324	4.0000e-005	4.0000e-005	1.9438
Total		**0.1392**	**1.2608**	**1.0307**	**7.5900e-003**		**0.0962**	**0.0962**		**0.0962**	**0.0962**		**1,518.1214**	**1,518.1214**	**0.0291**	**0.0278**	**1,527.1429**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.740614	7.9900e-003	0.0683	0.0290	4.4000e-004		5.5200e-003	5.5200e-003		5.5200e-003	5.5200e-003		87.1310	87.1310	1.6700e-003	1.6000e-003	87.6488
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	9.35203	0.1009	0.9169	0.7702	5.5000e-003		0.0697	0.0697		0.0697	0.0697		1,100.2387	1,100.2387	0.0211	0.0202	1,106.7769
Hotel	2.79496	0.0301	0.2740	0.2302	1.6400e-003		0.0208	0.0208		0.0208	0.0208		328.8193	328.8193	6.3000e-003	6.0300e-003	330.7734
Strip Mall	0.016425	1.8000e-004	1.6100e-003	1.3500e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		1.9324	1.9324	4.0000e-005	4.0000e-005	1.9438
Total		**0.1392**	**1.2608**	**1.0307**	**7.5900e-003**		**0.0962**	**0.0962**		**0.0962**	**0.0962**		**1,518.1214**	**1,518.1214**	**0.0291**	**0.0278**	**1,527.1429**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.3254	0.4767	2.7034	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.3046	576.3046	0.0155	0.0105	579.8146
Unmitigated	2.3254	0.4767	2.7034	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.3046	576.3046	0.0155	0.0105	579.8146

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2263					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9687					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0524	0.4479	0.1906	2.8600e-003		0.0362	0.0362		0.0362	0.0362	0.0000	571.7647	571.7647	0.0110	0.0105	575.1624
Landscaping	0.0780	0.0289	2.5128	1.3000e-004		0.0139	0.0139		0.0139	0.0139		4.5398	4.5398	4.4900e-003		4.6522
Total	**2.3254**	**0.4767**	**2.7034**	**2.9900e-003**		**0.0501**	**0.0501**		**0.0501**	**0.0501**	**0.0000**	**576.3046**	**576.3046**	**0.0155**	**0.0105**	**579.8146**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2263					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9687					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0524	0.4479	0.1906	2.8600e-003		0.0362	0.0362		0.0362	0.0362	0.0000	571.7647	571.7647	0.0110	0.0105	575.1624
Landscaping	0.0780	0.0289	2.5128	1.3000e-004		0.0139	0.0139		0.0139	0.0139		4.5398	4.5398	4.4900e-003		4.6522
Total	**2.3254**	**0.4767**	**2.7034**	**2.9900e-003**		**0.0501**	**0.0501**		**0.0501**	**0.0501**	**0.0000**	**576.3046**	**576.3046**	**0.0155**	**0.0105**	**579.8146**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	36	86	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (75 - 100 HP)	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**0.1411**	**0.4602**	**0.5121**	**6.8000e-004**		**0.0208**	**0.0208**		**0.0208**	**0.0208**		**72.1982**	**72.1982**	**0.0101**		**72.4513**

11.0 Vegetation

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8555 Santa Monica Boulevard - Alternative 4 - AQ

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	284.00	Space	0.00	113,600.00	0
High Turnover (Sit Down Restaurant)	14.82	1000sqft	0.00	14,820.00	0
Hotel	78.00	Room	0.00	42,900.00	0
Apartments Mid Rise	30.00	Dwelling Unit	1.00	36,000.00	86
Strip Mall	3.68	1000sqft	0.40	3,678.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Source: Section 6.0 Alternatives

Construction Phase - Source: Client provided construction schedule. Demolition + grading 6 mo., Const. 11 mo., Paving 3 mo., AC 3 mo.

Trips and VMT - Assume 15 CY truck and 5134 loads (per VCA Engineers 7/2019, 77,000 CY) = 10,268 one-way trips, 48 loads/day; 376 loads demolition = 752 one-way trips, 16 loads/day

Demolition - Per VCA Engineers 7/2019: demolition 5,638 cy = 152,226 cf

Grading - Export material per VCA Engineers 7/2019: 77,000 CY

Architectural Coating - SCAQMD Rule 1113

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vehicle Trips - Rates per project traffic study

Woodstoves - SCAQMD Rule 445

Area Coating - SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation - Net increase of 26 residential units on 1.4 acres, mixed use, 5 apt units of affordable housing, 0.1 mile to Santa Monica/Westborne stop for Cityline Commuter and Metro Route 4, located in a central business district

Water Mitigation - Compliance with CALGreen

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	67.00
tblConstructionPhase	NumDays	200.00	238.00
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	10.00	65.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	25.50	27.00
tblFireplaces	NumberWood	1.50	0.00
tblGrading	MaterialExported	0.00	77,000.00
tblLandUse	LandUseSquareFeet	113,256.00	42,900.00
tblLandUse	LandUseSquareFeet	30,000.00	36,000.00
tblLandUse	LandUseSquareFeet	3,680.00	3,678.00
tblLandUse	LotAcreage	2.56	0.00
tblLandUse	LotAcreage	0.34	0.00
tblLandUse	LotAcreage	2.60	0.00
tblLandUse	LotAcreage	0.79	1.00
tblLandUse	LotAcreage	0.08	0.40
tblTripsAndVMT	HaulingTripNumber	692.00	752.00
tblTripsAndVMT	HaulingTripNumber	0.00	10,268.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblWoodstoves	NumberCatalytic	1.50	0.00
tblWoodstoves	NumberNoncatalytic	1.50	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0342	32.2653	16.8631	0.0808	8.9878	0.8780	9.8583	3.9358	0.8212	4.7414	0.0000	8,590.1271	8,590.1271	0.9968	1.0330	8,922.8774
2023	12.5809	13.0756	16.4098	0.0372	1.2668	0.5272	1.7940	0.3406	0.5088	0.8494	0.0000	3,580.9858	3,580.9858	0.4145	0.1123	3,624.0419
Maximum	**12.5809**	**32.2653**	**16.8631**	**0.0808**	**8.9878**	**0.8780**	**9.8583**	**3.9358**	**0.8212**	**4.7414**	**0.0000**	**8,590.1271**	**8,590.1271**	**0.9968**	**1.0330**	**8,922.8774**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0342	32.2653	16.8631	0.0808	5.0468	0.8780	5.9173	2.0453	0.8212	2.8509	0.0000	8,590.1271	8,590.1271	0.9968	1.0330	8,922.8774
2023	12.5809	13.0756	16.4098	0.0372	1.2668	0.5272	1.7940	0.3406	0.5088	0.8494	0.0000	3,580.9858	3,580.9858	0.4145	0.1123	3,624.0419
Maximum	**12.5809**	**32.2653**	**16.8631**	**0.0808**	**5.0468**	**0.8780**	**5.9173**	**2.0453**	**0.8212**	**2.8509**	**0.0000**	**8,590.1271**	**8,590.1271**	**0.9968**	**1.0330**	**8,922.8774**

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**38.43**	**0.00**	**33.82**	**44.21**	**0.00**	**33.81**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3254	0.4767	2.7034	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.3046	576.3046	0.0155	0.0105	579.8146
Energy	0.1392	1.2607	1.0307	7.5900e-003		0.0962	0.0962		0.0962	0.0962		1,518.1214	1,518.1214	0.0291	0.0278	1,527.1429
Mobile	6.8196	5.8743	53.6343	0.1087	11.1776	0.0812	11.2587	2.9786	0.0754	3.0540		11,269.3095	11,269.3095	0.8167	0.5286	11,447.2601
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**9.4253**	**8.0720**	**57.8805**	**0.1200**	**11.1776**	**0.2481**	**11.4257**	**2.9786**	**0.2424**	**3.2210**	**0.0000**	**13,435.9337**	**13,435.9337**	**0.8714**	**0.5669**	**13,626.6688**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3254	0.4767	2.7034	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.3046	576.3046	0.0155	0.0105	579.8146
Energy	0.1392	1.2607	1.0307	7.5900e-003		0.0962	0.0962		0.0962	0.0962		1,518.1214	1,518.1214	0.0291	0.0278	1,527.1429
Mobile	5.5304	3.7133	31.8030	0.0515	5.0421	0.0432	5.0853	1.3436	0.0401	1.3837		5,333.7139	5,333.7139	0.5454	0.3330	5,446.5832
Stationary	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**8.1361**	**5.9110**	**36.0492**	**0.0627**	**5.0421**	**0.2101**	**5.2523**	**1.3436**	**0.2070**	**1.5507**	**0.0000**	**7,500.3381**	**7,500.3381**	**0.6000**	**0.3713**	**7,625.9919**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**13.68**	**26.77**	**37.72**	**47.73**	**54.89**	**15.31**	**54.03**	**54.89**	**14.59**	**51.86**	**0.00**	**44.18**	**44.18**	**31.14**	**34.51**	**44.04**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	2/4/2022	5	25	
2	Grading	Grading	2/7/2022	7/1/2022	5	105	
3	Building Construction	Building Construction	7/5/2022	6/1/2023	5	238	
4	Paving	Paving	6/2/2023	8/31/2023	5	65	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5	Architectural Coating	Architectural Coating	9/1/2023	12/4/2023	5	67	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 72,900; Residential Outdoor: 24,300; Non-Residential Indoor: 92,097; Non-Residential Outdoor: 30,699; Striped Parking Area: 6,816 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	752.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	10,268.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	95.00	32.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.9938	0.0000	5.9938	0.9075	0.0000	0.9075			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**5.9938**	**0.8379**	**6.8317**	**0.9075**	**0.7829**	**1.6904**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1271	4.6931	1.1216	0.0182	0.5262	0.0392	0.5654	0.1442	0.0375	0.1818		1,996.8329	1,996.8329	0.1073	0.3170	2,093.9780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0448	0.0315	0.4962	1.3200e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		133.7891	133.7891	3.4800e-003	3.1800e-003	134.8237
Total	**0.1719**	**4.7246**	**1.6178**	**0.0195**	**0.6715**	**0.0401**	**0.7116**	**0.1828**	**0.0383**	**0.2211**		**2,130.6220**	**2,130.6220**	**0.1107**	**0.3202**	**2,228.8017**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6972	0.0000	2.6972	0.4084	0.0000	0.4084			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**2.6972**	**0.8379**	**3.5351**	**0.4084**	**0.7829**	**1.1913**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1271	4.6931	1.1216	0.0182	0.5262	0.0392	0.5654	0.1442	0.0375	0.1818		1,996.8329	1,996.8329	0.1073	0.3170	2,093.9780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0448	0.0315	0.4962	1.3200e-003	0.1453	8.7000e-004	0.1462	0.0385	8.0000e-004	0.0393		133.7891	133.7891	3.4800e-003	3.1800e-003	134.8237
Total	**0.1719**	**4.7246**	**1.6178**	**0.0195**	**0.6715**	**0.0401**	**0.7116**	**0.1828**	**0.0383**	**0.2211**		**2,130.6220**	**2,130.6220**	**0.1107**	**0.3202**	**2,228.8017**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1655	0.0000	7.1655	3.4373	0.0000	3.4373			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.1655**	**0.7423**	**7.9078**	**3.4373**	**0.6829**	**4.1202**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4132	15.2574	3.6463	0.0592	1.7105	0.1276	1.8381	0.4689	0.1221	0.5909		6,491.7299	6,491.7299	0.3487	1.0306	6,807.5499
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0242	0.3817	1.0100e-003	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		102.9147	102.9147	2.6700e-003	2.4500e-003	103.7106
Total	**0.4476**	**15.2816**	**4.0280**	**0.0602**	**1.8223**	**0.1282**	**1.9505**	**0.4985**	**0.1227**	**0.6212**		**6,594.6447**	**6,594.6447**	**0.3514**	**1.0330**	**6,911.2605**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2245	0.0000	3.2245	1.5468	0.0000	1.5468			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**3.2245**	**0.7423**	**3.9668**	**1.5468**	**0.6829**	**2.2297**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4132	15.2574	3.6463	0.0592	1.7105	0.1276	1.8381	0.4689	0.1221	0.5909		6,491.7299	6,491.7299	0.3487	1.0306	6,807.5499
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0242	0.3817	1.0100e-003	0.1118	6.7000e-004	0.1124	0.0296	6.1000e-004	0.0303		102.9147	102.9147	2.6700e-003	2.4500e-003	103.7106
Total	**0.4476**	**15.2816**	**4.0280**	**0.0602**	**1.8223**	**0.1282**	**1.9505**	**0.4985**	**0.1227**	**0.6212**		**6,594.6447**	**6,594.6447**	**0.3514**	**1.0330**	**6,911.2605**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0584	1.4890	0.5105	6.1200e-003	0.2049	0.0156	0.2205	0.0590	0.0149	0.0739		658.1419	658.1419	0.0221	0.0954	687.1275
Worker	0.3272	0.2302	3.6262	9.6100e-003	1.0619	6.3500e-003	1.0682	0.2816	5.8400e-003	0.2875		977.6898	977.6898	0.0254	0.0232	985.2504
Total	**0.3855**	**1.7192**	**4.1367**	**0.0157**	**1.2668**	**0.0219**	**1.2887**	**0.3406**	**0.0207**	**0.3614**		**1,635.8317**	**1,635.8317**	**0.0475**	**0.1187**	**1,672.3779**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0584	1.4890	0.5105	6.1200e-003	0.2049	0.0156	0.2205	0.0590	0.0149	0.0739		658.1419	658.1419	0.0221	0.0954	687.1275
Worker	0.3272	0.2302	3.6262	9.6100e-003	1.0619	6.3500e-003	1.0682	0.2816	5.8400e-003	0.2875		977.6898	977.6898	0.0254	0.0232	985.2504
Total	**0.3855**	**1.7192**	**4.1367**	**0.0157**	**1.2668**	**0.0219**	**1.2887**	**0.3406**	**0.0207**	**0.3614**		**1,635.8317**	**1,635.8317**	**0.0475**	**0.1187**	**1,672.3779**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0354	1.1616	0.4573	5.8200e-003	0.2049	6.7600e-003	0.2117	0.0590	6.4700e-003	0.0655		627.2990	627.2990	0.0211	0.0908	654.8885
Worker	0.3035	0.2037	3.3415	9.3000e-003	1.0619	5.9800e-003	1.0679	0.2816	5.5000e-003	0.2871		951.8992	951.8992	0.0228	0.0215	958.8677
Total	**0.3389**	**1.3653**	**3.7988**	**0.0151**	**1.2668**	**0.0127**	**1.2795**	**0.3406**	**0.0120**	**0.3526**		**1,579.1981**	**1,579.1981**	**0.0439**	**0.1123**	**1,613.7561**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0354	1.1616	0.4573	5.8200e-003	0.2049	6.7600e-003	0.2117	0.0590	6.4700e-003	0.0655		627.2990	627.2990	0.0211	0.0908	654.8885
Worker	0.3035	0.2037	3.3415	9.3000e-003	1.0619	5.9800e-003	1.0679	0.2816	5.5000e-003	0.2871		951.8992	951.8992	0.0228	0.0215	958.8677
Total	**0.3389**	**1.3653**	**3.7988**	**0.0151**	**1.2668**	**0.0127**	**1.2795**	**0.3406**	**0.0120**	**0.3526**		**1,579.1981**	**1,579.1981**	**0.0439**	**0.1123**	**1,613.7561**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**		**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0415	0.0279	0.4573	1.2700e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		130.2599	130.2599	3.1200e-003	2.9400e-003	131.2135
Total	**0.0415**	**0.0279**	**0.4573**	**1.2700e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**130.2599**	**130.2599**	**3.1200e-003**	**2.9400e-003**	**131.2135**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**	**0.0000**	**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0415	0.0279	0.4573	1.2700e-003	0.1453	8.2000e-004	0.1461	0.0385	7.5000e-004	0.0393		130.2599	130.2599	3.1200e-003	2.9400e-003	131.2135
Total	**0.0415**	**0.0279**	**0.4573**	**1.2700e-003**	**0.1453**	**8.2000e-004**	**0.1461**	**0.0385**	**7.5000e-004**	**0.0393**		**130.2599**	**130.2599**	**3.1200e-003**	**2.9400e-003**	**131.2135**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.3286					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**12.5202**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0607	0.0407	0.6683	1.8600e-003	0.2124	1.2000e-003	0.2136	0.0563	1.1000e-003	0.0574		190.3798	190.3798	4.5600e-003	4.2900e-003	191.7735
Total	**0.0607**	**0.0407**	**0.6683**	**1.8600e-003**	**0.2124**	**1.2000e-003**	**0.2136**	**0.0563**	**1.1000e-003**	**0.0574**		**190.3798**	**190.3798**	**4.5600e-003**	**4.2900e-003**	**191.7735**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.3286					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**12.5202**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0607	0.0407	0.6683	1.8600e-003	0.2124	1.2000e-003	0.2136	0.0563	1.1000e-003	0.0574		190.3798	190.3798	4.5600e-003	4.2900e-003	191.7735
Total	**0.0607**	**0.0407**	**0.6683**	**1.8600e-003**	**0.2124**	**1.2000e-003**	**0.2136**	**0.0563**	**1.1000e-003**	**0.0574**		**190.3798**	**190.3798**	**4.5600e-003**	**4.2900e-003**	**191.7735**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.5304	3.7133	31.8030	0.0515	5.0421	0.0432	5.0853	1.3436	0.0401	1.3837		5,333.7139	5,333.7139	0.5454	0.3330	5,446.5832
Unmitigated	6.8196	5.8743	53.6343	0.1087	11.1776	0.0812	11.2587	2.9786	0.0754	3.0540		11,269.3095	11,269.3095	0.8167	0.5286	11,447.2601

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	163.20	147.30	122.70	530,147	239,146
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	1,662.51	1,813.97	2113.92	2,383,090	1,074,998
Hotel	652.08	638.82	464.10	1,487,375	670,947
Strip Mall	163.10	154.71	75.18	284,133	128,171
Total	2,640.89	2,754.80	2,775.91	4,684,746	2,113,262

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Enclosed Parking with Elevator	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
High Turnover (Sit Down Restaurant)	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Hotel	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Strip Mall	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1392	1.2607	1.0307	7.5900e-003		0.0962	0.0962		0.0962	0.0962		1,518.1214	1,518.1214	0.0291	0.0278	1,527.1429
NaturalGas Unmitigated	0.1392	1.2607	1.0307	7.5900e-003		0.0962	0.0962		0.0962	0.0962		1,518.1214	1,518.1214	0.0291	0.0278	1,527.1429

8555 Santa Monica Boulevard - Alternative 4 - AQ - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	740.614	7.9900e-003	0.0683	0.0290	4.4000e-004		5.5200e-003	5.5200e-003		5.5200e-003	5.5200e-003		87.1310	87.1310	1.6700e-003	1.6000e-003	87.6488
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	9352.03	0.1009	0.9169	0.7702	5.5000e-003		0.0697	0.0697		0.0697	0.0697		1,100.2387	1,100.2387	0.0211	0.0202	1,106.7769
Hotel	2794.96	0.0301	0.2740	0.2302	1.6400e-003		0.0208	0.0208		0.0208	0.0208		328.8193	328.8193	6.3000e-003	6.0300e-003	330.7734
Strip Mall	16.425	1.8000e-004	1.6100e-003	1.3500e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		1.9324	1.9324	4.0000e-005	4.0000e-005	1.9438
Total		**0.1392**	**1.2608**	**1.0307**	**7.5900e-003**		**0.0962**	**0.0962**		**0.0962**	**0.0962**		**1,518.1214**	**1,518.1214**	**0.0291**	**0.0278**	**1,527.1429**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.740614	7.9900e-003	0.0683	0.0290	4.4000e-004		5.5200e-003	5.5200e-003		5.5200e-003	5.5200e-003		87.1310	87.1310	1.6700e-003	1.6000e-003	87.6488
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	9.35203	0.1009	0.9169	0.7702	5.5000e-003		0.0697	0.0697		0.0697	0.0697		1,100.2387	1,100.2387	0.0211	0.0202	1,106.7769
Hotel	2.79496	0.0301	0.2740	0.2302	1.6400e-003		0.0208	0.0208		0.0208	0.0208		328.8193	328.8193	6.3000e-003	6.0300e-003	330.7734
Strip Mall	0.016425	1.8000e-004	1.6100e-003	1.3500e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		1.9324	1.9324	4.0000e-005	4.0000e-005	1.9438
Total		**0.1392**	**1.2608**	**1.0307**	**7.5900e-003**		**0.0962**	**0.0962**		**0.0962**	**0.0962**		**1,518.1214**	**1,518.1214**	**0.0291**	**0.0278**	**1,527.1429**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.3254	0.4767	2.7034	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.3046	576.3046	0.0155	0.0105	579.8146
Unmitigated	2.3254	0.4767	2.7034	2.9900e-003		0.0501	0.0501		0.0501	0.0501	0.0000	576.3046	576.3046	0.0155	0.0105	579.8146

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2263					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9687					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0524	0.4479	0.1906	2.8600e-003		0.0362	0.0362		0.0362	0.0362	0.0000	571.7647	571.7647	0.0110	0.0105	575.1624
Landscaping	0.0780	0.0289	2.5128	1.3000e-004		0.0139	0.0139		0.0139	0.0139		4.5398	4.5398	4.4900e-003		4.6522
Total	**2.3254**	**0.4767**	**2.7034**	**2.9900e-003**		**0.0501**	**0.0501**		**0.0501**	**0.0501**	**0.0000**	**576.3046**	**576.3046**	**0.0155**	**0.0105**	**579.8146**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2263					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9687					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0524	0.4479	0.1906	2.8600e-003		0.0362	0.0362		0.0362	0.0362	0.0000	571.7647	571.7647	0.0110	0.0105	575.1624
Landscaping	0.0780	0.0289	2.5128	1.3000e-004		0.0139	0.0139		0.0139	0.0139		4.5398	4.5398	4.4900e-003		4.6522
Total	**2.3254**	**0.4767**	**2.7034**	**2.9900e-003**		**0.0501**	**0.0501**		**0.0501**	**0.0501**	**0.0000**	**576.3046**	**576.3046**	**0.0155**	**0.0105**	**579.8146**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	36	86	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (75 - 100 HP)	0.1411	0.4602	0.5121	6.8000e-004		0.0208	0.0208		0.0208	0.0208		72.1982	72.1982	0.0101		72.4513
Total	**0.1411**	**0.4602**	**0.5121**	**6.8000e-004**		**0.0208**	**0.0208**		**0.0208**	**0.0208**		**72.1982**	**72.1982**	**0.0101**		**72.4513**

11.0 Vegetation

Appendix D

Geotechnical Report

Zadoorian & Associates, Inc.
1467 Montgomery Street, Tustin CA 92782
714 425-0666

July 9, 2019

Soto Capital LP
P.O. Box 17119
Beverly Hills, CA 90209

Attention: Ben Soroudi

Addendum 1
Updated Recommendations
Proposed Mixed-Use Development
8527-8555 Santa Monica Boulevard
and 8532 to 8552 West Knoll Drive
West Hollywood, California
Zadoorian & Associates Project: SotoCapt-1-01

You furnished us with a geotechnical report dated July 23, 2018 prepared by GeoDesign, Inc. for the proposed mixed-use development to be constructed at 8527-8555 Santa Monica Boulevard and 8532 West Knoll Drive in West Hollywood, California.

We have reviewed the report and concur with the conclusions and findings presented therein and as such we assume the professional responsibility for the use and interpretation of the data, conclusions and recommendations presented therein.

Pedram Farashbandi of Holloway Partners furnished us with updated project plans on July 8, 2019. Based on our review of the current plans, the proposed development will now include an additional parcel located at 8552 West Knoll Drive.

The current proposed development remains feasible and the conclusions and recommendations presented in the July 23, 2018 report remain applicable.

• • •

We appreciate the opportunity to be of service to you. Please contact us if you have questions regarding this addendum.

Sincerely,

Zadoorian & Associates, Inc.

Christopher J. Zadoorian, G.E.
Principal Engineer

cc: Tony Ghodsi, Englekirk Institutional (via email only)

cjz
Attachments
Four copies submitted
Document ID: SotoCapt-1-01-070919-geol-cjz

GEODESIGN INC

REPORT OF GEOTECHNICAL ENGINEERING SERVICES

Proposed Mixed-Use Development
8527 - 8555 Santa Monica Boulevard
and 8532 - 8552 West Knoll Drive
West Hollywood, California

For
Soto Capital LP
July 23, 2018
(Revised October 31, 2019)

GeoDesign Project: SotoCapt-1-01

GEODESIGN INC

July 23, 2018
(Revised October 31, 2019)

Soto Capital LP
P.O. Box 17119
Beverly Hills, CA 90209

Attention: Ben Soroudi

Report of Geotechnical Engineering Services
Proposed Mixed-Use Development
8527 - 8555 Santa Monica Boulevard
and 8532 - 8552 West Knoll Drive
West Hollywood, California
GeoDesign Project: SotoCapt-1-01

GeoDesign, Inc. is pleased to submit this geotechnical report for the proposed mixed-use development to be constructed at 8527 - 8555 Santa Monica Boulevard and 8532 - 8552 West Knoll Drive in West Hollywood, California.

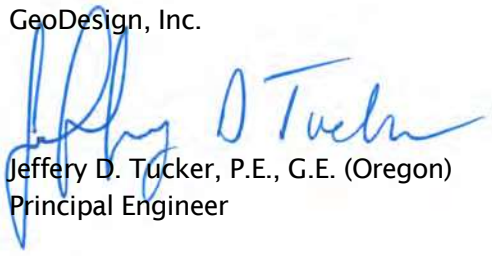
Our services were performed in general accordance with our proposal dated February 18, 2010, our revised proposals dated June 14, 2010 and June 28, 2010, and our e-mail correspondence dated March 21, 2018.

♦ ♦ ♦

We appreciate the opportunity to be of service to you. Please contact us if you have questions regarding this report.

Sincerely,

GeoDesign, Inc.



Jeffery D. Tucker, P.E., G.E. (Oregon)
Principal Engineer

cc: Scott Watterson, Cefali & Associates (via email only)
Tony Ghodsi, Englekirk Institutional (via email only)
Nickie Carlsen, Alston & Bird LLP (via email only)
Rachel Soroudi, Holloway Partners (via email only)

JM:AJA:JDT:kt
Attachments
One copy submitted (via email only)
Document ID: SotoCapt-1-01-103119-geor-rev.docx

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ACRONYMS AND ABBREVIATIONS

AP	Alquist-Priolo
ASCE	American Society of Civil Engineers
ASTM	American Society for Testing and Materials
BGS	below ground surface
CBC	California Building Code
CDMG	California Division of Mines and Geology
CDWR	California Department of Water Resources
CGS	California Geological Survey
CPT	cone penetration test
g	gravitational acceleration (32.2 feet/second^2)
H:V	horizontal to vertical
HHGWL	historical high groundwater level
LFFE	lowest finish floor elevation
MCE	maximum considered earthquake
MSL	mean sea level
NCEER	National Center for Earthquake Engineering Research
OSHA	Occupational Safety and Health Administration
pcf	pounds per cubic foot
pci	pounds per cubic inch
PGA	peak ground acceleration
PGA_M	maximum considered earthquake geometric mean peak ground acceleration adjusted for site affects
psf	pounds per square foot
psi	pounds per square inch
SPT	standard penetration test
USGS	U.S. Geological Survey
UST	underground storage tank

1.0 INTRODUCTION

This report presents the results of our geotechnical engineering investigation for the proposed mixed-use development to be constructed at 8527 - 8555 Santa Monica Boulevard and 8532 - 8552 West Knoll Drive in West Hollywood, California. The site location is shown on Figure 1. Acronyms and abbreviations used herein are defined above, immediately following the Table of Contents.

The site is bound on the north and east by West Knoll Drive, on the south by Santa Monica Boulevard, and on the west by existing private developments, including existing two-story condominiums located at 8562 West Knoll Drive and an existing four-story Ramada hotel as shown on Figure 2. Based on information provided by Scott Watterson of Cefali and Associates, the existing structures are supported on spread and continuous footings.

The site is bi-level and the ground surface level varies from approximately Elevation 264 at the north side of the site to Elevation 235 at the southeastern corner of the site. An existing approximately 2H:1V, 10- to 15-foot-high, ascending slope partially supported by periodic make-shift 1- to 2-foot-high timber railroad tie bulkheads is present at the northwest site boundary.

The site is currently developed with single-story private residences within the north portion of the upper level, three two-story commercial structures adjacent to Santa Monica Boulevard along the southeast portion of the site, and surface parking lots north and west of the existing structures.

A UST may be present on the west side of the site. Attempts were made to locate the suspected UST with geophysical methods; however, these attempts were unsuccessful.

James Fischer and Robin Samara of DFH Architects furnished us with project plans dated March 1, 2018 they prepared. Based on our review of the plans and our discussions with the project team, the proposed development includes the construction of five above-grade levels and two subterranean parking levels.

The lowest finished floor level will established between approximately Elevation 225 to 227 as shown on Figure 2.

The proposed mixed-use building will be supported on a mat foundation that will be established approximately 3 to 5 feet below the lowest finish floor level, between approximately Elevation 224 and 221 MSL.

It should be noted that a project reference elevation has been established and the reference data shows the ground surface level at the southwest corner of the site to be Elevation 85.4, which corresponds approximately to Elevation 234.9 MSL.

Reza Bayat of Englekirk Institutional furnished us with structural loading information for the proposed development. Based on the information provided by Mr. Bayat, the average dead-plus-live applied pressure across the mat foundation will be on the order of 1,200 to 2,600 psf.

Our geotechnical investigation is summarized below followed by our conclusions and recommendations for the current proposed development

2.0 PURPOSE AND SCOPE

The purpose of our services was to perform a geotechnical investigation at the site to obtain data for use in the development of geotechnical design recommendations for the proposed development. The specific scope of our services for this current investigation is summarized as follows:

- Coordinated and managed the field investigation, including utility checks, site access authorizations, and scheduling subcontractors and GeoDesign field staff.
- Drilled three borings using mud rotary drilling methods.
- Installed one groundwater monitoring well at the site.
- Advanced three CPTs at the site.
- Collected soil samples for laboratory testing and maintained a detailed log of the soil and groundwater conditions encountered in the borings.
- Performed geotechnical laboratory testing on selected samples.
- Performed liquefaction analysis.
- Developed foundation design recommendations.
- Developed recommendations for the design of temporary shoring.
- Developed recommendations for the design of permanent below-grade walls.
- Evaluated surcharge loading from adjacent foundations.
- Developed recommendations for the design and construction of concrete floor slabs, including an estimate of the subgrade modulus.
- Developed recommendations for hydrostatic design for below-grade walls, foundations, and the lowest level building floor slab.
- Prepared this report summarizing the results of our geotechnical evaluation and presenting our conclusions and recommendations.

3.0 SITE CONDITIONS AND GEOLOGIC CONDITIONS

3.1 SURFACE CONDITIONS

The site is located at the northwest corner of Santa Monica Boulevard and West Knoll Drive in the city of West Hollywood, California.

The site is bi-level and the ground surface level varies from approximately Elevation 264 at the north side of the site to Elevation 235 at the southeastern corner of the site. An existing approximately 2H:1V, 10- to 15-foot-high, ascending slope partially supported by periodic make-shift 1- to 2-foot-high timber railroad tie bulkheads is present at the northwest site boundary.

The site is currently developed with single-story private residences within the north portion of the upper level, three two-story commercial structures adjacent to Santa Monica Boulevard along the southeast portion of the site, and surface parking lots north and west of the existing structures.

3.2 GEOLOGIC SETTING

The site is located along the northern margin of the Los Angeles Basin on a steep-sloping alluvial fan at the base of the Santa Monica Mountains (Dibblee, 1991; CDWR, 1961).

Geologic materials at the site consist of Holocene and Pleistocene Age alluvial fan deposits originating from the Santa Monica Mountains. The fan deposits consist of alternating layers of silty sand and sand with lesser amounts of clayey sand, silt, and clay. Together, the Holocene and Pleistocene Age sediments are approximately 600 feet thick in the site vicinity and are underlain by Tertiary Age sedimentary (CDWR, 1961).

Regionally, the site is located in the northern-most portion of the Peninsular Ranges Geomorphic Province, near the Transverse Ranges Geomorphic Province to the north. The Peninsular Ranges is characterized by northwest-trending geologic structures in contrast to the Transverse Ranges, which is characterized by east to west-trending geologic structures. The boundary between the two geomorphic provinces is a system of faults that include the active Malibu Coast, Santa Monica, Hollywood, Raymond, and Sierra Madre fault zones. Based on published geologic maps, splays of the Hollywood fault zone are located approximately 600 feet north of the site (CGS, 2010a; City of West Hollywood, 2010; Ziony and Jones, 1989).

The site is within an area designated as having a potential for liquefaction as indicated on the State of California Seismic Hazard Zone Map for the Beverly Hills 7.5-minute quadrangle published by CGS (CDMG, 1999).

3.3 FAULTS

3.3.1 General

Faults in Southern California are considered active, potentially active, and inactive based on criteria developed by CGS for the AP Earthquake Fault Zoning Program (CGS, 2018a). By definition, an active fault is one that has had surface displacement within Holocene time (approximately the last 11,000 years). A potentially active fault is one that has demonstrated surface displacement of Quaternary Age deposits (last 1.6 million years). Inactive faults have not moved in the last 1.6 million years.

The primary purpose of the AP Earthquake Fault Zoning Program is to identify sites that have a potential for surface rupture due to active faults that are in close proximity to the site. In such cases, a building setback zone is established to mitigate the potential for surface rupture. The site is not located within an Alquist-Priolo Earthquake Fault Zone (APZ). The most recent version of the APZ map for the Beverly Hills 7.5-minute quadrangle was published in January 2018 (CGS, 2018b). The zoning shown on this map is based on evaluation of data summarized by Olsen (2018). The site is not within a state-designated APZ according to the most recent version of the APZ map for the Beverly Hills quadrangle. The closest AP-zoned fault trace is the Hollywood fault located approximately 600 feet north-northwest.

The site is included within a City of West Hollywood Fault Precaution Zone FP-2 as designated in the Safety Element of the West Hollywood General Plan 2035 dated September 6, 2011. Based on the evaluation of Olsen (2018) and city and state fault zone maps, the potential for surface rupture at the site is considered low.

3.3.2 Hollywood Fault Zone

The closest active fault to the site capable of surface rupture is the Hollywood fault. The Hollywood fault trends approximately east-west along the base of the Santa Monica Mountains from the West Beverly Hills Lineament in the West Hollywood-Beverly Hills area to the Los Feliz area of Los Angeles (Dolan and Sieh, 1992). The heavily urbanized area of the fault zone has historically resulted in limited availability of investigations to define the location and age of faulting for zoning purposes. The recent release of an updated Earthquake Fault Zone map for the Beverly Hills quadrangle, based on Fault Evaluation Report 259 (published in January 2018) that documents consultants studies along the Hollywood fault trace, provides new zoning of faults in the region of the site.

Based on Plate 3 of the Fault Evaluation Report by Olsen (2018), the closest splay of the Hollywood fault is located approximately 600 feet to the north of the site.

The site is located in a City Fault Precaution Zone FP-1 or Fault Precaution Zone FP-2 (City of West Hollywood, 2010).

3.3.3 Regional Faults

Regional faults capable of generating strong ground shaking at the site include the Santa Monica fault (a westward extension of the Hollywood fault), Newport-Inglewood fault, the Los Angeles segment of the Puente Hills Blind Thrust, and San Andreas fault located 0.6 mile west, 3.3 miles west-southwest, 4.7 miles east, and 35 miles northeast, respectively. These faults do not present a surface rupture hazard at the site but can generate strong ground shaking.

3.4 SUBSURFACE CONDITIONS

We drilled three borings (B-1 through B-3) at the site to depths between 51.5 and 120.0 feet BGS between 2010 and 2017. The borings were drilled using mud rotary drilling equipment. Upon completion of boring B-3, we constructed a groundwater monitoring well. The locations of the explorations are shown on Figure 2.

Asphalt concrete, 3 inches thick, was encountered at the ground surface in each boring. Medium stiff clay and sandy clay soil with trace gravel was encountered in borings B-1 and B-2 immediately below the asphalt concrete to depths of 4 to 15.5 feet BGS. The clayey soil is underlain by fine to coarse sand with varying amounts of silt and fine gravel to the maximum depth explored (120.0 feet BGS). Fine to coarse sand with varying amounts of silt, clay, and fine gravel was encountered immediately beneath the asphalt concrete in boring B-3 to the maximum depth explored (51.5 feet BGS).

At depths of 34.5 and 49 feet BGS in borings B-1 and B-2, respectively, lenses of clayey sand, clay, and silt ranging from 4 to 7.5 feet in thickness are present in the primarily sand and silty sand alluvial deposits.

We also performed P-S logging in boring B-1 to develop an estimate of the shear wave velocity at the site. Based on the results of the borings, CPTs, and shear wave velocity measurements, the soil at the site is generally dense and stiff below the planned LFFE.

The general subsurface conditions at the site are presented on the geologic cross sections on Figures 3 and 4. Logs of the borings are presented in Appendix A and the results of the CPTs are presented in Appendix B.

The mud rotary drilling was performed by SoCal Drilling with a rig equipped with an automatic hammer to advance the samplers. At the time of our borings, the hammer energy efficiency measurements were performed on the drill rig by EarthSpectives. Based on the results of the energy efficiency testing, the automatic hammer generally had an energy efficiency ratio of approximately 80 percent.

3.5 GROUNDWATER

3.5.1 Data from Prior Borings

Groundwater was encountered in our explorations at depths between 30 and 49 feet BGS, corresponding to approximately Elevations 205 and 207 feet above MSL.

Table 1 summarizes the groundwater levels encountered in our explorations that were performed in August 2010 and May 2017. We also measured the groundwater level in boring B-3 in June 2018.

Table 1. Summary of Groundwater Levels

Exploration	Exploration Elevation (above MSL)	Date	Depth to Groundwater[1] (feet BGS)	Groundwater Elevation	
				MSL	Project Reference Datum
B-1	235	August 2010	30	205	56
B-2	255	August 2010	49	206	57
B-3	235	May 2017	32	203	54
B-3	235	June 2018	34	201	52
CPT-1	237	August 2010	30	207	58
CPT-2	253	August 2010	47	206	57
CPT-3	237	August 2010	30	207	58

1. Elevations and depths are reported to the nearest foot.

3.5.2 Historical High Groundwater Data

A map of historical artesian areas by Mendenhall (1905) includes the area of the site within an artesian area in 1904. A depth to water of 23 feet BGS was recorded in March 1930 in a Los Angeles County well (no. 2621A) located 180 feet south of the site. Based on the seismic hazards evaluation report for the Beverly Hills quadrangle published by CGS (CDMG, 1998), the HHGWL in the site vicinity is at a depth on the order of 10 feet BGS along Santa Monica Boulevard corresponding to Elevation 225, corresponding approximately to the planned lowest finish floor level.

Data from the Seismic Technical Background Report - City of West Hollywood General Plan Update prepared by KFM GeoSciences (March 2010) indicates that the HHGWL at the site is approximately 13.5 to 17 feet BGS along Santa Monica Boulevard, corresponding roughly to Elevations 222 to 225 feet above MSL (corresponding to project reference elevations 72.1 to 76.1) as shown on Figure 2. Table 2 summarizes the historical high groundwater levels at site boundaries.

Table 2. Summary of Historical High Groundwater Levels

Location	Historical High Groundwater Elevation[1]	
	MSL	Project Reference Datum
Southeast Corner	222.5	73.1
Southwest Corner	225.5	76.1
Northeast Corner	221.5	72.1
Northwest Corner	224.5	75.1

1. Elevations and depths reported in Table 2 are rounded to the nearest 0.5 foot to reflect the degree of precision in our interpretations from the KFM Geosciences plan.

Based on the data from the City of West Hollywood, the HHGWL at the site ranges from approximately 1.5 to 4.5 feet below the lowest planned finished floor level as shown on Figures 3 and 4.

3.6 SHEAR WAVE VELOCITY MEASUREMENTS

Suspension P-S logging was performed by GEOVision in the upper 115 feet of boring B-1 to estimate the stiffness of the subsurface soil profile.

The suspension P-S logging method uses a 7-meter probe that contains a source and two receivers. The probe is lowered down the drilled hole where the source generates a pressure wave in the drilling fluid within the hole. The pressure wave is converted to seismic P- and S-waves at the boring sidewalls, and at each receiver, the P- and S-waves are converted back to pressure waves. The elapsed time between wave arrivals at the receivers is used to determine the average velocity of a 1-meter-high column of soil. The process is repeated for the full depth of the boring to obtain a continuous log of the boring.

Based on the results of shear wave velocity measurements performed, the average shear wave velocity for the upper 100 feet was approximately 1,210 feet per second.

The results of the P-S logging are presented graphically on Figure 5. GEOVision's report of their geophysical testing P-S log results are presented in Appendix C.

3.7 LABORATORY TESTING

Geotechnical laboratory testing was performed on select samples from the borings. The following tests were performed:

- In-place moisture and density
- Atterberg limits
- Consolidation
- Direct shear strength
- Percent passing the U.S. Standard No. 200 sieve

Results of the geotechnical testing are presented in Appendix A.

4.0 SEISMIC ANALYSIS

Table 3 summarizes the seismic design parameters in accordance with the 2016 CBC and ASCE 7 based on a soil profile type S_C.

Table 3. Seismic Design Parameters

Parameter	Short Period (T_s = 0.2 second)	1 Second Period (T_1 = 1.0 second)
MCE Spectral Acceleration	S_S = 2.440 g	S_1 = 0.887 g
Site Class	C	
Site Coefficient	F_a = 1.0	F_v = 1.3
Adjusted Spectral Acceleration	S_{MS} = 2.440 g	S_{M1} = 1.153 g
Design Spectral Response Acceleration Parameters	S_{DS} = 1.627 g	S_{D1} = 0.769 g
PGA_M	0.941 g	

5.0 LIQUEFACTION ANALYSIS

5.1 GENERAL

Liquefaction generally occurs in saturated, loose to medium dense, granular soil and in saturated, soft to moderately firm silt as a result of strong ground shaking. As the density and/or particle size of the soil increases and as the confinement (overburden pressure) increases, the potential for liquefaction decreases.

According to seismic hazard maps published by the CGS (CDMG, 1999), the site is within an area identified as having a potential for liquefaction.

5.2 METHODOLOGY

We used the procedure outlined in the NCEER document titled *Proceedings of the NCEER Workshop of Liquefaction Resistance of Soils* (Youd and Idriss, 1997, updated in 2001).

The data available from the SPT hammer energy efficiency testing was used in our analysis along with the plasticity index and moisture content testing performed as part of our laboratory testing program.

To evaluate the liquefaction potential of fine-grained soil, we used the procedures summarized and/or suggested by Boulanger and Idriss (2006), which includes references to the work by Andrews and Martin (2000), Seed et al. (2003), and Bray et al. (2004).

These procedures evaluate whether soil will behave more like clay or more like sand. Clay-like behavior generally precludes liquefaction while sand-like behavior indicates soil may be subject to liquefaction and should be evaluated using the appropriate procedure.

Our determinations for clay- and sand-like behavior were made based on the plasticity data, moisture content, and grain-size distribution data from our laboratory testing.

5.3 GROUNDWATER AND GROUND SURFACE LEVELS

The groundwater level at the time of our field investigation is below the HHGWL in the area. Therefore, in performing SPT blow count and CPT tip resistance and sleeve friction correction calculations, the current groundwater level data was used for each boring. However, in evaluating liquefaction potential, the HHGWL was used.

We used an HHGWL equal to an elevation of 225 feet above MSL in our liquefaction analysis.

5.4 SEISMIC INPUT DATA

We evaluated liquefaction potential for 2,475-year recurrence interval ground motion levels defined as having a 2 percent probability of exceedance in 50 years.

We used the USGS web-based software application, accessible from http://earthquake.usgs.gov/designmaps/us/application.php, to provide the PGA and predominant earthquake magnitude for use in our evaluation. Based on our review of the data from the USGS web application, we used a liquefaction PGA_M equal to 0.941 g in conjunction with a predominant earthquake magnitude of 6.85 in our analysis.

5.5 LIQUEFACTION ANALYSIS AND RESULTS

The results of our analysis indicate the potential for liquefaction and associated settlement exists at the site. The liquefaction settlement computed in our analysis when considering the HHGWL ranges from approximately 0.9 inch to 1.8 inches as summarized in Table 4.

Table 4. Summary of Liquefaction Analysis

Exploration Number	Total Liquefaction Settlement (inches)
B-1	1.8
B-2	0.9
B-3	1.2

The results of our liquefaction analysis are presented in Appendix D.

5.6 LATERAL SPREADING

Lateral spreading may occur when potentially liquefiable soil is present in conjunction with a sloping ground surface and an "open-face" condition whereby the sloping surface daylights or is unsupported. If soil within the slope liquefies, the result may be temporary instability resulting in deformation or translation of the slope. In order for this to occur, the liquefiable soil needs to be continuous and the toe of the slope needs to be unsupported.

The depth of potentially liquefiable layers is below the lowest floor level, approximately 30 feet BGS along Santa Monica Boulevard. Open-face or unconfined conditions are not present; therefore, the potential for lateral spreading is not present at the site.

5.7 SEISMIC (DRY) SETTLEMENT

Seismic (dry) settlement can occur in relatively clean, loose to medium dense, granular soil as a result of strong ground shaking. Generally, the soil at the site contains greater than 15 percent fines, where tested and as observed in our laboratory, so relatively clean, granular soil is not present at the site.

In addition, our liquefaction analysis took into consideration the HHGWL, which is well above the planned bottom of foundation level.

Therefore, the potential for seismic (dry) settlement is not present at this site with respect to the proposed development.

6.0 CONCLUSIONS

6.1 GENERAL

Based on our review of available information, the results of our explorations, and the laboratory testing and analyses, the proposed development is feasible from a geotechnical perspective. The site is free of geologic or seismic hazards that would preclude the proposed development.

Potentially liquefiable soil is present at the site in the event of a significant rise in the groundwater level. However, the potential for excessive liquefaction-induced settlement can be mitigated with the use of a mat foundation established in the dense soil at the planned foundation depth.

Based on total static and seismic-induced settlement, the structure can be supported on spread, strip, or mat foundations established in the dense to very dense native soil at the planned foundation bottom elevations.

6.2 GROUNDWATER

The HHGWL is at approximately the lowest planned finish floor level, so the mat foundation must be designed to resist the resulting hydrostatic uplift pressure that could occur if the groundwater level rises to the historical high level.

The HHGWL is not above the bottom of planned below-grade building walls; therefore, hydrostatic design is not required for the below-grade building walls.

The current groundwater level is on the order of approximately 18 to 26 feet below the lowest planned finish floor level and approximately 12 to 20 feet below the anticipated bottom of foundation. Therefore, it is unlikely that groundwater control provisions will be required during construction for the mass excavation. However, it is possible that groundwater control provisions may be required for elevator pit, vault, and sump excavations.

A permanent waterproofing system is planned for the below-grade building walls and the floor slab/mat foundation.

7.0 RECOMMENDATIONS

The following sections present recommendations based on the results from our geotechnical evaluation of the site, our understanding of the proposed development, and our discussions with the project team.

7.1 MAT FOUNDATION

7.1.1 Bearing Pressure and Modulus of Subgrade Reaction

The proposed building may be supported on a mat foundation established in the dense to very dense native soil at the site at the planned foundation bottom level (approximately Elevation 223 feet above MSL).

Mat foundations established at least 3 feet below the lowest adjacent grade or top of floor slab can be designed using an allowable bearing pressure of 7,500 psf and a subgrade modulus of reaction equal to 100 pci. The assumed modulus includes a reduction for the size of the mat foundation.

The design bearing pressure is based on the results of strength testing presented in Appendix A. The subgrade modulus value is based on the shear wave velocity measurements made at the foundation level.

7.1.2 Settlement

Using an average allowable bearing pressure of approximately 2,600 psf applied over the entire footprint and noting that the pressure release from the planned excavation ranges from approximately 1,200 to 2,400 psf, we estimate that total static settlement of the mat foundation established in the dense to very dense native soil at the site will be ¾ inch or less. Differential settlement due to gravity loading across the mat foundation is estimated to be ½ inch or less.

As discussed in Section 5.5, liquefaction settlement on the order of 0.9 inch to 1.8 inches may occur during strong ground shaking and when a concurrent rise in the groundwater level to the historical high level. Therefore, when considering liquefaction settlement, the total estimated settlement will be on the order of 2.5 inches or less and the total differential settlement will be on the order of 1.25 inches or less across the mat foundation.

7.1.3 Lateral Resistance

Lateral loading may be resisted using a passive pressure of 300 psf per foot of embedment where concrete is placed directly against the undisturbed, dense native soil.

A coefficient of friction equal to 0.4 may be used when calculating resistance to sliding for footings bearing on the native soil.

The passive pressure and the frictional resistance may be used in combination without reduction and may be increased by one-third when considering short-term seismic and wind loading.

The above lateral bearing pressure takes into consideration that the foundations will be established near the potential HHGWL.

7.1.4 Groundwater Impact on Permanent Design

CBC Sections 1805.1.3 and 1805.3 define the conditions in which waterproofing will be required when the groundwater level is within 6 inches of the lowest planned finish floor level or higher. Therefore, since the lowest finish floor level is within 6 inches of the historical high levels at the site, waterproofing is required per CBC Sections 1805.1.3 and 1805.3.

It should be noted that in the event HHGWLs are experienced at the site, a condition could exist where the mat foundation will be submerged. This condition will not adversely impact the performance of the mat foundation as the hydrostatic pressure acting against the mat is considerably lower than the weight of the mat foundation.

7.2 PERMANENT BELOW-GRADE WALLS/PERMANENT SHORING WALLS

7.2.1 Design Lateral Earth Pressures

For static conditions, drained below-grade building walls should be designed to resist a trapezoidal-shaped at-rest lateral earth pressure distribution equal to 32H psf as shown on Figure 6.

If wall back-drainage is not provided, the below-grade building walls should be designed to resist a buoyant trapezoidal-shaped at-rest lateral earth pressure distribution equal to 16H psf in conjunction with a hydrostatic pressure equal to 62.4 pcf as shown on Figure 7.

For seismic loading conditions, drained below-grade building walls should be designed to resist a triangular-shaped active lateral earth pressure distribution also equal to 30H psf in conjunction and a triangular-shaped seismic lateral earth pressure distribution equal to 8H psf as shown on Figure 8.

If wall back-drainage is not provided, the below-grade building walls should be designed to resist a buoyant triangular-shaped active lateral earth pressure distribution equal to 15H psf in conjunction with a triangular-shaped seismic lateral earth pressure distribution equal to 8H psf as shown on Figure 9.

The load combination (active and seismic earth pressure) and the shape of the seismic pressure distribution are each based on the recent technical papers (Atik and Sitar, 2010; Sitar et al., 2010).

The upper 10 feet of the below-grade building walls should also be designed to resist a uniform lateral pressure of 100 psf to account for normal traffic loading as shown on Figures 7 through 9.

Where the surface at the top of the shoring is sloped, the recommended lateral earth pressures should be increased as indicated in Table 5.

Table 5. Permanent Below-Grade Walls
Increased Lateral Earth Pressure for Sloping Retained Surfaces

Slope Inclination at Top of Shoring (H:V)	Increase in Lateral Earth Pressure (percent)
1:1	200
1.5:1	165
2:1	150

7.2.2 Surcharge Loading from Adjacent Building Foundations

Surcharge loads from the adjacent building foundations can be determined by the structural engineer and/or the shoring designer using NAVFAC DM 7.2. We will review the surcharge calculations prior to approving and stamping the project plans indicating that the recommendations provided herein were properly incorporated in design of the permanent below-grade walls/permanent shoring walls.

7.2.3 Wall Back-Drainage

Wall back-drainage provisions should be provided and retaining walls should be constructed with adequate back-drainage to prevent the buildup of hydrostatic pressure behind the walls or the walls should be designed to resist hydrostatic pressure for the full depth of the wall.

Typically, a pre-fabricated geo-composite drainage board is fixed to the shoring wall and the below-grade building wall is constructed by the placement of shotcrete directly against the drainage board.

7.3 TEMPORARY SHORING

7.3.1 Design Lateral Earth Pressures

Typically, cantilevered shoring is feasible for retained heights of approximately 15 feet or less, and braced shoring typically becomes economical for retained heights exceeding 15 feet. Cantilevered shoring should be designed to resist a triangular lateral earth pressure distribution with a maximum value of 30 pcf.

Internally braced shoring should be designed to resist a trapezoidal earth pressure where the maximum value is equal to 24H, where H is the retained height.

The applicable surcharge loading from the adjacent building foundations can be determined following Section 7.2.2.

In addition, the upper 10 feet of the shoring should be designed to resist a uniform lateral pressure of 100 psf to account for normal traffic loading. When developing temporary shoring design drawings, the location of construction cranes and other potentially heavy equipment or loads that may act against the shoring system should be considered and incorporated into the design.

For cantilevered and braced shoring design, where the surface at the top of the shoring is sloped, the recommended lateral earth pressures should be increased as indicated in Table 6.

Table 6. Temporary Shoring – Lateral Earth Pressures

Slope Inclination at Top of Shoring (H:V)	Increase in Lateral Earth Pressure (percent)
1:1	200
1.5:1	165
2:1	150

7.3.2 Soldier Piles, Tiebacks, and Timber Lagging

For the design of soldier piles spaced at least 2 diameters on centers, the allowable lateral bearing value (passive value) of the native soils below the level of excavation may be assumed to be 600 psf per foot of depth, up to a maximum of 6,000 psf of depth. The recommended value includes a 200 percent increase for the case of isolated piles as allowed per the CBC. To develop the full lateral value, provisions should be taken to ensure firm contact between the soldier piles and the undisturbed soil.

If the embedded portion of the soldier pile shaft is filled with lean mix concrete with a minimum compressive strength of 2,000 psi, the effective width of the soldier pile shaft (for use in developing passive resistance) may be assumed to be twice the diameter of the shaft. If the embedded portion of the soldier pile shaft is filled with other materials (such as low strength sand-cement slurry), the effective width of the soldier pile should be limited to be the diagonal dimension of the soldier pile beam. The materials used to fill the portion of the shaft above the embedded depth should be of sufficient strength to adequately transfer the imposed loads to the surrounding soil.

The frictional resistance between the soldier piles and the retained earth may be used in resisting the downward component of the tieback anchor loads. For design, the coefficient of friction between the soldier piles and the retained earth is 0.4. This value is based on the assumption that uniform full bearing will be developed between the steel soldier beam and the retained earth against the shaft's backfilled material. In addition, provided that the portion of the soldier piles below the excavated level is backfilled with structural concrete, the soldier piles below the excavated level may be used to resist downward loads. For resisting downward loads, the frictional resistance between the concrete soldier piles and the soil below the excavated level may be taken equal to 400 psf.

Drilling for solider pile shafts will encounter groundwater, and provisions to control groundwater and mitigate potential caving of the shaft side walls may be required. Such provisions may consist of the use of steel shell casing and/or polymer-based drilling fluid, or other suitable alternatives proposed by the shoring contractor. The shoring contractor should provide a procedure for the installation of solider pile shafts for our review and comment.

Continuous lagging will be required between the soldier piles. The soldier piles and anchors should be designed for the full anticipated lateral pressure; however, the pressure on the lagging will be less due to arching in the soil. For clear spans of up to 6 feet, we recommend that the lagging be designed for a triangular distribution of earth pressure where the maximum pressure is 400 psf at the mid-line between soldier piles and 0 psf at the soldier piles.

Tieback friction anchors may be used to resist lateral loads. For design purposes, it may be assumed that the active wedge adjacent to the shoring is defined by a plane drawn at 35 degrees with the vertical through the bottom of the excavation. The anchors should extend at least 20 feet beyond the potential active wedge and to a greater length, if necessary, to develop the desired capacities.

The capacities of anchors should be determined by testing of the initial anchors as outlined below. We anticipate that the anchors will be capable of achieving an allowable bond strength of 3 kips per square foot, depending on the method of construction. A variety of methods are available for construction of anchors.

For design of temporary shoring tieback anchors, we recommend using a factor of safety not less than 1.5.

The shoring designer and the shoring contractor should be responsible for selecting the appropriate bonded length and installation methods to achieve the required capacity and our office should review the final shoring plans.

If post-grouted anchors are used, we estimate that the anchors will develop resistance on the order of three times the estimated value.

Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads. If the anchors are spaced at least 6 feet on centers, reduction in the capacity of the anchors does not need to be considered due to group action.

The anchors should be installed at angles of 15 to 40 degrees below the horizontal. Caving of the anchor holes should be anticipated and provisions made to minimize such caving. The anchors should be filled with concrete placed by pumping from the tip out, and the concrete should extend from the tip of the anchor to the active wedge. To minimize chances of caving, we suggest that the portion of the anchor shaft within the active wedge be backfilled with sand before testing the anchor. This portion of the shaft should be filled tightly and flushed with the face of the excavation. The sand backfill may contain a small amount of cement to allow the sand to be placed by pumping. For post-grouted anchors of 8-inch diameter or less, the anchor may be filled with concrete to the surface of the shoring.

Our representative should select at least two of the initial anchors for 24-hour 200 percent tests and six additional anchors for quick 200 percent tests. The purpose of the 200 percent test is to verify the friction value assumed in design. The anchors should be tested to develop twice the assumed friction value. Where satisfactory tests are not achieved on the initial anchors, the anchor diameter and/or length should be increased until satisfactory test results are obtained.

For post-grouted anchors where concrete is used to backfill the anchor along its entire length, the test load should be computed as that required to develop the appropriate friction along the entire bonded length of the anchor.

Total deflection during the 24-hour 200 percent tests should not exceed 6 inches during loading; the anchor deflection should not exceed 0.75 inch during the 24-hour period, measured after the 200 percent test load is applied. If the anchor movement after the 200 percent load has been applied for six hours is less than 0.5 inch and the movement over the previous four hours has been less than 0.1 inch, the test may be terminated.

For the quick 200 percent tests, the 200 percent test load should be maintained for 30 minutes. Total deflection of the anchor during the quick 200 percent tests should not exceed 6 inches; deflection after the 200 percent test load has been applied should not exceed ¼ inch during the 30-minute period. Where satisfactory tests are not achieved on the initial anchors, the anchor diameter and/or length should be increased until satisfactory test results are obtained.

All of the production anchors should be pre-tested to at least 150 percent of the design load; total deflection during the tests should not exceed 6 inches. The rate of creep under the 150 percent test should not exceed 1/10 inch over a 15-minute period for the anchor to be approved for the design loading.

After a satisfactory test, each production anchor should be locked off at the design load. The locked-off load should be verified by rechecking the load in the anchor. If the locked-off load varies by more than 10 percent from the design load, the load should be reset until the anchor is locked off within 10 percent of the design load. Installation of the anchors and testing of the completed anchors should be observed by a representative of our firm.

As an alternative to tiebacks, raker bracing may be used to internally brace the soldier piles. If used, raker bracing could be supported laterally by temporary concrete footings (deadmen) or by the permanent interior footings. For design of such temporary footings poured with the bearing surface normal to the rakers inclined at 45 to 60 degrees with the vertical, a bearing value of 6,000 psf may be used for footings on the dense or stiff native soil provided the shallowest point of the footing is at least 1 foot below the lowest adjacent grade. To reduce movement of the shoring, rakers should be tightly wedged against the footings and/or shoring system.

It is difficult to accurately predict the amount of deflection of a shoring system. It should be realized, however, that some deflection will occur. We estimate that this deflection could be on the order of 1 inch at the top of the shored embankment. If greater deflection occurs during

construction, additional bracing may be necessary to minimize settlement of utilities in the adjacent streets. If it is desired to reduce deflection of the shoring, a greater active pressure could be used in the shoring design.

Some means of monitoring the performance of the shoring system is recommended. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all the soldier piles. We will be pleased to discuss this further with the design consultants and the contractor when the design of the shoring system has been finalized.

7.4 TEMPORARY SLOPES AND VERTICAL CUTS

Temporary, unsurcharged slopes should not exceed a 1H:1V gradient when constructed in existing fill and/or native materials. Such temporary slopes should not exceed 15 feet high.

Temporary vertical cuts that will be beneficial for foundation construction may be made into the dense native materials but should not exceed 5 feet BGS.

Temporary cut slopes should be protected from erosion by directing surface water away from the top of slopes by placing sand bags at the top of slopes and covering the slopes with plastic sheeting during wet weather.

Surcharge loading, including (but not limited to) materials and equipment lay-down, cranes and concrete trucks, and construction or regular traffic, should not be allowed within 10 feet of temporary construction slopes.

7.5 FLOOR SLABS

The building floor slab will be constructed on approximately 1 foot of compacted fill placed on the top of the mat foundation.

7.6 GROUNDWATER CONTROL PROVISIONS

The planned construction will include mass excavations on the order of 5 feet below the lowest planned finish floor level to allow for the construction of the mat foundation. Localized deeper excavations may also be required for elevator pits and/or other depressed building features.

The required excavations will extend below the HHGWL, and there is a possibility that groundwater may be encountered during construction at the bottom of the excavation. In this case, suitable groundwater control provisions may be required.

It would be prudent to periodically check the groundwater level in the existing groundwater monitoring well installed in boring B-3 to verify the groundwater level at the time of construction.

It should be noted that other than the potential need for temporary groundwater control provisions during construction, the impact of the HHGWL on the project is negligible.

The contractor should be aware of requirements for discharge of water generated on site, including National Pollutant Discharge Elimination System, if it is intended to discharge groundwater to the storm drain system.

7.7 SITE PREPARATION

7.7.1 General

Site preparation includes tasks to be performed prior to the placement of new fill material at the site. Since the mat foundation will be established on dense native soil, the only areas to receive new fill will be for floor slab support and/or for non-structural features (such as behind below-grade walls and beneath landscaping or flatwork areas).

In these areas, all loose or otherwise unsuitable soil should be removed and the exposed surface of the soil should be scarified to a depth of 6 inches, moisture conditioned, and compacted as recommended in the "Compaction" section.

7.7.2 Bottom of Mass Excavation

The current groundwater level is several feet below the bottom of the planned mass excavation and groundwater is not anticipated to affect construction. However, the actual conditions at the bottom of the mass excavation could be affected by the combination of disturbance and intermittent loading from construction and excavation activities as well as the underlying groundwater table.

It may be prudent to consider construction of a waste slab at the bottom of the mass excavation to preserve the bottom and avoid localized or mass mitigation that may be required. As an alternative, if localized areas or the majority of the bottom are disturbed as described above or by other means, the disturbed areas should be removed and replaced with a sufficient thickness of ¾-inch-minus crushed rock to re-establish a firm bottom.

7.8 CONSTRUCTION CONSIDERATIONS

7.8.1 General

If not carefully executed, site preparation and basement and footing excavation can result in the presence of unsuitable (disturbed and/or excessively soft) soil conditions that may require additional effort to mitigate or, in more extreme cases (if not detected), could result in significant costs to repair damage to flatwork or structures.

Earthwork should be planned and executed to minimize subgrade disturbance. Soil that has been disturbed during site preparation activities or soft or loose zones identified during probing should be removed beneath foundations and floor slabs.

7.8.2 Compaction

All granular fill material should be compacted to at least 95 percent of the maximum dry density, as determined by ASTM D1557. Cohesive fill, though not anticipated for this project, should be compacted to at least 90 percent of the maximum dry density, as determined by ASTM D1557.

Fill material should be placed in loose lifts not exceeding 8 inches in thickness, properly moisture conditioned, and mechanically compacted to the minimum required density. For granular fill, compaction may be achieved using heavy equipment and vibration, although the use of such equipment should not be allowed within a horizontal distance of 3 feet from retaining walls. Backfill placed within 3 feet of retaining walls should be compacted in lifts less than 6 inches thick using hand-operated compaction equipment. If flatwork (slabs, sidewalk, or

pavement) will be placed adjacent to retaining walls, we recommend that the upper 2 feet of fill be compacted to 95 percent of the maximum dry density, as determined by ASTM D1557.

7.8.3 Site Drainage

Adequate site drainage should be maintained at all times. Site drainage should be collected and routed to suitable discharge points.

7.9 FILL MATERIALS

Fill materials should be free of organic matter and other deleterious materials and, in general, should consist of particles no larger than 6 inches in largest dimension.

Existing asphalt pavement and base materials generated from on-site demolition can be used for structural fill, although the percentage of such materials should be limited to less than 5 percent of the fill content.

The following sections provide recommendations for the reuse of on-site materials in compacted fills and for the use of imported materials in required fills.

7.9.1 On-Site Native Soil

The on-site native soil is suitable for use in the required fills provided that particles larger than 3 inches in largest dimension are removed. However, the percentage of particles in excess of 3 inches should be less than 10 percent of the fill.

7.9.2 Imported Granular Material

If necessary, imported granular material should be pit- or quarry-run rock, crushed rock, or crushed gravel and sand that is well graded and has less than 5 percent by dry weight passing the U.S. Standard No. 200 Sieve. The percentage of fines can be increased to 12 percent if the fill is placed during dry weather and provided the fill material is properly moisture conditioned to achieve the required compaction. Imported fill material should have a sand equivalent of at least 35.

7.10 UTILITY TRENCHES

Trench cuts should stand near vertical to a depth of approximately 4 feet in the upper silt and sand provided groundwater seepage is not present. If seepage is encountered that undermines the stability of the trench, the sidewalls should be flattened or shored. All trench excavations should be in accordance with applicable OSHA, state, and local regulations.

It should be understood that it is the contractor's responsibility to select the excavation methods, monitor trench excavations for safety, and provide shoring required to protect personnel and adjacent improvements.

8.0 OBSERVATION OF CONSTRUCTION

Geotechnical testing and observation during construction is considered to be a continuing part of the geotechnical consultation. In order to confirm that the recommendations presented herein remain applicable, our representative should be present at the site to provide appropriate observation and testing.

As satisfactory earthwork and foundation performance depend to a large degree on the quality of construction, it is essential that qualified personnel be present to perform the required geotechnical testing and inspection.

The presence of an experienced representative at the site during construction provides value and benefits to the project and can often result in schedule and cost savings for the owner by approaching the geotechnical testing and inspection responsibilities in a proactive and team-oriented manner.

9.0 LIMITATIONS

We have prepared this report for use by Soto Capital and members of the design and construction team for the proposed development. The data and report can be used for estimating purposes, but our report, conclusions, and interpretations should not be construed as a warranty of the subsurface conditions and are not applicable to other sites.

Explorations indicate soil conditions only at specific locations and only to the depths penetrated. They do not necessarily reflect soil strata or water level variations that may exist between exploration locations. If subsurface conditions differing from those described are noted during the course of excavation and construction, re-evaluation will be necessary.

The recommendations presented in this report are based on the current site development plan and structural information provide to us by the project team. If design changes are made, we should be retained to review our conclusions and recommendations and to provide a written evaluation or modification.

The scope of our services does not include services related to construction safety precautions, and our recommendations are not intended to direct the contractor's methods, techniques, sequences, or procedures, except as specifically described in our report for consideration in design.

Within the limitations of scope, schedule, and budget, our services have been executed in accordance with that degree of skill and care ordinarily exercised by reputable geotechnical consultants practicing in this area at the time this report was prepared. No warranty or other conditions, express or implied, should be understood.

♦ ♦ ♦

We appreciate the opportunity to be of continued service to you. Please call if you have questions concerning this report or if we can provide additional services.

Sincerely,

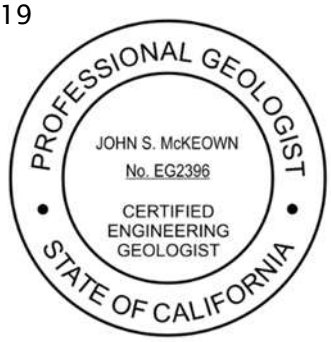
GeoDesign, Inc.

John W. Halseth, P.E.
Senior Project Engineer

Signed 10/31/2019

John S. McKeown, C.E.G.
Consulting Geologist

Jeffery D. Tucker, P.E., G.E. (Oregon)
Principal Engineer



Signed 10/31/2019

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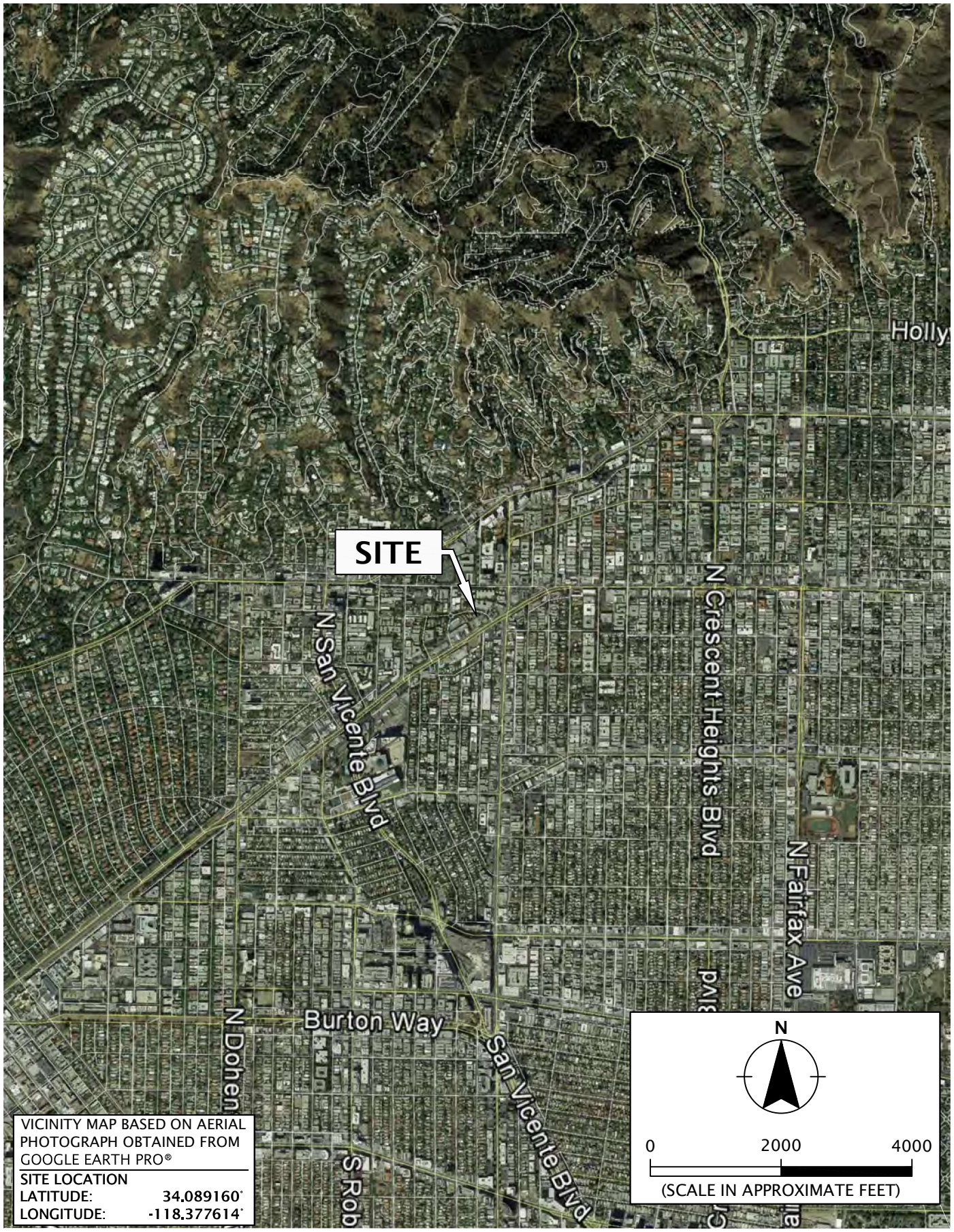
FIGURES



VICINITY MAP BASED ON AERIAL PHOTOGRAPH OBTAINED FROM GOOGLE EARTH PRO®

SITE LOCATION
LATITUDE: 34.089160°
LONGITUDE: -118.377614°

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SOTOCAPT-1-01	**VICINITY MAP**	
JULY 2018	PROPOSED MIXED-USE DEVELOPMENT WEST HOLLYWOOD, CA	**FIGURE 1**

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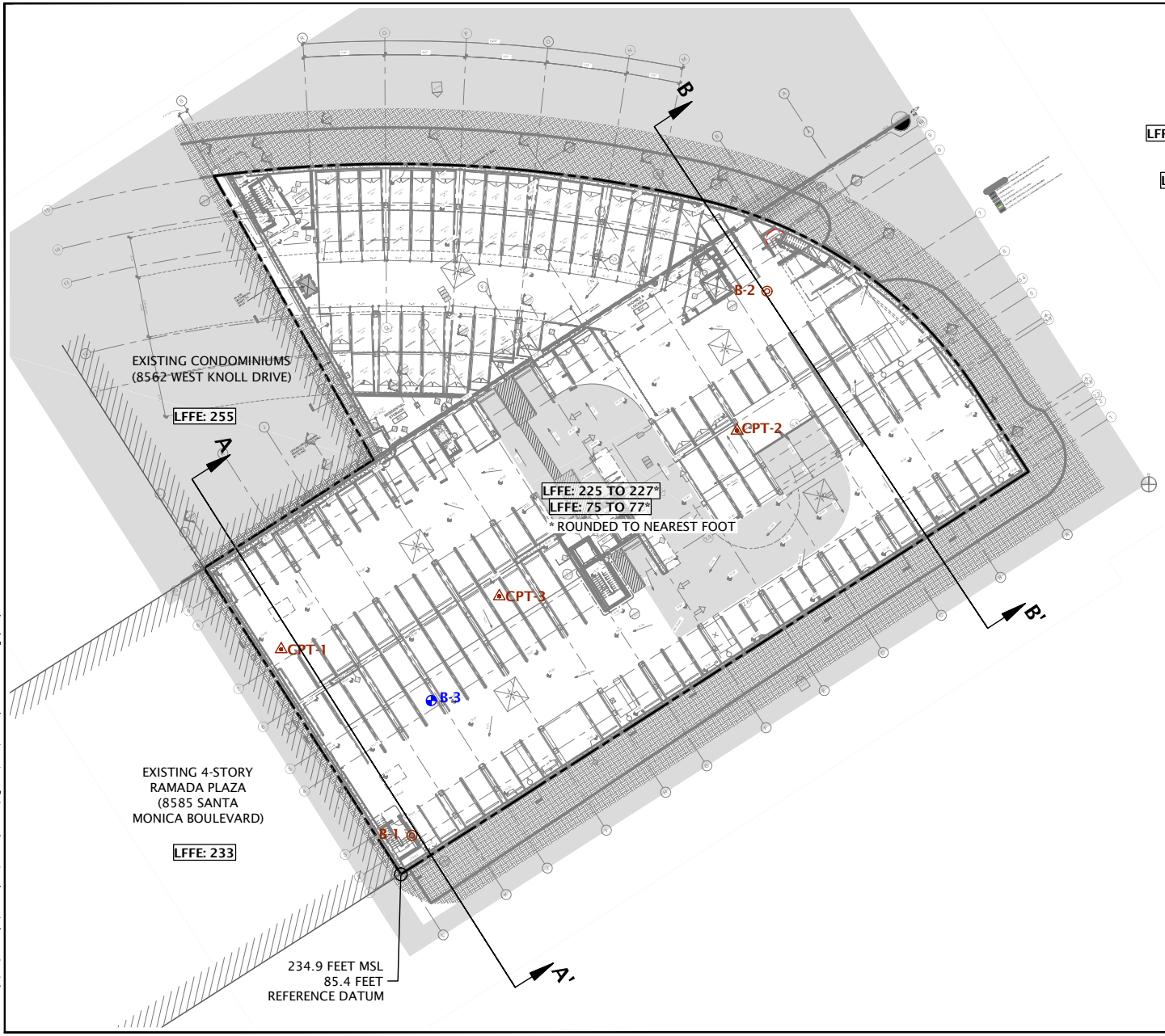

LEGEND:

B-3	BORING (MAY 2017)
B-1	BORING (AUGUST 2010)
CPT-1	CONE PENETROMETER (AUGUST 2010)
LFFE: 225 TO 227	LOWEST FINISHED FLOOR ELEVATION ROUNDED TO THE NEAREST FOOT (MSL)
LFFE: 75 TO 77	LOWEST FINISHED FLOOR ELEVATION ROUNDED TO THE NEAREST FOOT (REFERENCE DATUM)
A A'	CROSS SECTION

N

0 40 80

(SCALE IN FEET)

SITE PLAN BASED ON DRAWINGS OBTAINED FROM DFH ARCHITECTS MAY 24, 2018

SITE PLAN

PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE 2

SOTOCAPT-1-01

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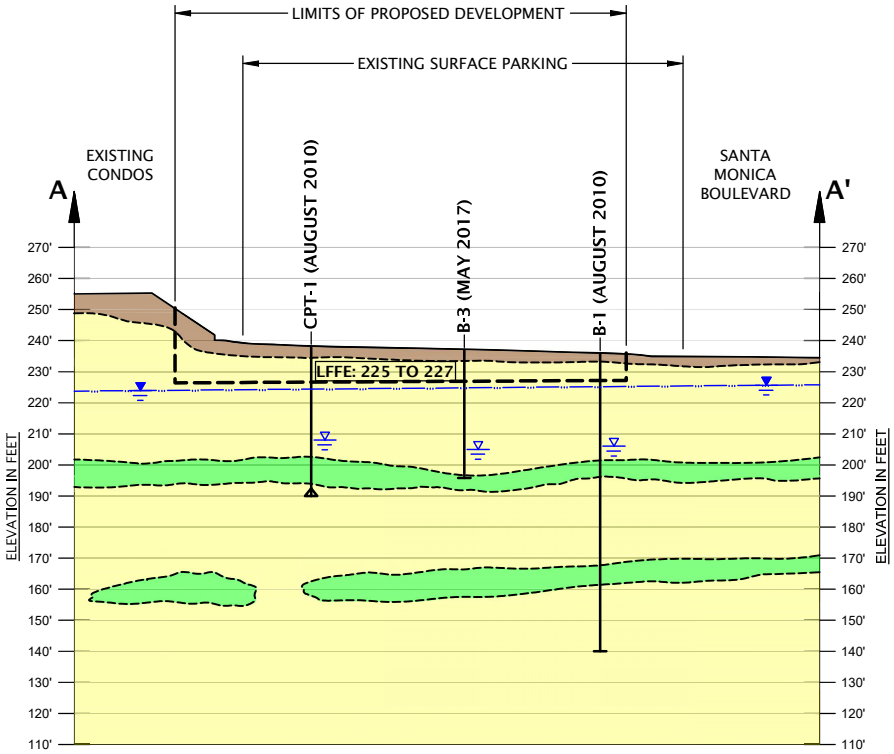

LEGEND:

- EXISTING TOPOGRAPHY
- BORING
- CPT
- GROUNDWATER LEVEL (TIME OF DRILLING)
- HISTORICAL HIGH GROUNDWATER LEVEL
- FILL - SAND, SILT, AND CLAY
- SANDY CLAY, CLAYEY SAND
- SAND AND SILTY SAND
- LFFE: 225 TO 227 — LOWEST FINISHED FLOOR ELEVATION ROUNDED TO THE NEAREST FOOT (MSL)

0 40 80
(VERTICAL SCALE IN FEET)

0 40 80
(HORIZONTAL SCALE IN FEET)

CROSS SECTION A-A'

PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE 3

SOTOCAPT-1-01

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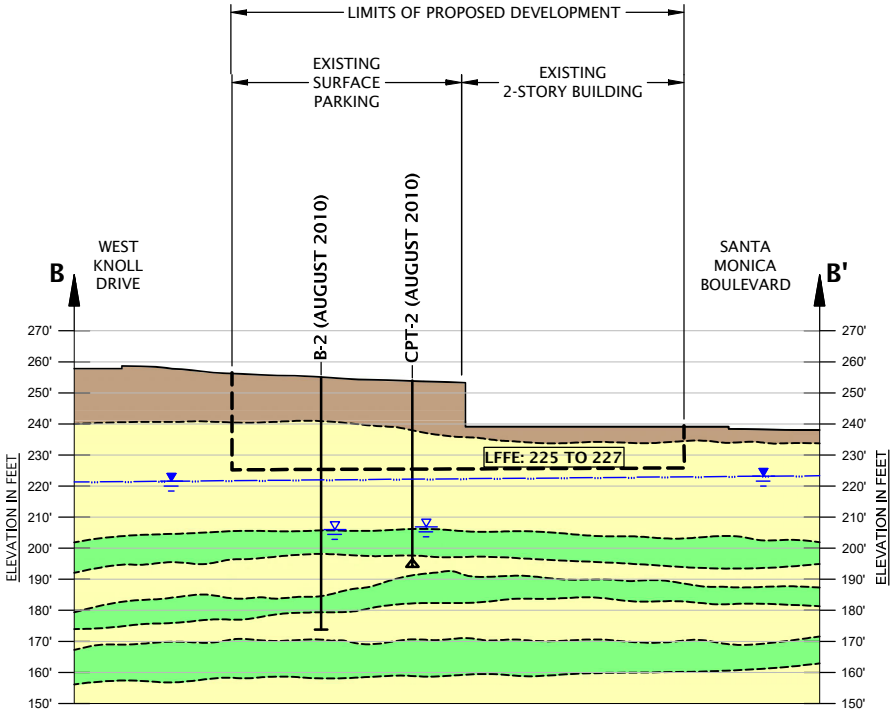

LEGEND:

- EXISTING TOPOGRAPHY
- BORING
- CPT
- GROUNDWATER LEVEL (TIME OF DRILLING)
- HISTORICAL HIGH GROUNDWATER LEVEL
- FILL - SAND, SILT, AND CLAY
- SANDY CLAY, CLAYEY SAND
- SAND AND SILTY SAND
- LFFE: 225 TO 227 — LOWEST FINISHED FLOOR ELEVATION ROUNDED TO THE NEAREST FOOT (MSL)

0 40 80
(VERTICAL SCALE IN FEET)

0 40 80
(HORIZONTAL SCALE IN FEET)

CROSS SECTION B-B'

PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE 4

SOTOCAPT-1-01

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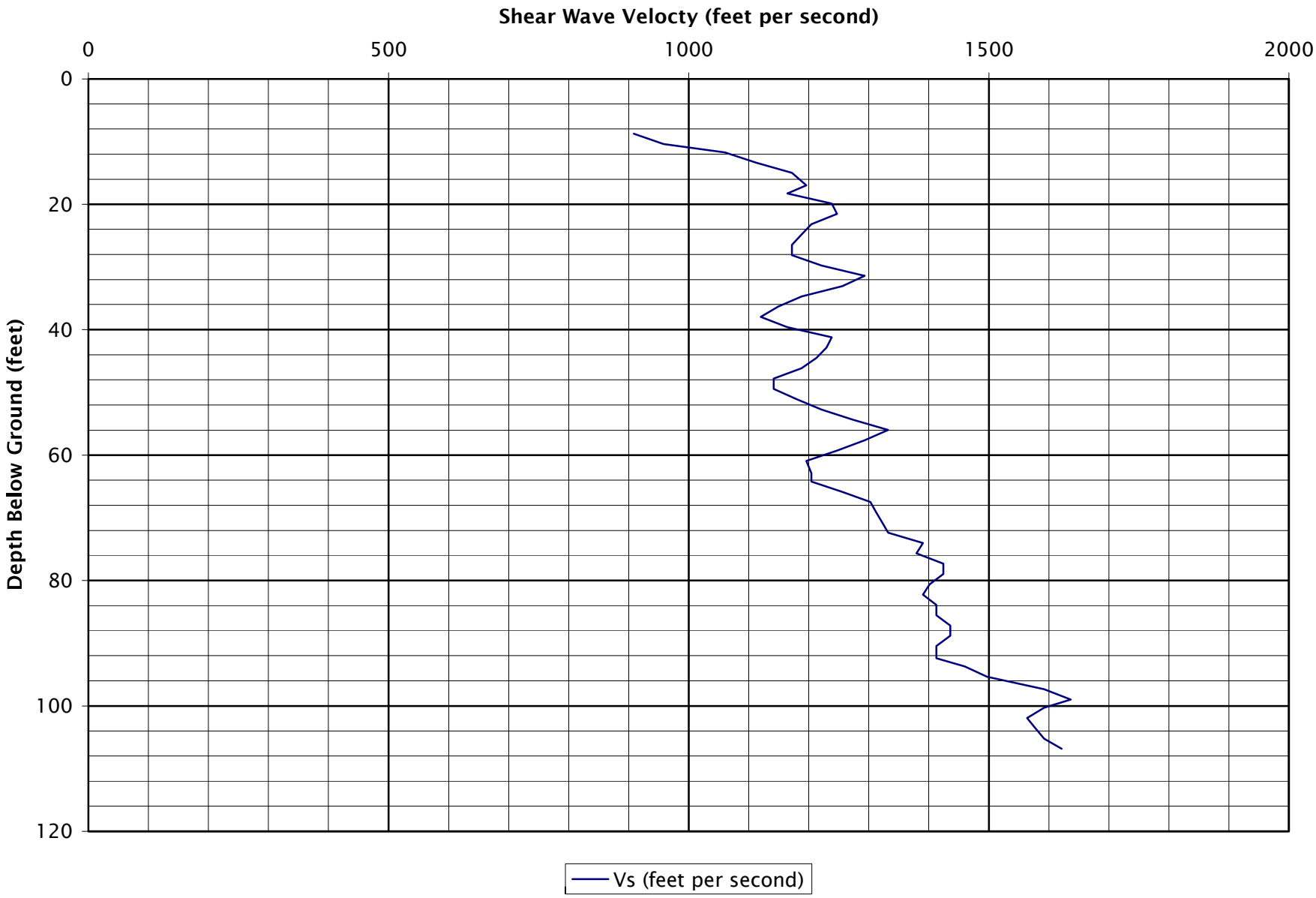

GEODESIGN INC 2121 S Towne Centre Place - Suite 104 Anaheim CA 92806 714.634.3701 www.geodesigninc.com	SOTOCAPT-1-01	**SHEAR WAVE VELOCITY**
	JULY 2018	PROPOSED MIXED-USE DEVELOPMENT WEST HOLLYWOOD, CA
		FIGURE 5

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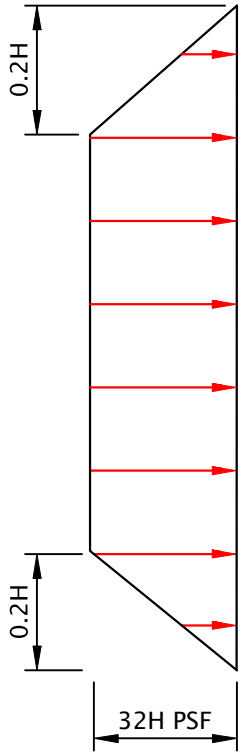
AT-REST LATERAL EARTH PRESSURE



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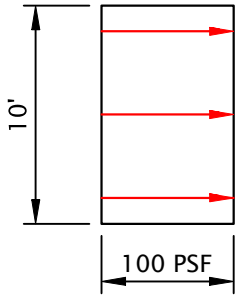
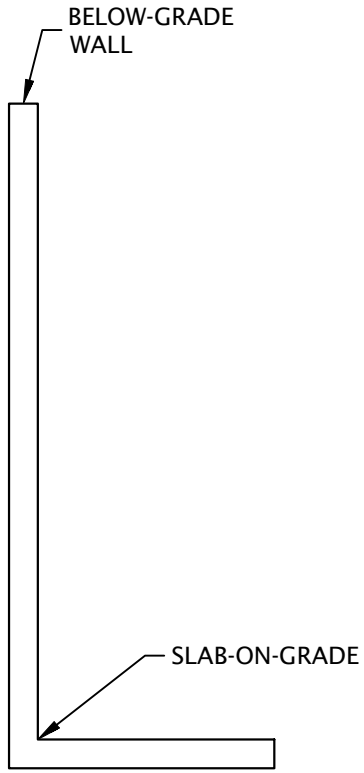
TRAFFIC SURCHARGE





NOTE:

1. SURCHARGE LOADING FROM EXISTING RAMADA AND CONDOMINIUM BUILDINGS SHOULD BE ADDED PER SECTION 7.2 OF REPORT.

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SOTOCAPT-1-01	**STATIC LATERAL EARTH PRESSURE - BELOW-GRADE WALLS (DRAINED)**	
JULY 2018	PROPOSED MIXED-USE DEVELOPMENT WEST HOLLYWOOD, CA	**FIGURE 6**

Printed By: mmiller | Print Date: 7/23/2018 8:15:52 AM
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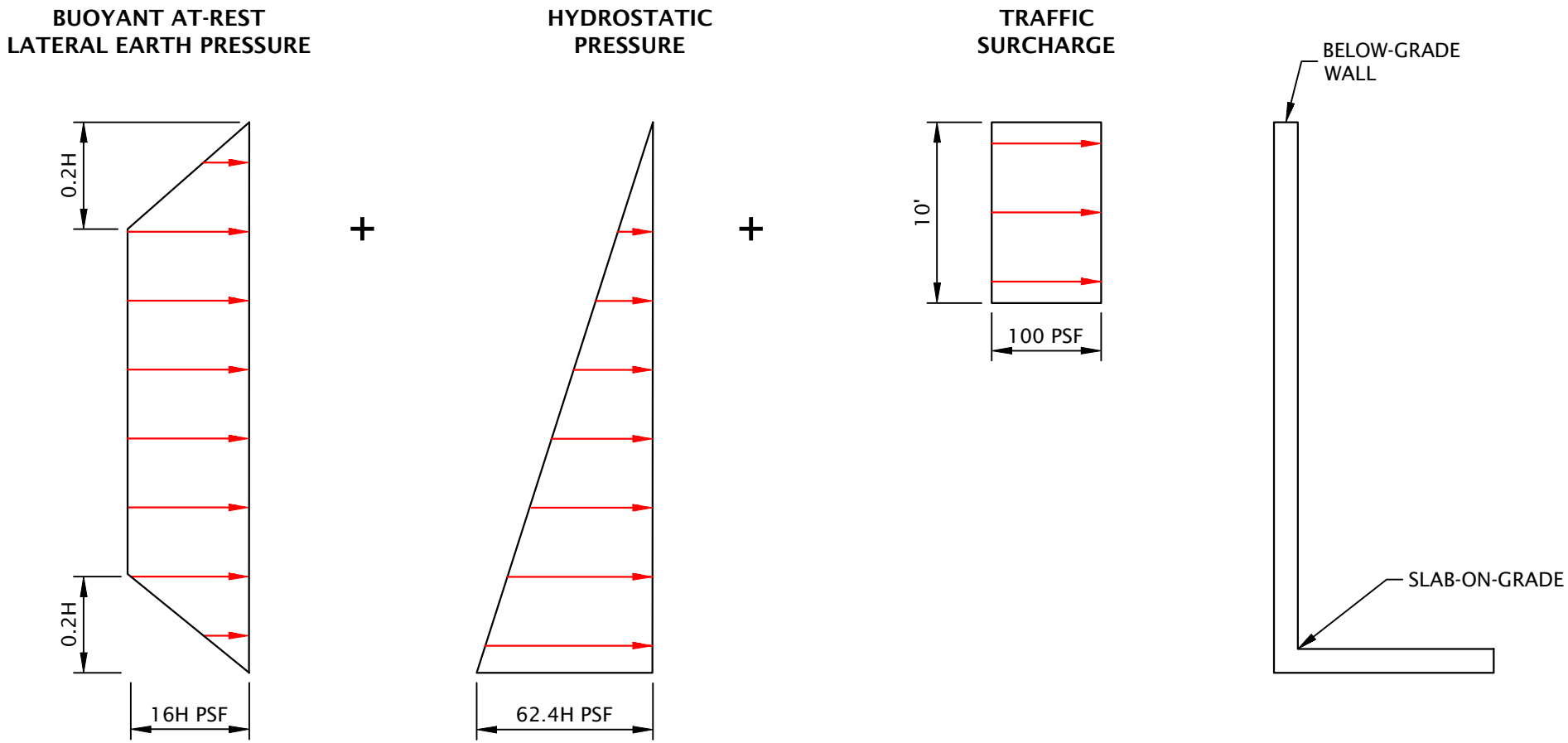

NOTE:

1. SURCHARGE LOADING FROM EXISTING RAMADA AND CONDOMINIUM BUILDINGS SHOULD BE ADDED PER SECTION 7.2 OF REPORT.

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SOTOCAPT-1-01	**STATIC LATERAL EARTH PRESSURE - BELOW-GRADE WALLS (UNDRAINED)**	
JULY 2018	PROPOSED MIXED-USE DEVELOPMENT WEST HOLLYWOOD, CA	**FIGURE 7**

Printed By: mmiller | Print Date: 7/23/2018 8:15:53 AM
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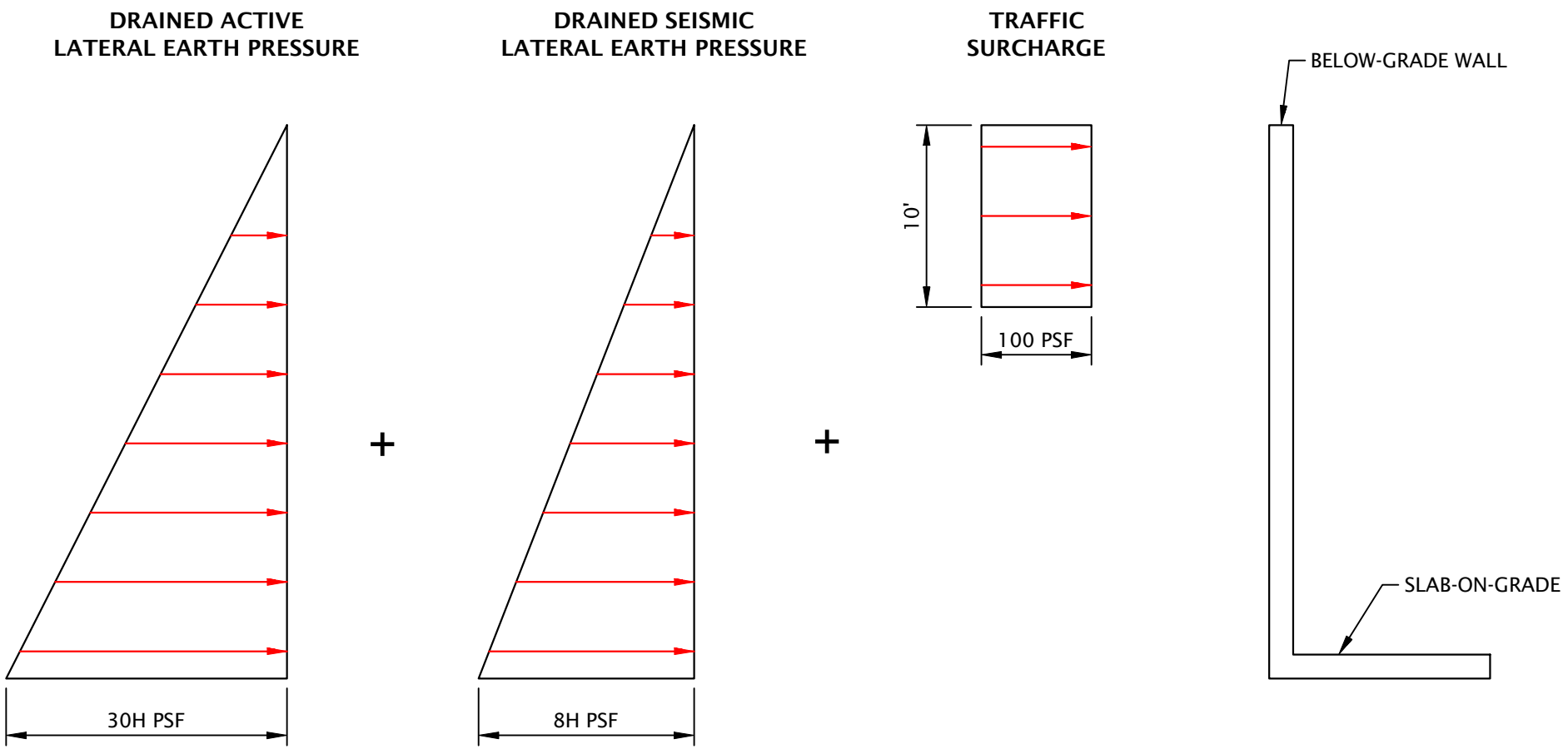

NOTE:

1. SURCHARGE LOADING FROM EXISTING RAMADA AND CONDOMINIUM BUILDINGS SHOULD BE ADDED PER SECTION 7.2 OF REPORT.

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SOTOCAPT-1-01	**SEISMIC LATERAL EARTH PRESSURE - BELOW-GRADE WALLS (DRAINED)**	
JULY 2018	PROPOSED MIXED-USE DEVELOPMENT WEST HOLLYWOOD, CA	**FIGURE 8**

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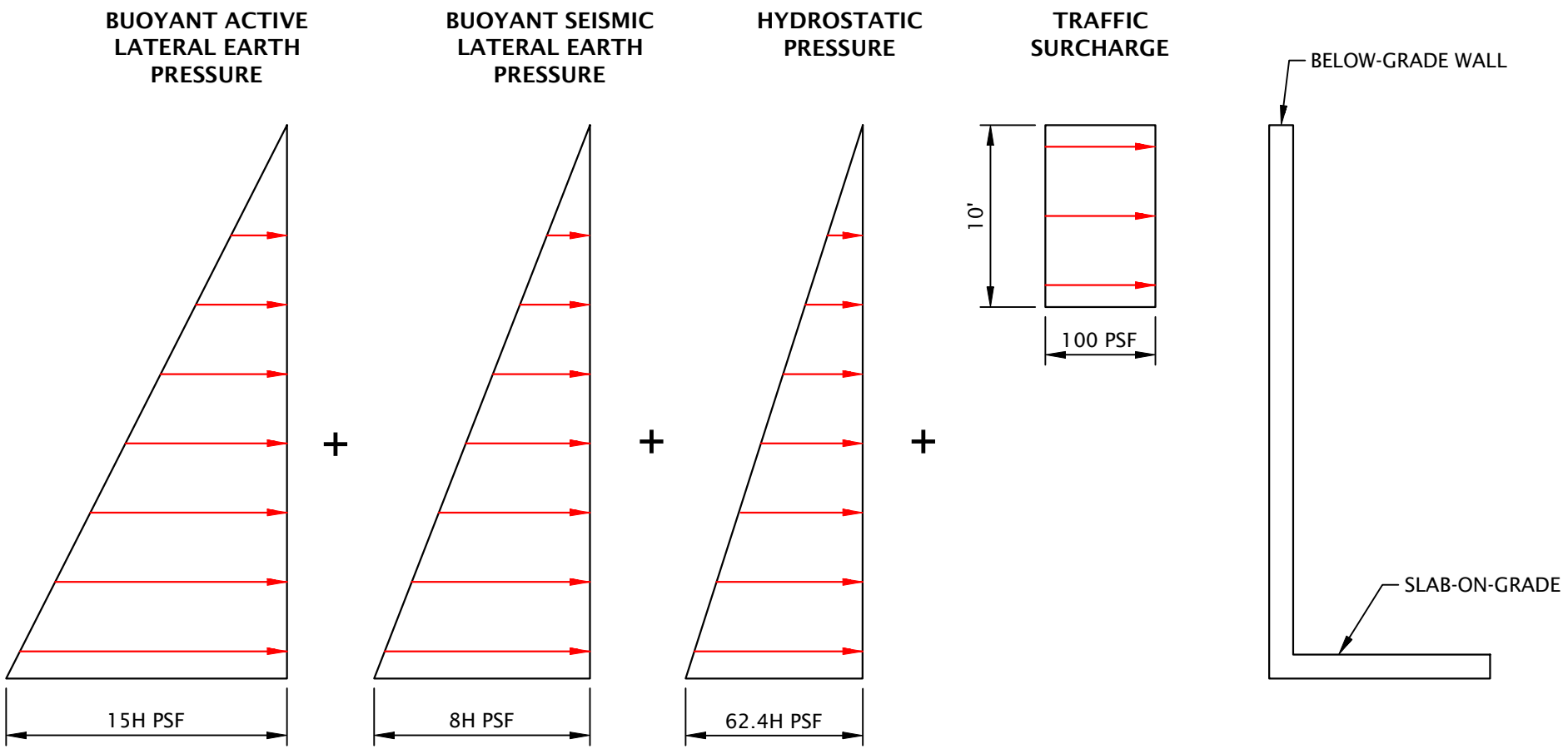
File Name: J:\S-Z\SotoCapt\SotoCapt-1\SotoCapt-1-01\Figures\CAD\SotoCapt-1-01-DET03.dwg | Layout: FIGURE 9



NOTE:

1. SURCHARGE LOADING FROM EXISTING RAMADA AND CONDOMINIUM BUILDINGS SHOULD BE ADDED PER SECTION 7.2 OF REPORT.

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SOTOCAPT-1-01	**SEISMIC LATERAL EARTH PRESSURE - BELOW-GRADE WALLS (UNDRAINED)**	
JULY 2018	PROPOSED MIXED-USE DEVELOPMENT WEST HOLLYWOOD, CA	**FIGURE 9**

APPENDIX A

APPENDIX A

FIELD EXPLORATIONS

GENERAL

We explored the subsurface conditions at the site by drilling two borings (B-1 and B-2) to depths of 101.5 and 120.0 feet BGS at the locations shown on Figure 2. The borings were drilled on August 4 and 5, 2010 by SoCal Drilling of La Habra, California, using a mud rotary drill rig. The exploration logs are presented in this appendix.

Three CPTs were also performed at the site by Kehoe Testing and Engineering of Huntington Beach, California. The CPTs were performed to depths of 60 to 75 feet BGS at the direction of our geotechnical staff. The graphical representations of the CPTs are presented in Appendix B.

We performed a supplemental exploration of the subsurface conditions at the site on May 1, 2017. The supplemental exploration consisted of drilling one boring (B-3) to a depth of 51.5 feet BGS at the location shown on Figure 2. The boring was drilled by 2R Drilling of Chino, California, using a mud rotary drill rig. The exploration log is presented in this appendix.

The locations of the borings and CPTs were determined in the field by measuring from surveyed existing site features. This information should be considered accurate only to the degree implied by the methods used.

A member of our geotechnical staff observed and logged the borings. We collected representative samples of the various soils encountered in the explorations for geotechnical laboratory testing.

SOIL SAMPLING

Samples were collected from the borings using a modified California split-spoon sampler in general accordance with guidelines presented in ASTM D3550. The split-spoon samplers were driven into the soil with a 140-pound hammer free-falling 30 inches. The samplers were driven a total distance of 18 inches or to refusal as indicated on the exploration logs. The number of blows required to drive the sampler the final 12 inches is recorded on the exploration logs presented in this appendix, unless otherwise noted.

In addition, SPTs were performed in the borings in general accordance with ASTM D1586. The 2-inch-diameter, split-spoon sampler was driven into the soil with a 140-pound hammer free-falling 30 inches. The samplers were driven a total distance of 18 inches or to refusal. The number of blows required to drive the sampler the final 12 inches is recorded on the exploration logs presented in this appendix, unless otherwise noted.

Sampling methods and intervals are shown on the exploration logs.

SOIL CLASSIFICATION

The soil samples were classified in accordance with the "Exploration Key" (Table A-1) and "Soil Classification System" (Table A-2), which are presented in this appendix. The exploration logs indicate the depths at which the soils or their characteristics change, although the change actually could be gradual. If the change occurred between sample locations, the depth was interpreted. Classifications are shown on the exploration logs.

LABORATORY TESTING

CLASSIFICATION

The soil samples were classified in the laboratory to confirm field classifications. If those classifications differed from the field classifications, the laboratory classifications are shown on the exploration logs.

MOISTURE CONTENT

We tested the natural moisture content of select soil samples in general accordance with ASTM D2216. The natural moisture content is a ratio of the weight of the water to soil in a test sample and is expressed as a percentage. The test results are presented in this appendix.

DRY DENSITY

We tested select soil samples to determine the in situ dry density in general accordance with ASTM D2937. The dry density is defined as the ratio of the dry weight of the soil sample to the volume of that sample. The dry density typically is expressed in units of pcf. The test results are presented in this appendix.

ATTERBERG LIMITS

The plastic limit and liquid limit (Atterberg limits) of select soil samples were determined in accordance with ASTM D2937. The test results are presented in this appendix.

CONSOLIDATION TESTING

We performed one-dimensional consolidation tests in general accordance with ASTM D2435 on selected relatively undisturbed samples. The tests measure the volume change of a soil sample under predetermined loads. The test results are presented in this appendix.

PERCENT FINES DETERMINATIONS

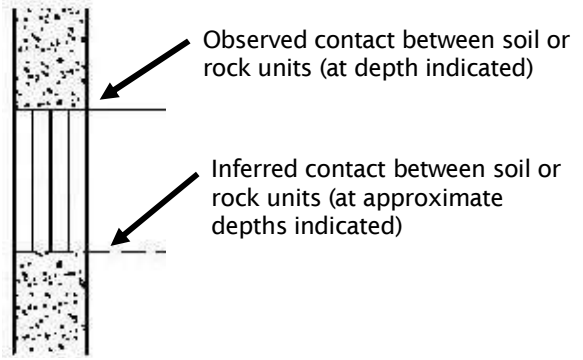
Percent fines determinations were performed in general accordance with ASTM C136 and ASTM D1140. The test results are presented in this appendix.

STRENGTH TESTING

Direct shear tests were completed on select soil samples in general accordance with ASTM D3080. The test results are presented in this appendix.

SYMBOL	SAMPLING DESCRIPTION
	Location of sample obtained in general accordance with ASTM D 1586 Standard Penetration Test with recovery
	Location of sample obtained using thin-wall Shelby tube or Geoprobe® sampler in general accordance with ASTM D 1587 with recovery
	Location of sample obtained using Dames & Moore sampler and 300-pound hammer or pushed with recovery
	Location of sample obtained using Dames & Moore and 140-pound hammer or pushed with recovery
	Location of sample obtained using 3-inch-O.D. California split-spoon sampler and 140-pound hammer
	Location of grab sample
	Rock coring interval
	Water level during drilling
	Water level taken on date shown

Graphic Log of Soil and Rock Types



GEOTECHNICAL TESTING EXPLANATIONS

ATT	Atterberg Limits	P	Pushed Sample
CBR	California Bearing Ratio	PP	Pocket Penetrometer
CON	Consolidation	P200	Percent Passing U.S. Standard No. 200 Sieve
DD	Dry Density		
DS	Direct Shear	RES	Resilient Modulus
HYD	Hydrometer Gradation	SIEV	Sieve Gradation
MC	Moisture Content	TOR	Torvane
MD	Moisture-Density Relationship	UC	Unconfined Compressive Strength
NP	Nonplastic	VS	Vane Shear
OC	Organic Content	kPa	Kilopascal

ENVIRONMENTAL TESTING EXPLANATIONS

CA	Sample Submitted for Chemical Analysis	ND	Not Detected
P	Pushed Sample	NS	No Visible Sheen
PID	Photoionization Detector Headspace Analysis	SS	Slight Sheen
		MS	Moderate Sheen
ppm	Parts per Million	HS	Heavy Sheen

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EXPLORATION KEY

TABLE A-1

RELATIVE DENSITY - COARSE-GRAINED SOIL

Relative Density	Standard Penetration Resistance	Dames & Moore Sampler (140-pound hammer)	Dames & Moore Sampler (300-pound hammer)
Very Loose	0 – 4	0 - 11	0 - 4
Loose	4 – 10	11 - 26	4 - 10
Medium Dense	10 – 30	26 - 74	10 - 30
Dense	30 – 50	74 - 120	30 - 47
Very Dense	More than 50	More than 120	More than 47

CONSISTENCY - FINE-GRAINED SOIL

Consistency	Standard Penetration Resistance	Dames & Moore Sampler (140-pound hammer)	Dames & Moore Sampler (300-pound hammer)	Unconfined Compressive Strength (tsf)
Very Soft	Less than 2	Less than 3	Less than 2	Less than 0.25
Soft	2 - 4	3 – 6	2 - 5	0.25 - 0.50
Medium Stiff	4 - 8	6 – 12	5 - 9	0.50 - 1.0
Stiff	8 - 15	12 – 25	9 - 19	1.0 - 2.0
Very Stiff	15 - 30	25 – 65	19 – 31	2.0 - 4.0
Hard	More than 30	More than 65	More than 31	More than 4.0

PRIMARY SOIL DIVISIONS			GROUP SYMBOL	GROUP NAME
COARSE-GRAINED SOIL (more than 50% retained on No. 200 sieve)	GRAVEL (more than 50% of coarse fraction retained on No. 4 sieve)	CLEAN GRAVEL (< 5% fines)	GW or GP	GRAVEL
		GRAVEL WITH FINES (≥ 5% and ≤ 12% fines)	GW-GM or GP-GM	GRAVEL with silt
			GW-GC or GP-GC	GRAVEL with clay
		GRAVEL WITH FINES (> 12% fines)	GM	silty GRAVEL
			GC	clayey GRAVEL
			GC-GM	silty, clayey GRAVEL
	SAND (50% or more of coarse fraction passing No. 4 sieve)	CLEAN SAND (<5% fines)	SW or SP	SAND
		SAND WITH FINES (≥ 5% and ≤ 12% fines)	SW-SM or SP-SM	SAND with silt
			SW-SC or SP-SC	SAND with clay
		SAND WITH FINES (> 12% fines)	SM	silty SAND
			SC	clayey SAND
			SC-SM	silty, clayey SAND
FINE-GRAINED SOIL (50% or more passing No. 200 sieve)	SILT AND CLAY	Liquid limit less than 50	ML	SILT
			CL	CLAY
			CL-ML	silty CLAY
			OL	ORGANIC SILT or ORGANIC CLAY
		Liquid limit 50 or greater	MH	SILT
			CH	CLAY
			OH	ORGANIC SILT or ORGANIC CLAY
HIGHLY ORGANIC SOIL			PT	PEAT

MOISTURE CLASSIFICATION

Term	Field Test
dry	very low moisture, dry to touch
moist	damp, without visible moisture
wet	visible free water, usually saturated

ADDITIONAL CONSTITUENTS

Secondary granular components or other materials such as organics, man-made debris, etc.

Percent	Silt and Clay In: Fine-Grained Soil	Silt and Clay In: Coarse-Grained Soil	Percent	Sand and Gravel In: Fine-Grained Soil	Sand and Gravel In: Coarse-Grained Soil
< 5	trace	trace	< 5	trace	trace
5 – 12	minor	with	5 – 15	minor	minor
> 12	some	silty/clayey	15 – 30	with	with
			> 30	sandy/gravelly	Indicate %

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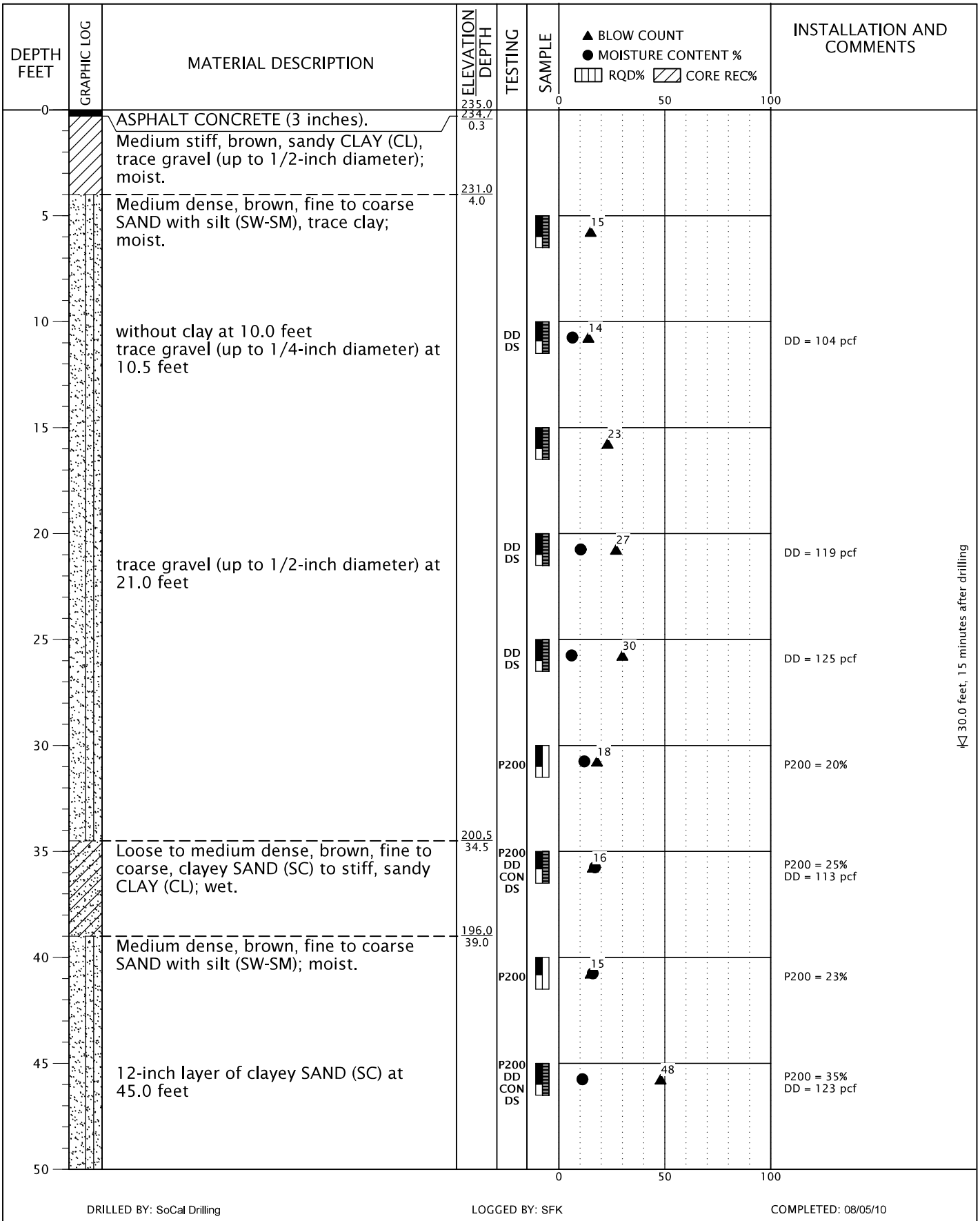
SOIL CLASSIFICATION SYSTEM

TABLE A-2



DRILLED BY: SoCal Drilling | LOGGED BY: SFK | COMPLETED: 08/05/10

BORING METHOD: mud rotary (see report text) | BORING BIT DIAMETER: 4 5/8-inch

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SOTOCAPT-1-01

BORING B-1

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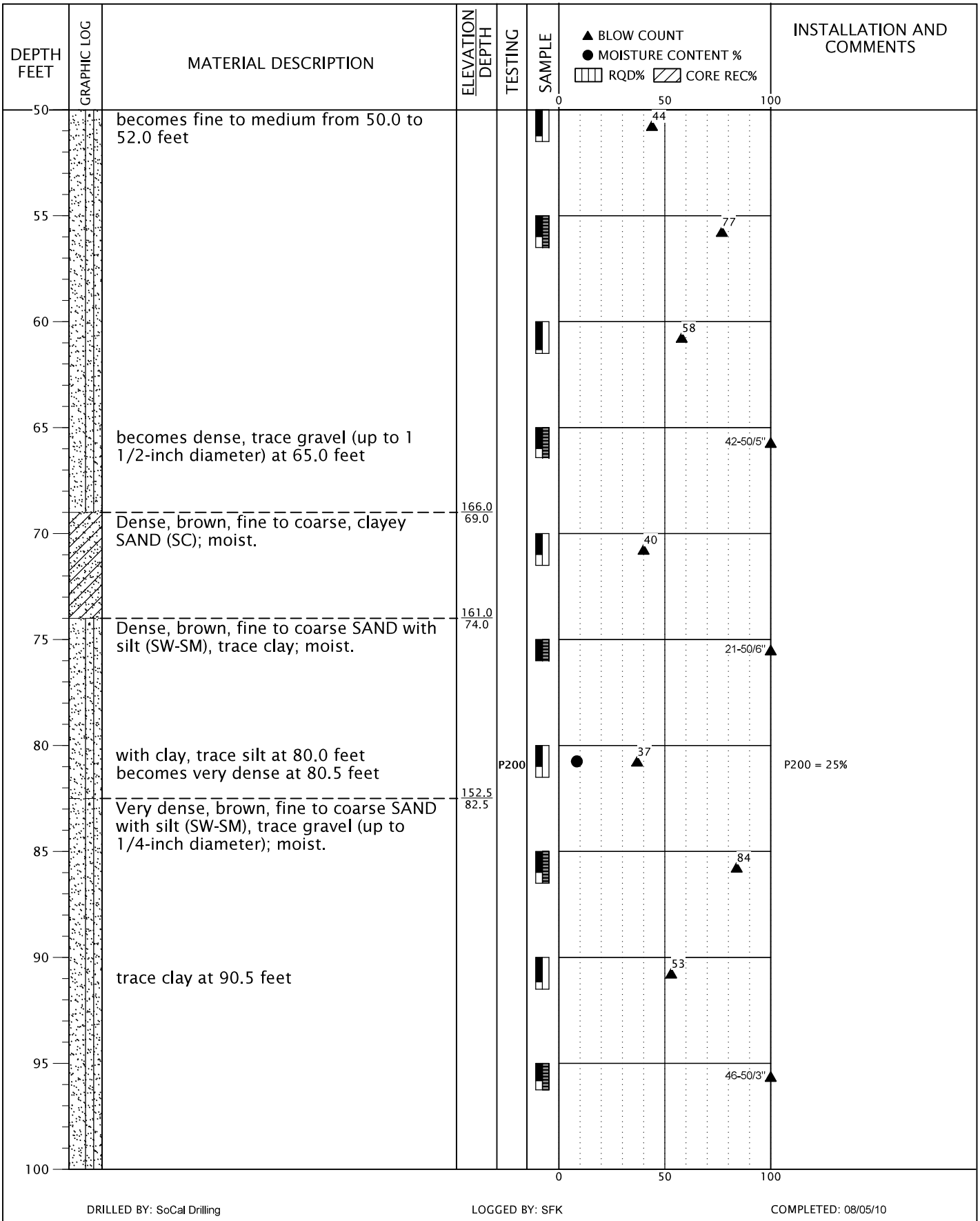
PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE A-1

BORING LOG SOTOCAPT-1-01-B1_3.GPJ GEODESIGN.GDT PRINT DATE: 7/20/18:RC:KT



DRILLED BY: SoCal Drilling

LOGGED BY: SFK

COMPLETED: 08/05/10

BORING METHOD: mud rotary (see report text)

BORING BIT DIAMETER: 4 5/8-inch

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SOTOCAPT-1-01

BORING B-1
(continued)

JULY 2018

PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE A-1

BORING LOG SOTOCAPT-1-01-B1_3.GPJ GEODESIGN.GDT PRINT DATE: 7/20/18:RC:KT

DEPTH FEET	GRAPHIC LOG	MATERIAL DESCRIPTION	ELEVATION / DEPTH	TESTING	SAMPLE	▲ BLOW COUNT ● MOISTURE CONTENT % ▭ RQD% ▨ CORE REC%	INSTALLATION AND COMMENTS
100		(continued from previous page)				0 50 100	No sampling below 101.5 feet. Drilled from 101.5 to 120.0 feet for suspension logging.
105						34	
110							
115							
120		**Exploration completed at a depth of 120.0 feet.** **Groundwater observed at a depth of 30.0 feet BGS 15 minutes after drilling.**	115.0 / 120.0				
125							
130							
135							
140							
145							
150						0 50 100	

DRILLED BY: SoCal Drilling | LOGGED BY: SFK | COMPLETED: 08/05/10

BORING METHOD: mud rotary (see report text) | BORING BIT DIAMETER: 4 5/8-inch

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BORING B-1
(continued)

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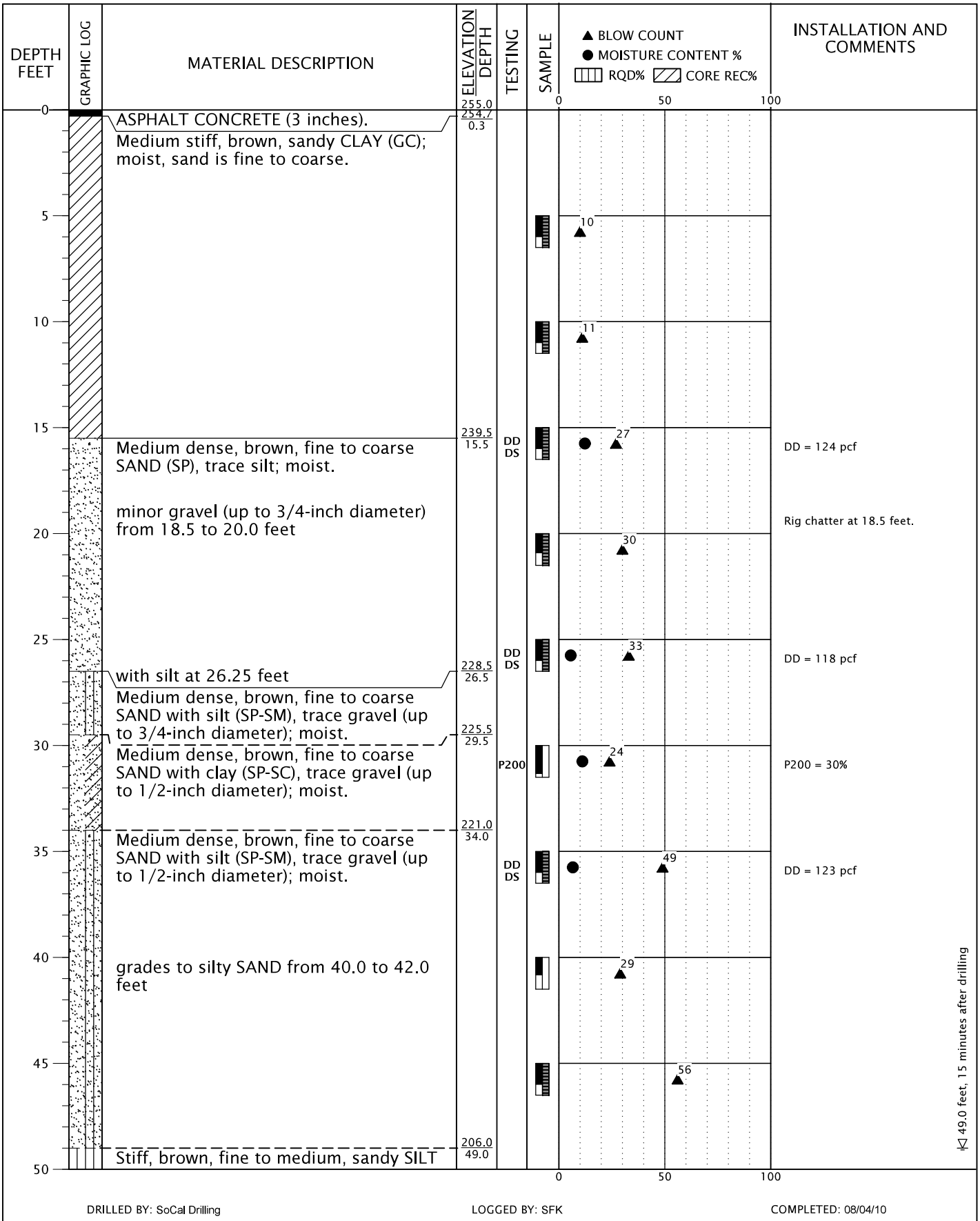
PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE A-1

BORING LOG SOTOCAPT-1-01-B1_3.GPJ GEODESIGN.GDT PRINT DATE: 7/20/18:RC:KT



DRILLED BY: SoCal Drilling | LOGGED BY: SFK | COMPLETED: 08/04/10

BORING METHOD: mud rotary (see report text) | BORING BIT DIAMETER: 4 5/8-inch

BORING LOG SOTOCAPT-1-01-B1_3.GPJ GEODESIGN.GDT PRINT DATE: 7/20/18:RC:KT

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BORING B-2

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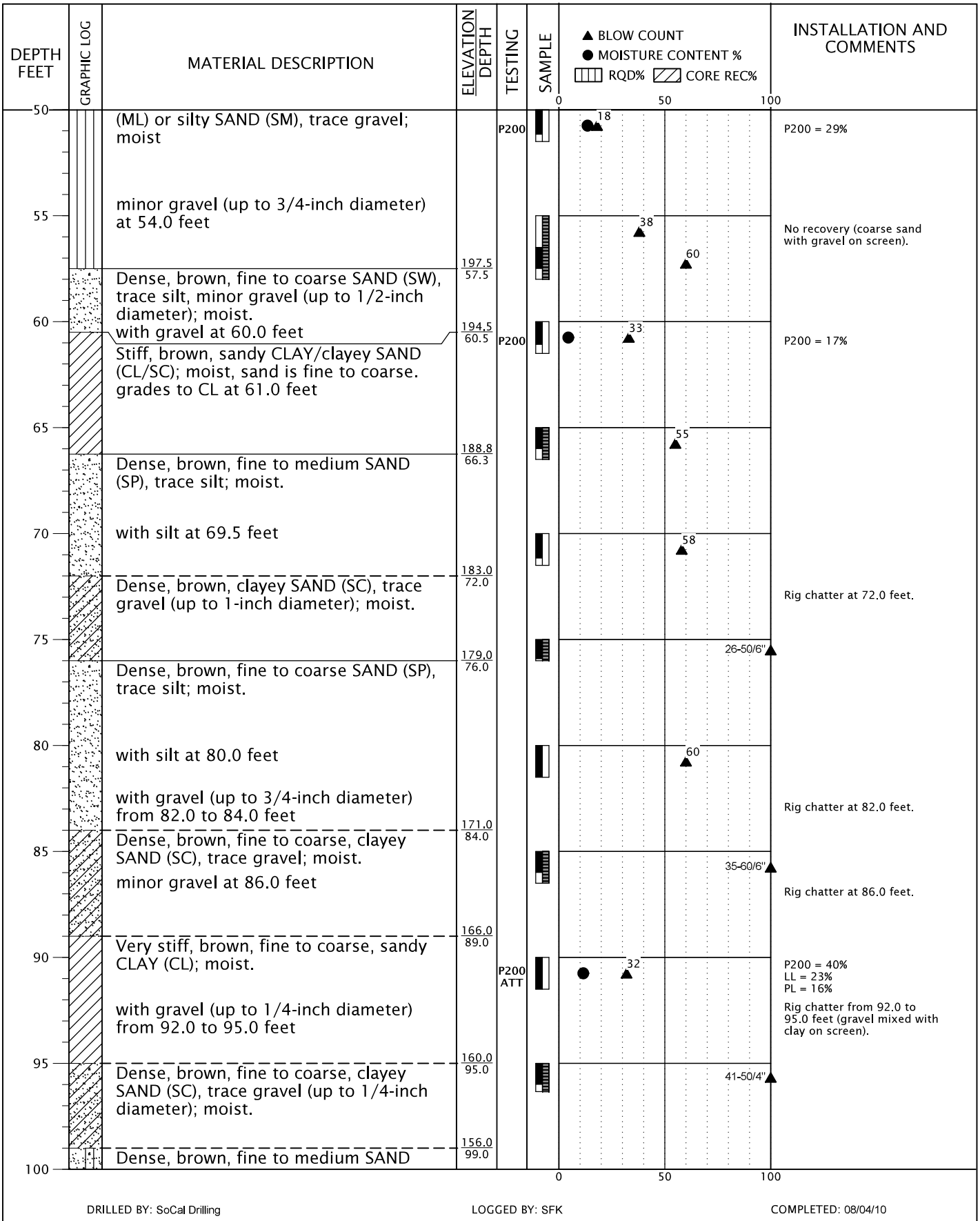
PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE A-2



DRILLED BY: SoCal Drilling | LOGGED BY: SFK | COMPLETED: 08/04/10

BORING METHOD: mud rotary (see report text) | BORING BIT DIAMETER: 4 5/8-inch

BORING LOG SOTOCAPT-1-01-B1_3.GPJ GEODESIGN.GDT PRINT DATE: 7/20/18:RC:KT

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BORING B-2
(continued)

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PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE A-2

DEPTH FEET	GRAPHIC LOG	MATERIAL DESCRIPTION	ELEVATION / DEPTH	TESTING	SAMPLE	▲ BLOW COUNT ● MOISTURE CONTENT % RQD% CORE REC%	INSTALLATION AND COMMENTS
100		with silt (SP-SM); moist. (continued from previous page)	153.5 / 101.5			0 50 100	
		Exploration completed at a depth of 101.5 feet.				70 ▲	
		Groundwater observed at a depth of 49.0 feet 15 minutes after drilling.					
105							
110							
115							
120							
125							
130							
135							
140							
145							
150						0 50 100	

DRILLED BY: SoCal Drilling | LOGGED BY: SFK | COMPLETED: 08/04/10

BORING METHOD: mud rotary (see report text) | BORING BIT DIAMETER: 4 5/8-inch

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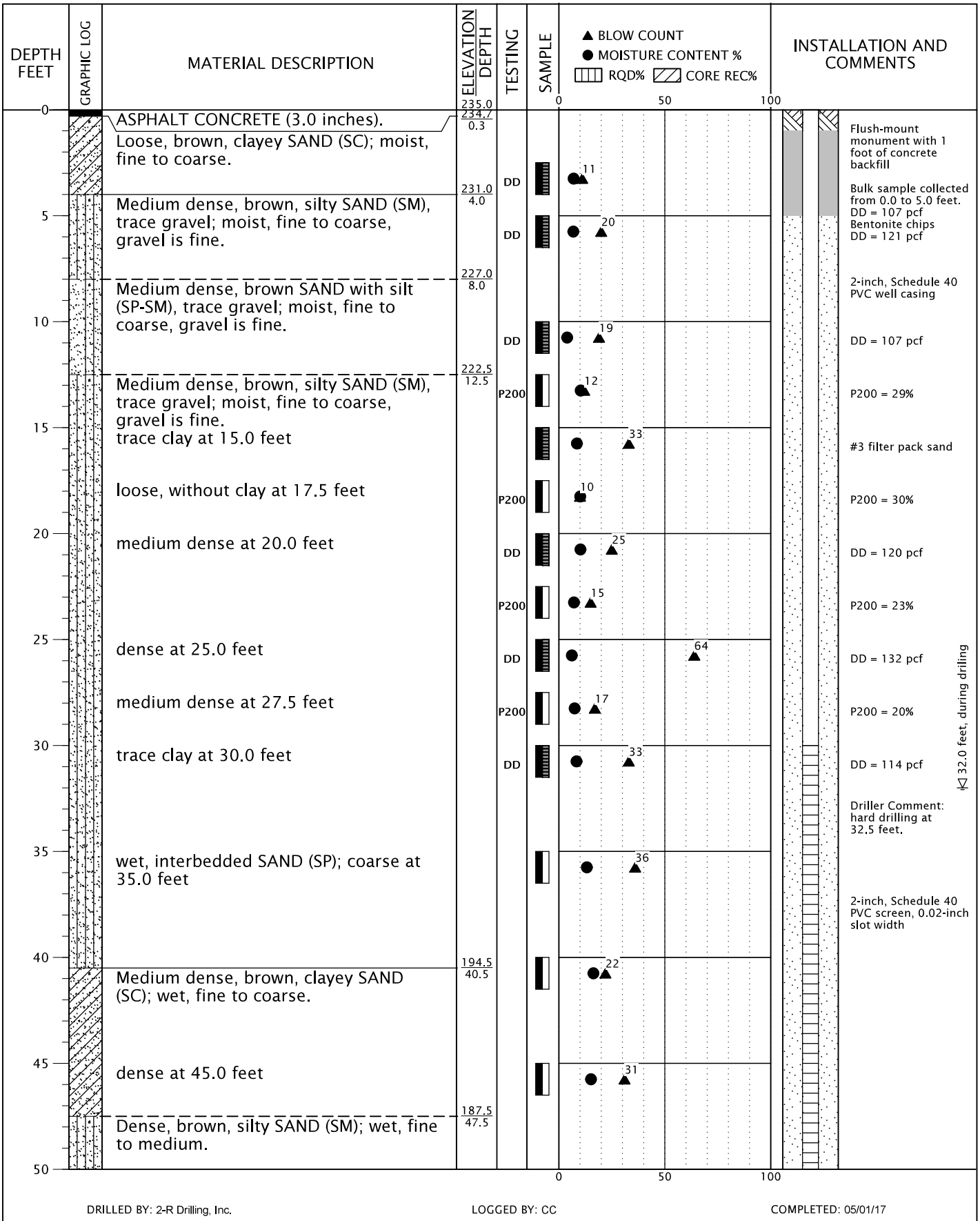
BORING B-2
(continued)

JULY 2018

PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE A-2

BORING LOG SOTOCAPT-1-01-B1_3.GPJ GEODESIGN.GDT PRINT DATE: 7/20/18:RC:KT



DRILLED BY: 2-R Drilling, Inc. LOGGED BY: CC COMPLETED: 05/01/17

BORING METHOD: mud rotary (see document text) BORING BIT DIAMETER: 4 1/2 inches

BORING LOG SOTOCAPT-1-01-B1_3.GPJ GEODESIGN.GDT PRINT DATE: 7/20/18:RC:KT

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BORING B-3

JULY 2018

PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE A-3

DEPTH FEET	GRAPHIC LOG	MATERIAL DESCRIPTION	ELEVATION / DEPTH	TESTING	SAMPLE	▲ BLOW COUNT ● MOISTURE CONTENT % ▤ RQD% ▨ CORE REC%	INSTALLATION AND COMMENTS
50		(continued from previous page)				0 50 100	
			183.5 / 51.5			40	
		Exploration completed at 51.5 feet.					
		Groundwater encountered at 32.0 feet.					
		Boring converted to groundwater monitoring well.					
55							
60							
65							
70							
75							
80							
85							
90							
95							
100						0 50 100	

DRILLED BY: 2-R Drilling, Inc. LOGGED BY: CC COMPLETED: 05/01/17

BORING METHOD: mud rotary (see document text) BORING BIT DIAMETER: 4 1/2 inches

BORING LOG SOTOCAPT-1-01-B1_3.GPJ GEODESIGN.GDT PRINT DATE: 7/20/18:RC:KT

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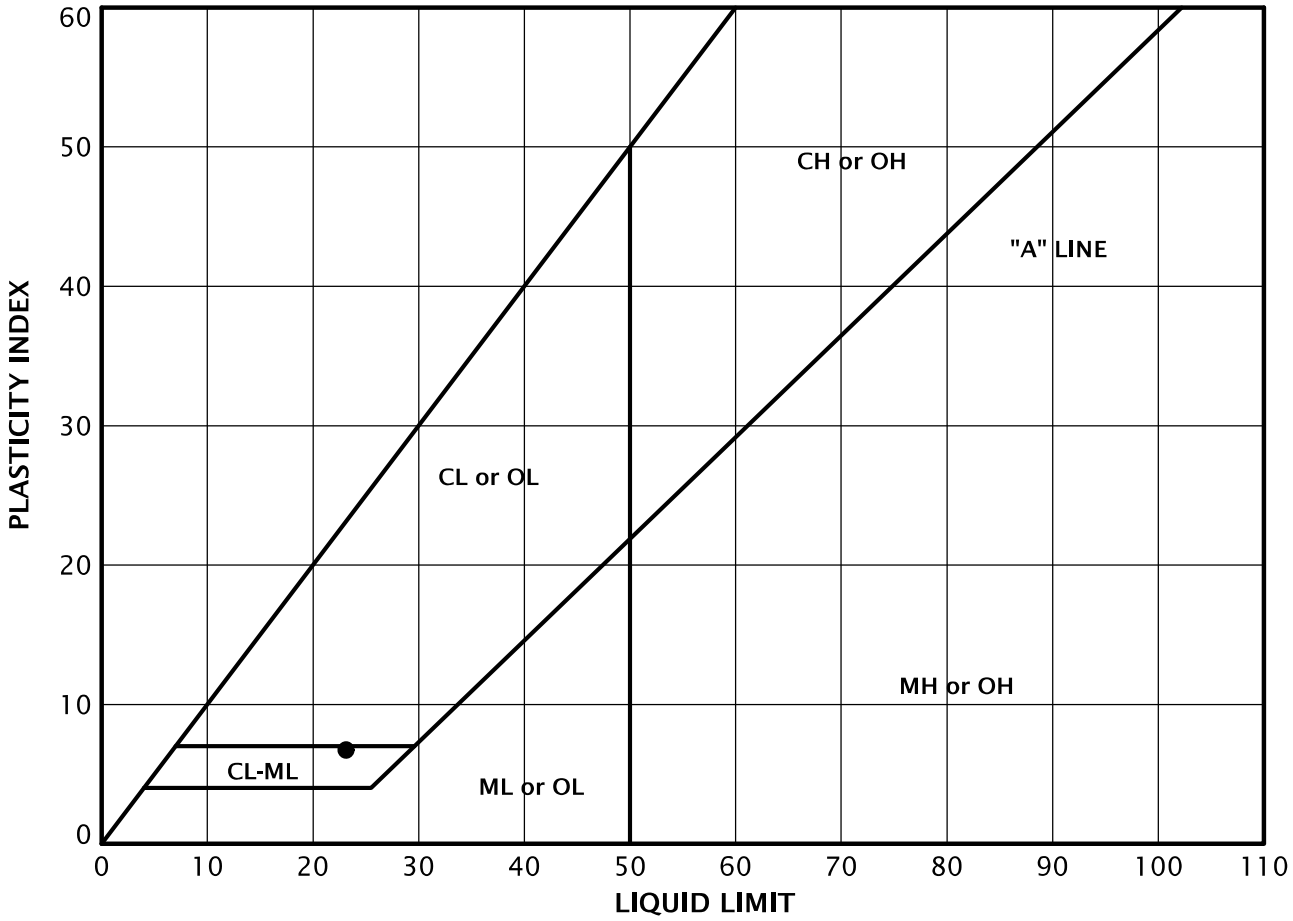
BORING B-3
(continued)

JULY 2018

PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE A-3



KEY	EXPLORATION NUMBER	SAMPLE DEPTH (FEET)	MOISTURE CONTENT (PERCENT)	LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX
●	B-2	90.0	11	23	16	7

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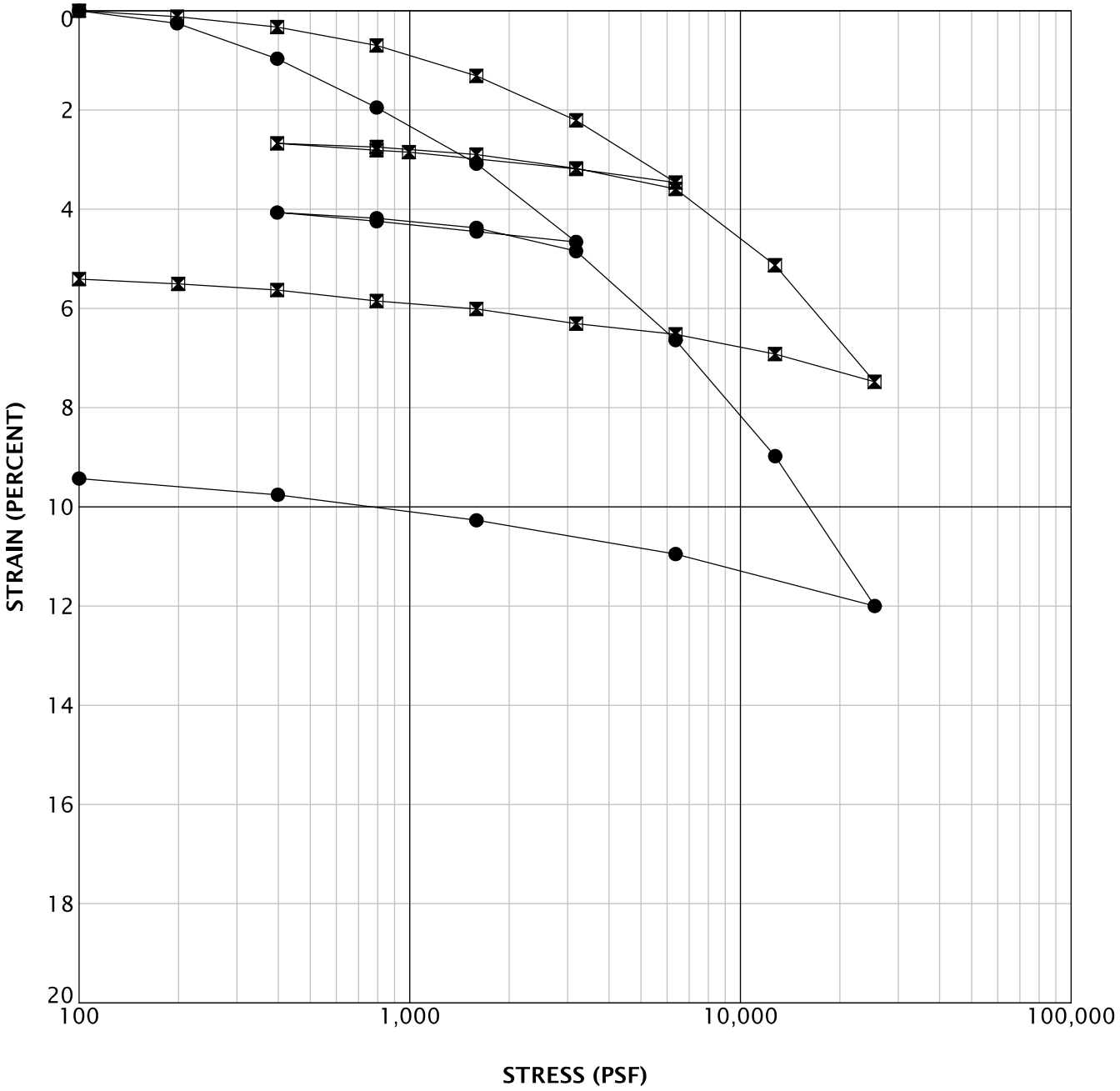
ATTERBERG LIMITS TEST RESULTS

JULY 2018

PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE A-4



KEY	EXPLORATION NUMBER	SAMPLE DEPTH (FEET)	MOISTURE CONTENT (PERCENT)	DRY DENSITY (PCF)
●	B-1	35.0	17	113
⊠	B-1	45.0	11	123

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CONSOLIDATION TEST RESULTS

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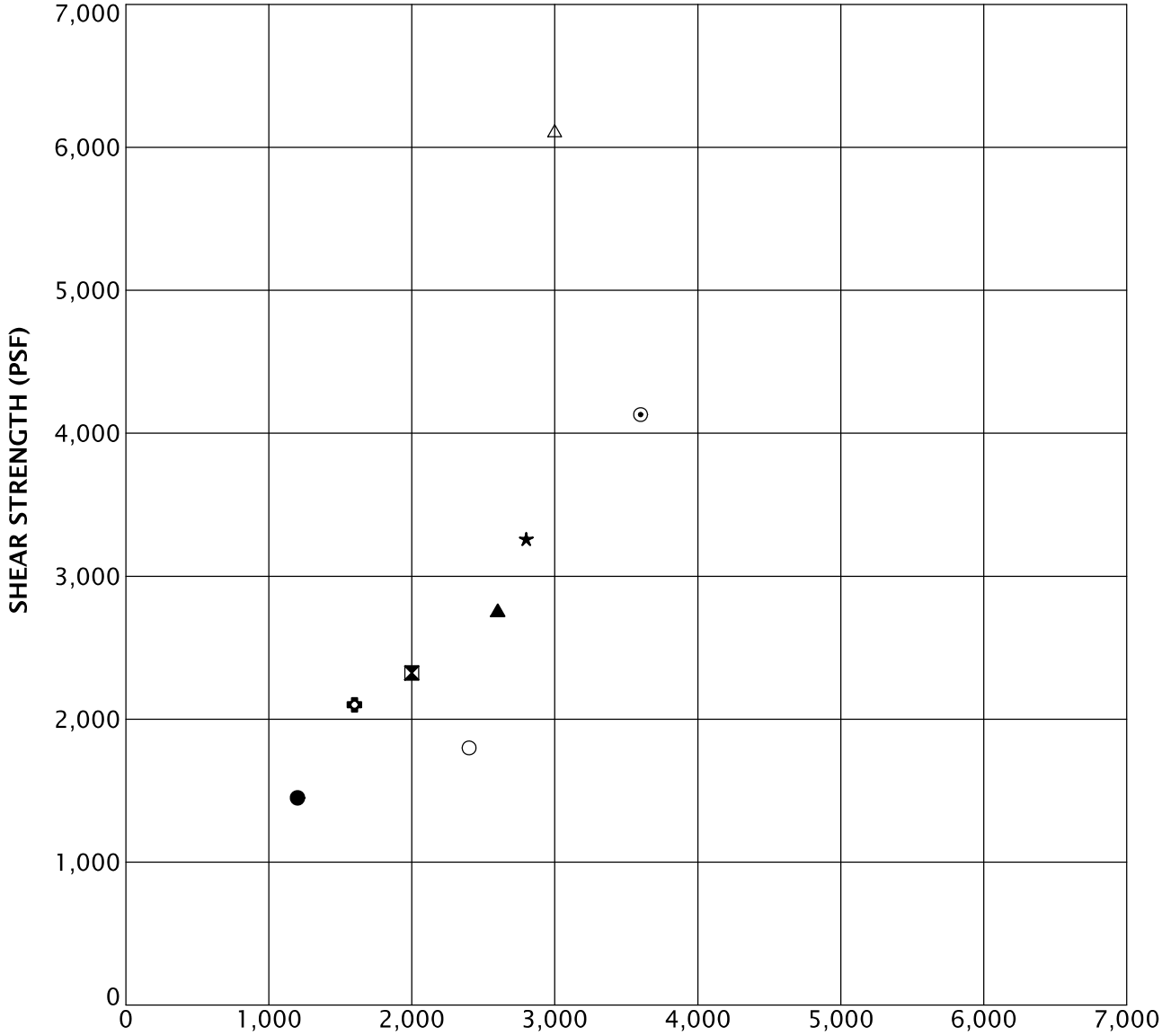
PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE A-5



KEY	EXPLORATION NUMBER	SAMPLE DEPTH (FEET)	MOISTURE CONTENT (PERCENT)	DRY DENSITY (PCF)	SOAKED
●	B-1	10.0	6	104	YES
⊠	B-1	20.0	10	119	YES
▲	B-1	25.0	6	125	YES
★	B-1	35.0	6	131	YES
⊙	B-1	45.0	11	126	YES
✿	B-2	15.0	12	124	YES
○	B-2	25.0	6	118	YES
△	B-2	35.0	7	123	YES

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DIRECT SHEAR TEST RESULTS

JULY 2018

PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE A-6

SAMPLE INFORMATION			MOISTURE CONTENT (PERCENT)	DRY DENSITY (PCF)	SIEVE			ATTERBERG LIMITS		
EXPLORATION NUMBER	SAMPLE DEPTH (FEET)	ELEVATION (FEET)			GRAVEL (PERCENT)	SAND (PERCENT)	P200 (PERCENT)	LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX
B-1	10.0	225.0	6	104						
B-1	20.0	215.0	10	119						
B-1	25.0	210.0	6	125						
B-1	30.0	205.0	12				20			
B-1	35.0	200.0	17	113			25			
B-1	40.0	195.0	16				23			
B-1	45.0	190.0	11	123			35			
B-1	80.0	155.0	8				25			
B-1	100.0	135.0	10							
B-2	15.0	240.0	12	124						
B-2	25.0	230.0	6	118						
B-2	30.0	225.0	11				30			
B-2	35.0	220.0	7	123						
B-2	50.0	205.0	13				29			
B-2	60.0	195.0	4				17			
B-2	90.0	165.0	12				40	23	16	7
B-3	2.5	232.5	7	107						
B-3	5.0	230.0	7	121						
B-3	10.0	225.0	4	107						
B-3	12.5	222.5	10				29			
B-3	15.0	220.0	9							
B-3	17.5	217.5	10				30			
B-3	20.0	215.0	10	120						
B-3	22.5	212.5	7				23			
B-3	25.0	210.0	6	132						
B-3	27.5	207.5	7				20			
B-3	30.0	205.0	8	114						

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JULY 2018

SUMMARY OF LABORATORY DATA

PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE A-7

SAMPLE INFORMATION			MOISTURE CONTENT (PERCENT)	DRY DENSITY (PCF)	SIEVE			ATTERBERG LIMITS		
EXPLORATION NUMBER	SAMPLE DEPTH (FEET)	ELEVATION (FEET)			GRAVEL (PERCENT)	SAND (PERCENT)	P200 (PERCENT)	LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX
B-3	35.0	200.0	13							
B-3	40.0	195.0	16							
B-3	45.0	190.0	15							
B-3	50.0	185.0	16							

GEODESIGN INC
2121 S Towne Centre Place - Suite 104
Anaheim CA 92806
714.634.3701 www.geodesigninc.com

SOTOCAPT-1-01

JULY 2018

SUMMARY OF LABORATORY DATA
(continued)

PROPOSED MIXED-USE DEVELOPMENT
WEST HOLLYWOOD, CA

FIGURE A-7

APPENDIX B

SUMMARY

OF

CONE PENETRATION TEST DATA

Project:

8555 Santa Monica Blvd.
W. Hollywood, CA
August 5, 2010

Prepared for:

Mr. Chris Zadoorian
GeoDesign, Inc.
2121 S. Town Centre Place, Ste 130
Anaheim, CA 92806
Office (714) 634-3701 / Fax (714) 634-3711

Prepared by:

KEHOE TESTING & ENGINEERING
5415 Industrial Drive
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Office (714) 901-7270 / Fax (714) 901-7289

TABLE OF CONTENTS

SUMMARY

OF

CONE PENETRATION TEST DATA

1. INTRODUCTION

This report presents the results of a Cone Penetration Test (CPT) program carried out for the project located at 8555 Santa Monica Blvd. in W. Hollywood, California. The work was performed by Kehoe Testing & Engineering (KTE) on August 5, 2010. The scope of work was performed as directed by GeoDesign, Inc. personnel.

2. SUMMARY OF FIELD WORK

The fieldwork consisted of performing CPT soundings at three locations to determine the soil lithology. The groundwater measurements were taken in the open CPT hole approximately 10 minutes after completion of CPT. The following **TABLE 2.1** summarizes the CPT soundings performed:

LOCATION	DEPTH OF CPT (ft)	COMMENTS/NOTES:
CPT-1	60	
CPT-2	75	
CPT-3	60	

TABLE 2.1 - Summary of CPT Soundings

3. FIELD EQUIPMENT & PROCEDURES

The CPT soundings were carried out by **KTE** using an integrated electronic cone system manufactured by Vertek. The CPT soundings were performed in accordance with ASTM standards (D5778). The cone penetrometers were pushed using a 30-ton CPT rig. The cone used during the program was a 15 cm^2 cone and recorded the following parameters at approximately 2.5 cm depth intervals:

- Cone Resistance (qc)
- Sleeve Friction (fs)
- Dynamic Pore Pressure (u)
- Inclination
- Penetration Speed
- Pore Pressure Dissipation (at selected depths)

The above parameters were recorded and viewed in real time using a portable computer and stored on a diskette for future analysis and reference. A complete set of baseline readings was taken prior to each sounding to determine temperature shifts and any zero load offsets. Monitoring base line readings ensures that the cone electronics are operating properly.

4. CONE PENETRATION TEST DATA & INTERPRETATION

The Cone Penetration Test data is presented in graphical form in the attached Appendix. Penetration depths are referenced to ground surface. The soil classification on the CPT plots is derived from the CPT Classification Chart (Robertson, 1986) and presents major soil lithologic changes. The stratigraphic interpretation is based on relationships between cone resistance (qc), sleeve friction (fs), and penetration pore pressure (u). The friction ratio (Rf), which is sleeve friction divided by cone resistance, is a calculated parameter that is used to infer soil behavior type. Generally, cohesive soils (clays) have high friction ratios, low cone resistance and generate excess pore water pressures. Cohesionless soils (sands) have lower friction ratios, high cone bearing and generate little (or negative) excess pore water pressures.

Output from the interpretation program CPTINT provides averaged CPT data over one-foot intervals. The CPTINT output includes Soil Classification Zones, SPT N Values and Undrained Shear Strength (Su). A summary of the equations used for the tabulated parameters is provided in the CPTINT Correlation Table in the Appendix.

The interpretation of soils encountered on this project was carried out using correlations developed by Robertson et al, 1986. It should be noted that it is not always possible to clearly identify a soil type based on qc, fs and u. In these situations, experience, judgment and an assessment of the pore pressure data should be used to infer the soil behavior type.

If you have any questions regarding this information, please do not hesitate to call our office at (714) 901-7270.

Sincerely,

KEHOE TESTING & ENGINEERING

Richard W. Koester, Jr.
General Manager

08/11/10-at-7-0282-2

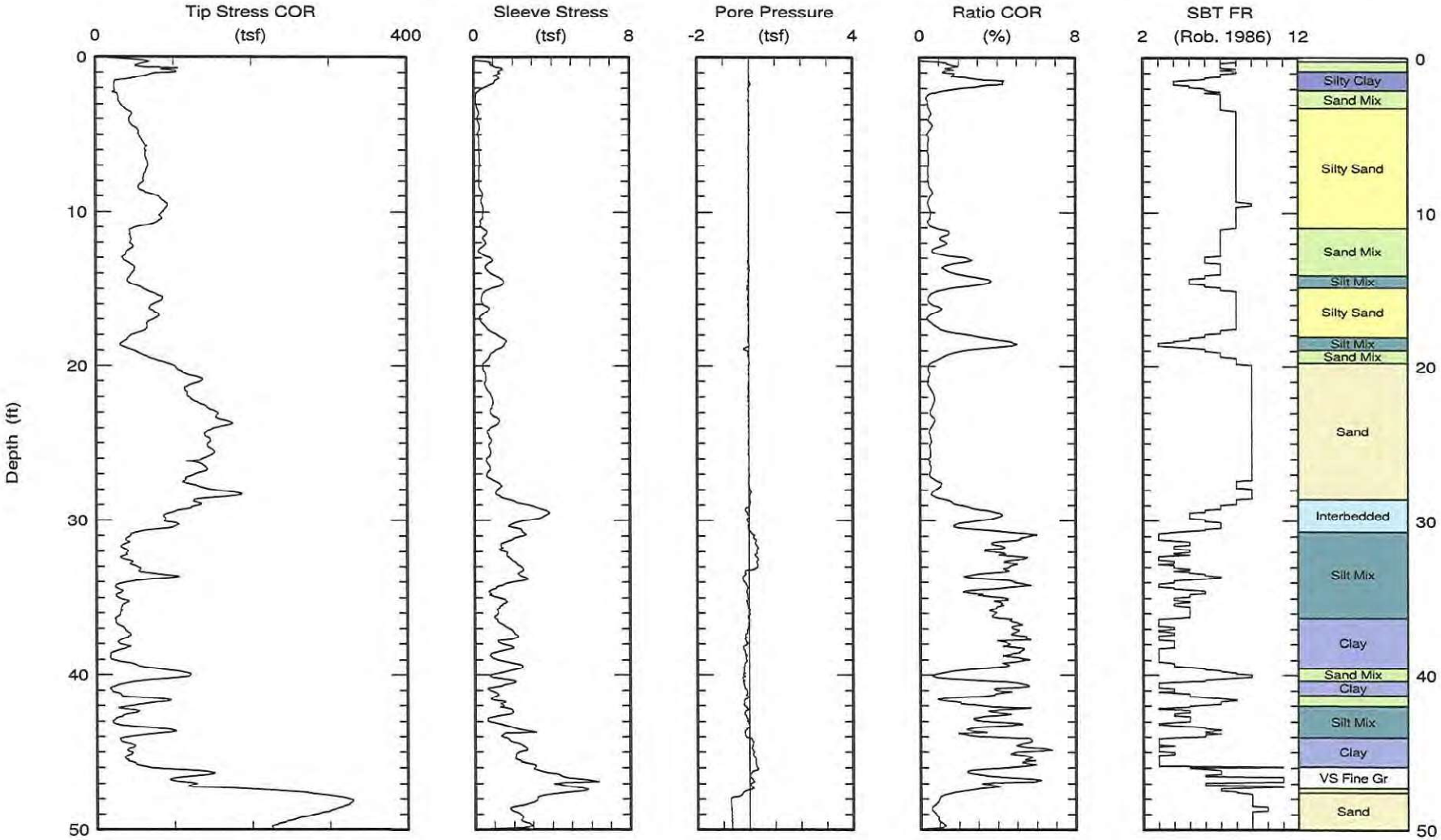
APPENDIX

Kehoe Testing & Engineering
Office: (714) 901-7270
Fax: (714) 901-7289
rich@kehoetesting.com
www.kehoetesting.com

CPT Data
30 ton rig

Date: 05/Aug/2010
Test ID: CPT-1
Project: Hollywood

Customer: GeoDesign, Inc.
Job Site: 8555 Santa Monica Blvd



Maximum depth: 60.22 (ft)

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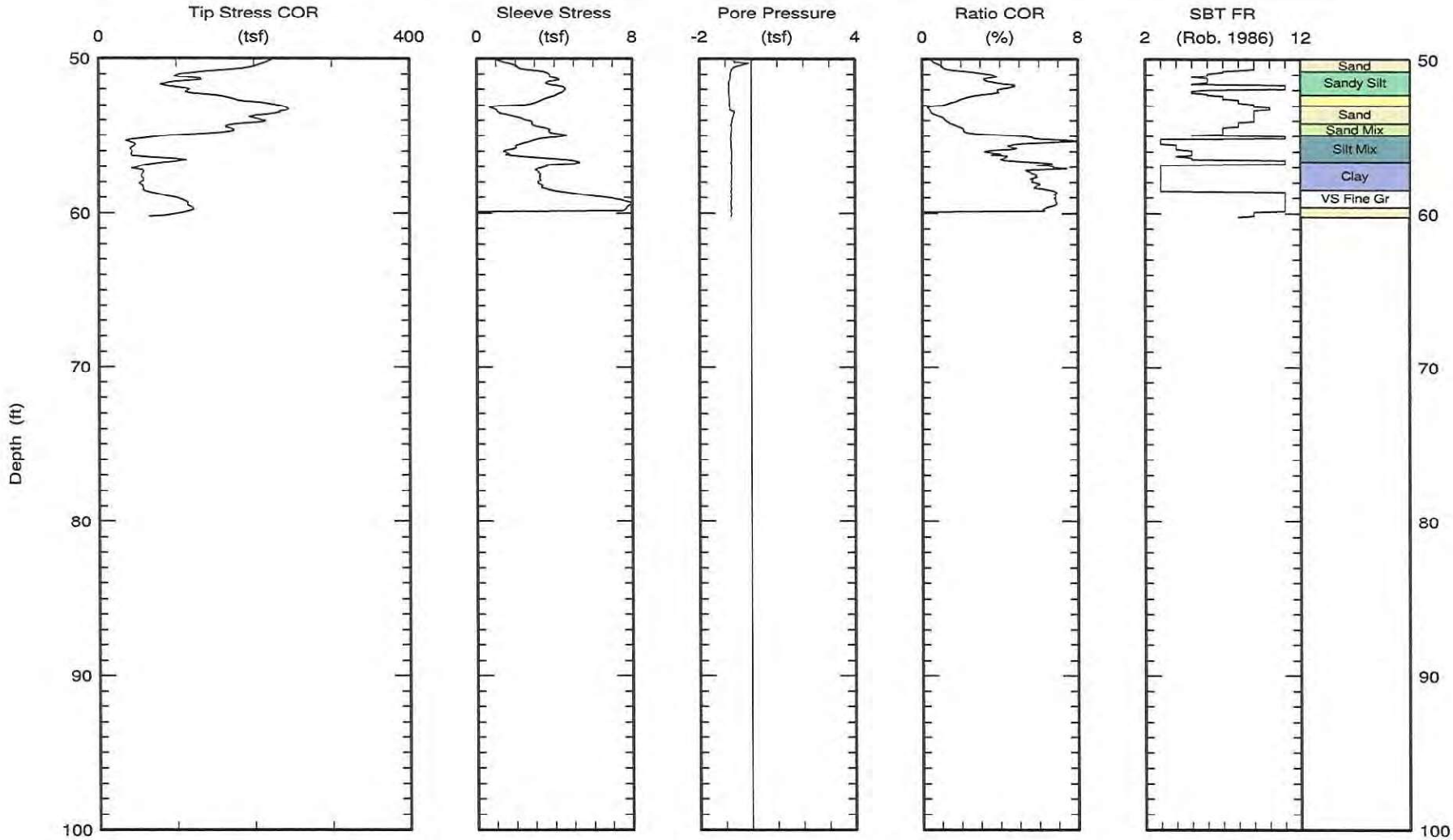
CPT Data
30 ton rig

Date: 05/Aug/2010
Test ID: CPT-1
Project: Hollywood

Customer: GeoDesign, Inc.
Job Site: 8555 Santa Monica Blvd



Maximum depth: 60.22 (ft)

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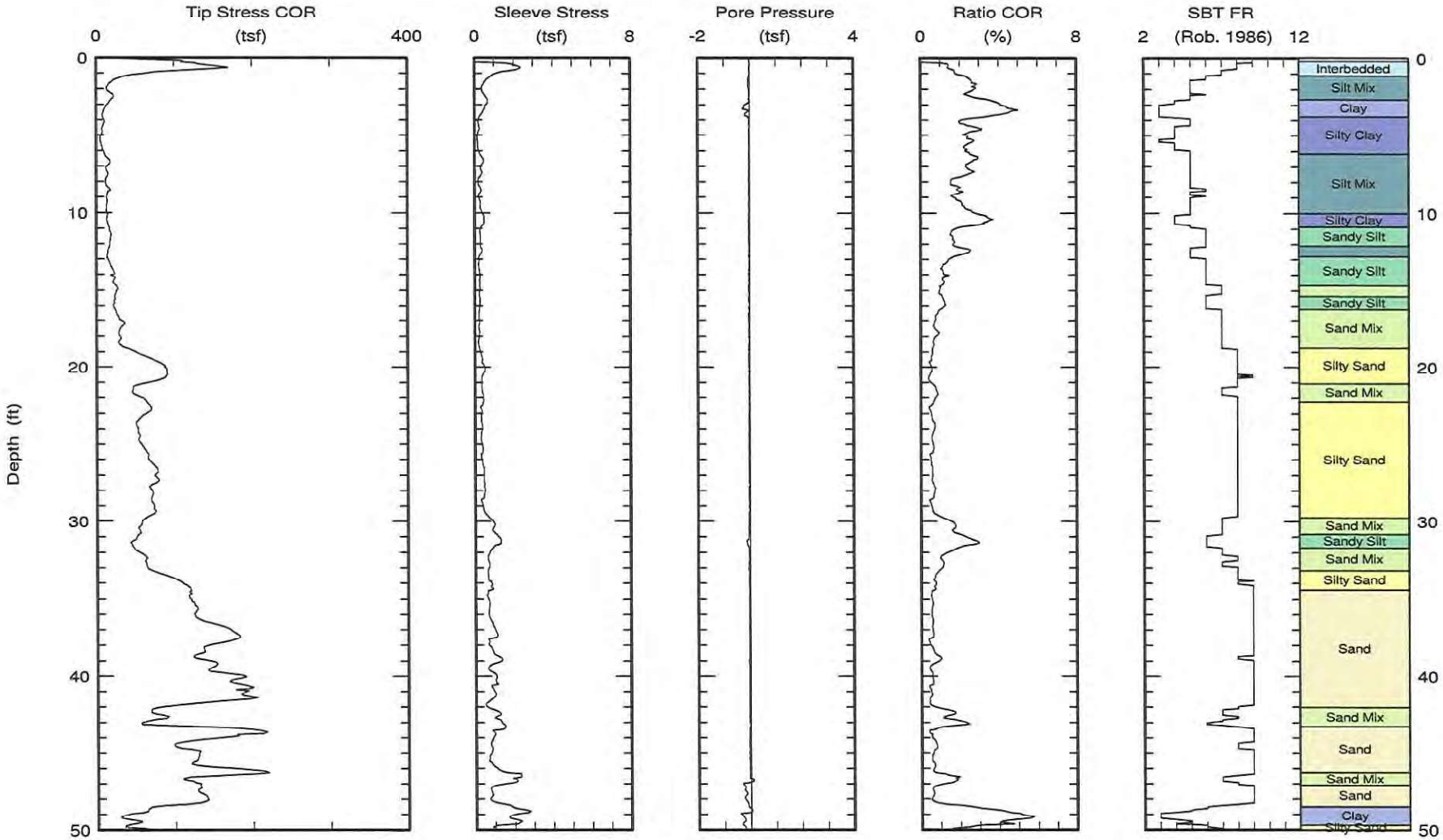
CPT Data
30 ton rig

Date: 05/Aug/2010
Test ID: CPT-2
Project: Hollywood

Customer: GeoDesign, Inc.
Job Site: 8555 Santa Monica Blvd



Maximum depth: 75.12 (ft)

Test ID: CI

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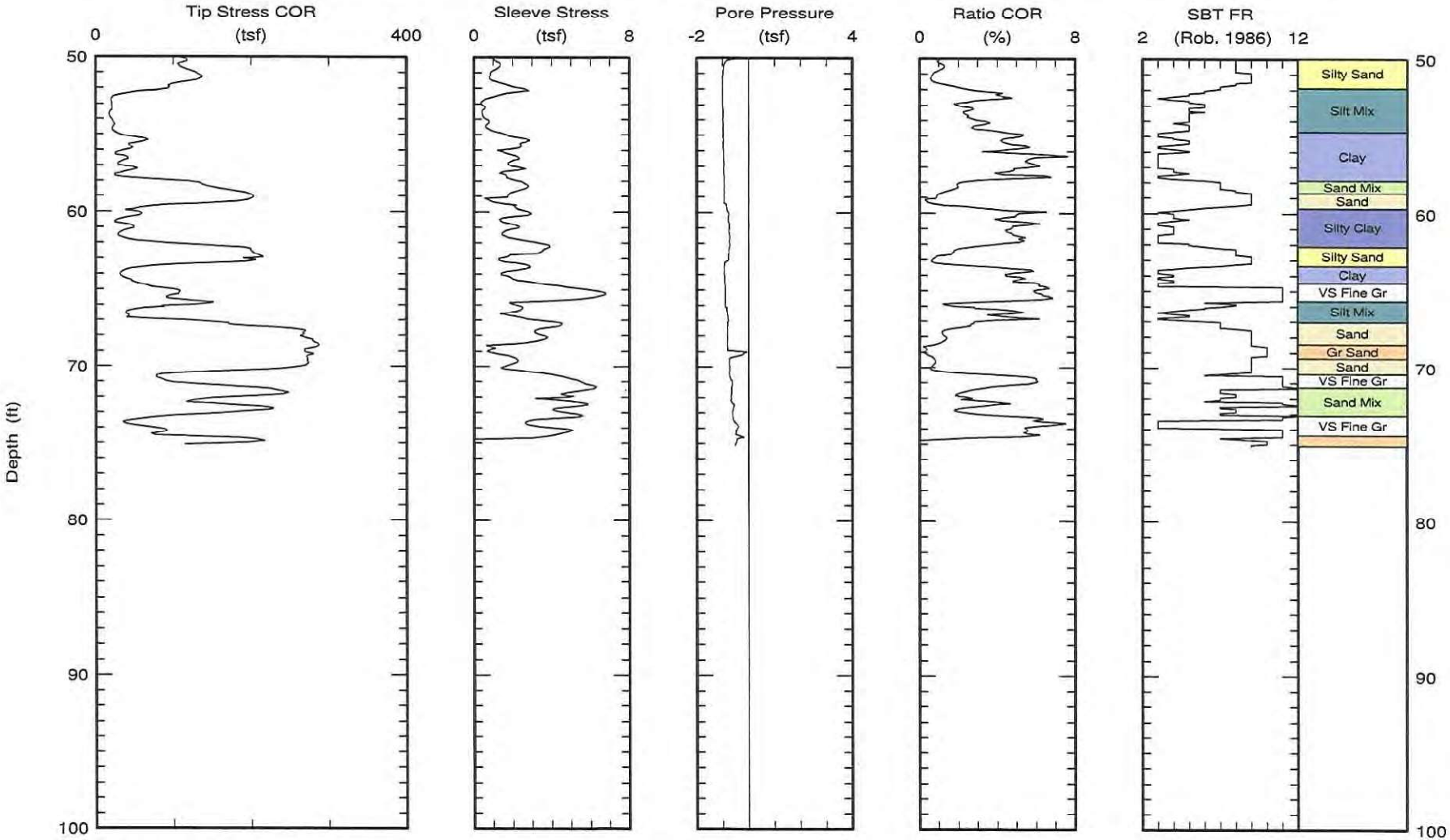
www.kehoetesting.com

CPT Data
30 ton rig

Date: 05/Aug/2010
Test ID: CPT-2
Project: Hollywood

Customer: GeoDesign, Inc.
Job Site: 8555 Santa Monica Blvd



Maximum depth: 75.12 (ft)

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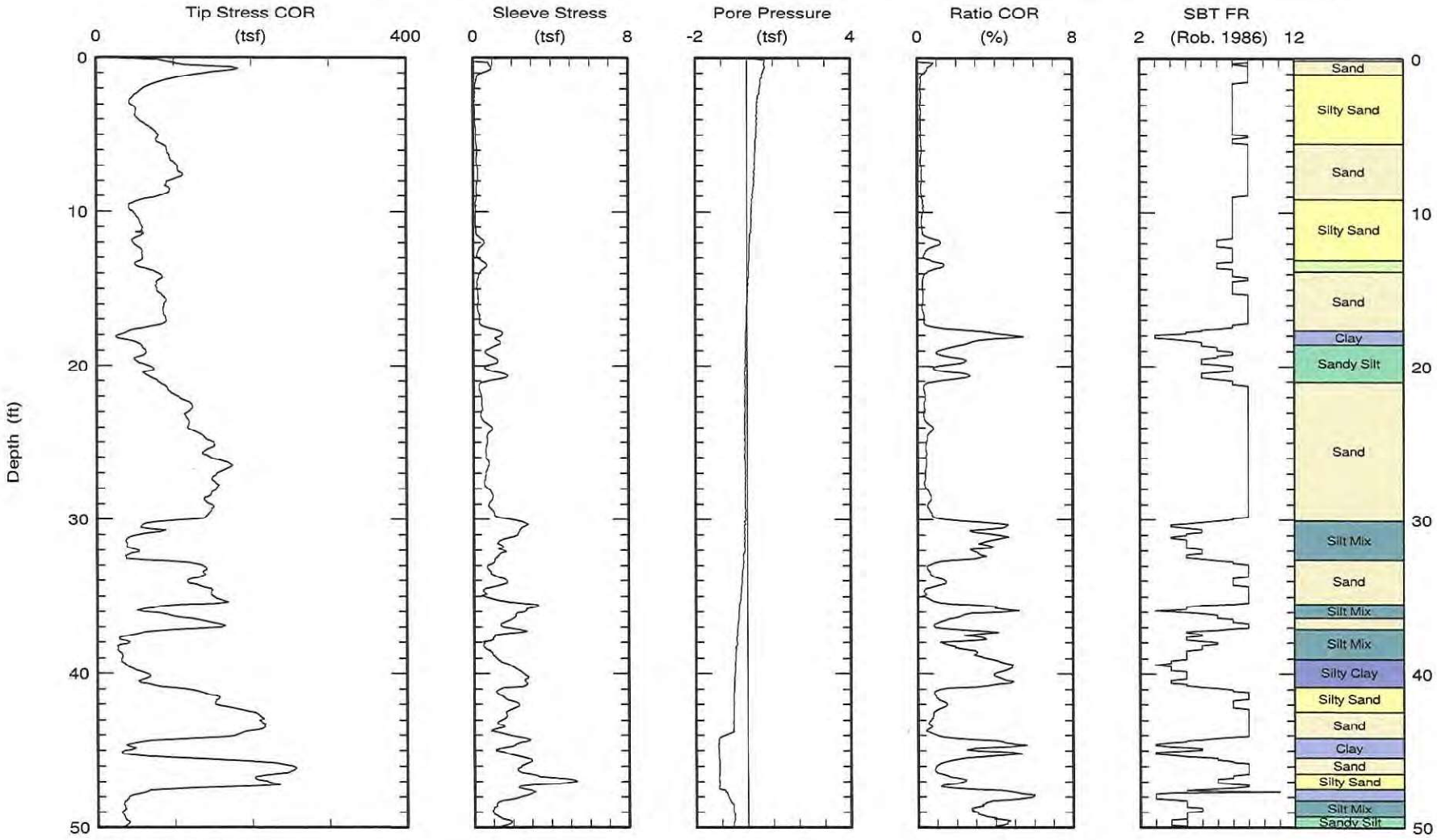
CPT Data
30 ton rig

Date: 05/Aug/2010
Test ID: CPT-3
Project: Hollywood

Customer: GeoDesign, Inc.
Job Site: 8555 Santa Monica Blvd



Maximum depth: 60.27 (ft)

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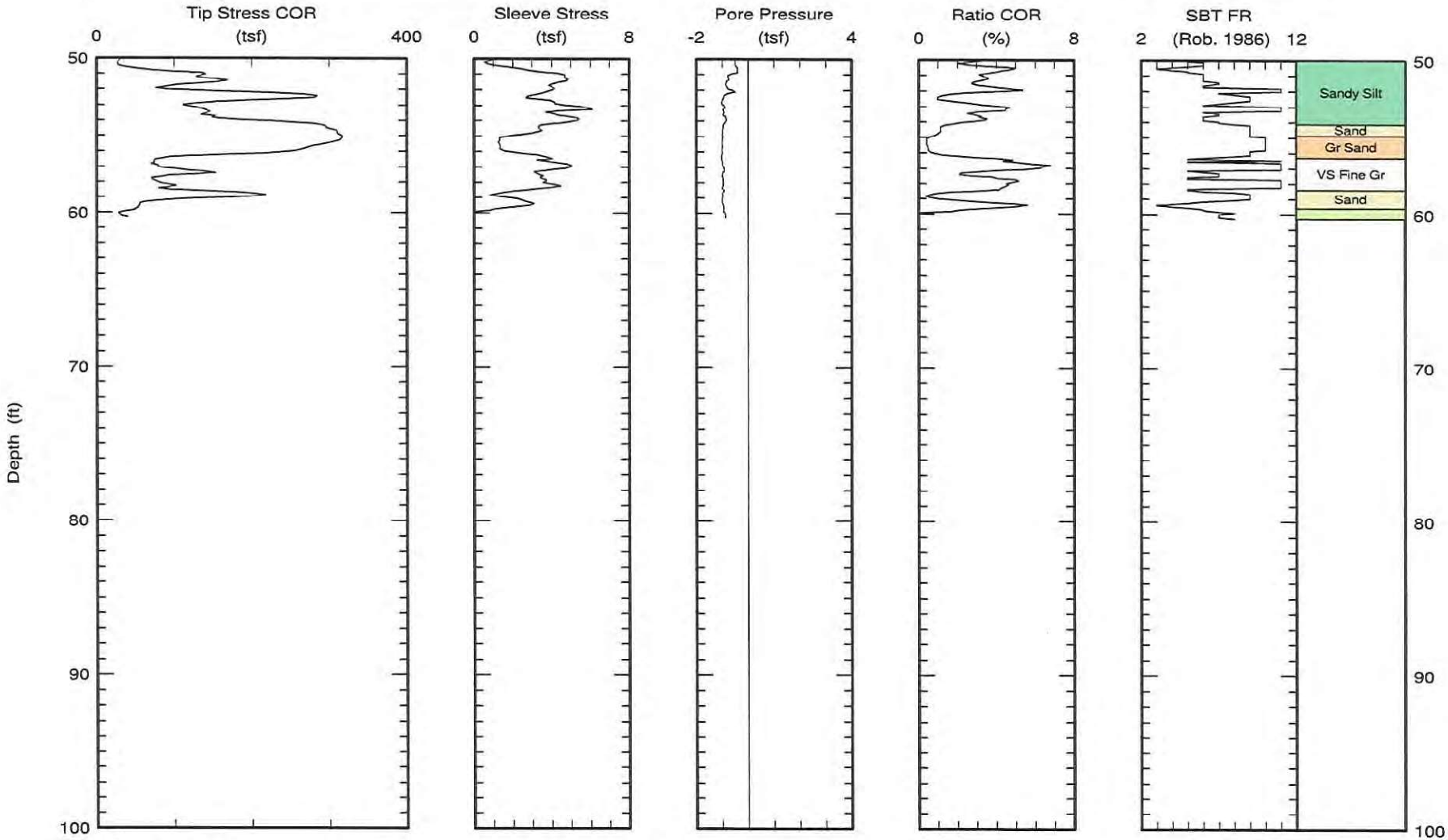
www.kehoetesting.com

CPT Data
30 ton rig

Date: 05/Aug/2010
Test ID: CPT-3
Project: Hollywood

Customer: GeoDesign, Inc.
Job Site: 8555 Santa Monica Blvd



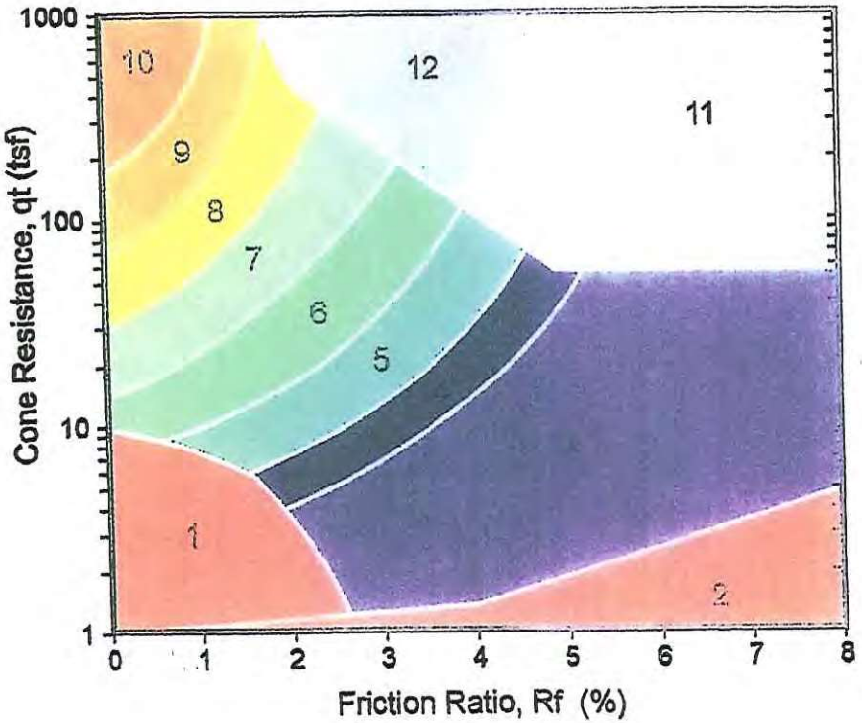
Maximum depth: 60.27 (ft)

Test ID: CI

KEHOE TESTING & ENGINEERING

CPT Classification Chart

(after Robertson and Campanella, 1988)



Zone		q_t / N	Soil Behavior Type	UCSCS
1		2	sensitive fine grained	OL-OH
2		1	organic material	Pt-OH
3		1	clay	CH
4		1.5	silty clay to clay	CL-CH
5		2	clayey silt to silty clay	ML-CL
6		2.5	sandy silt to clayey silt	MH-ML
7		3	silty sand to sandy silt	SM-ML
8		4	sand to silty sand	SP-SM
9		5	sand	SP
10		6	gravelly sand to sand	SW-SP
11		1	very stiff fine grained *	CL-MH
12		2	sand to clayey sand *	SP-SC

* overconsolidated or cemented

INPUT FILE: C:\temp\CPT-1.CSV

Depth (feet)	Qc(avg) (TSF)	Fs(avg) (TSF)	Rf (%)	Rf Zone (zone #)	Spt N (blow/ft)	Spt N1 (blow/ft)	Su (TSF)
0.500	72.150	0.929	1.288	7	23	35	9E9
1.500	39.802	1.056	2.653	6	15	23	2.648
2.500	28.788	0.168	0.582	7	9	14	9E9
3.500	41.830	0.221	0.527	7	13	20	9E9
4.500	50.202	0.270	0.538	8	12	18	9E9
5.500	61.490	0.278	0.451	8	15	23	9E9
6.500	65.845	0.304	0.462	8	16	24	9E9
7.500	64.262	0.289	0.450	8	15	23	9E9
8.500	61.207	0.353	0.577	8	15	23	9E9
9.500	88.020	0.444	0.504	8	21	32	9E9
10.500	77.081	0.422	0.548	8	18	25	9E9
11.500	45.035	0.591	1.313	7	14	18	9E9
12.500	42.050	0.473	1.125	7	13	16	9E9
13.500	45.652	0.788	1.725	7	15	17	9E9
14.500	47.733	1.317	2.758	6	18	20	3.123
15.500	78.268	0.476	0.608	8	19	20	9E9
16.500	75.345	0.571	0.757	8	18	18	9E9
17.500	65.090	0.612	0.941	8	16	15	9E9
18.500	39.102	1.483	3.793	5	19	17	2.530
19.500	69.183	0.799	1.155	8	17	15	9E9
20.500	117.936	0.555	0.470	9	23	19	9E9
21.500	118.913	0.717	0.603	9	23	18	9E9
22.500	138.887	0.927	0.668	9	27	21	9E9
23.500	163.097	1.114	0.683	9	31	23	9E9
24.500	144.867	0.797	0.550	9	28	20	9E9
25.500	147.578	0.793	0.538	9	28	20	9E9
26.500	136.413	0.733	0.538	9	26	18	9E9
27.500	123.418	1.066	0.863	8	30	21	9E9
28.500	155.492	1.518	0.976	9	30	21	9E9
29.500	105.282	3.491	3.316	6	40	27	6.897
30.500	83.825	2.301	2.745	6	32	21	5.463
31.500	39.433	1.735	4.393	4	25	16	2.502
32.500	42.072	1.978	4.695	4	27	18	2.674
33.500	70.270	2.476	3.524	5	34	22	4.545
34.500	29.440	1.116	3.793	5	14	9	1.819
35.500	35.107	1.409	4.013	4	22	14	2.194
36.500	28.993	1.298	4.475	4	19	12	1.782
37.500	37.963	1.910	5.032	3	36	22	2.375
38.500	27.903	1.369	4.912	3	27	16	1.699
39.500	67.377	1.901	2.822	6	26	15	4.327
40.500	62.995	1.372	2.179	6	24	14	4.029
41.499	51.673	1.181	2.286	6	20	12	3.272
42.499	35.375	1.394	3.943	5	17	10	2.181
43.499	64.128	1.840	2.869	6	25	14	4.094
44.499	40.478	2.260	5.580	3	39	22	2.516
45.499	46.345	2.475	5.335	3	44	24	2.904
46.499	117.367	4.425	3.770	6	45	25	7.634
47.499	222.862	4.581	2.056	8	53	29	9E9
48.499	315.613	2.456	0.778	9	60	32	9E9
49.499	249.848	2.563	1.026	9	48	25	9E9

INPUT FILE: C:\temp\CPT-1.CSV

Depth (feet)	Qc(avg) (TSF)	Fs(avg) (TSF)	Rf (%)	Rf Zone (zone #)	Spt N (blow/ft)	Spt N1 (blow/ft)	Su (TSF)
50.499	193.208	2.019	1.045	9	37	19	9E9
51.499	103.495	3.930	3.803	5	49	25	6.675
52.499	163.147	3.676	2.256	7	52	27	9E9
53.499	223.227	1.506	0.675	9	43	22	9E9
54.499	164.847	3.516	2.135	7	53	27	9E9
55.499	47.705	2.583	5.432	3	46	23	2.940
56.499	68.240	3.413	5.012	11	65	33	9E9
57.499	55.337	3.235	5.861	3	53	27	3.441
58.499	64.852	4.212	6.509	11	62	31	9E9
59.499	114.350	7.614	6.667	11	109	55	9E9
60.499	85.550	0.000	0.000	9	9E9	9E9	9E9

INPUT FILE: C:\temp\CPT-2.CSV

Depth (feet)	Qc(avg) (TSF)	Fs(avg) (TSF)	Rf (%)	Rf Zone (zone #)	Spt N (blow/ft)	Spt N1 (blow/ft)	Su (TSF)
0.500	118.810	1.507	1.269	8	28	42	9E9
1.500	23.622	0.596	2.525	6	9	14	1.568
2.500	19.090	0.586	3.068	5	9	14	1.262
3.500	10.065	0.405	4.029	3	10	15	0.655
4.500	8.993	0.223	2.482	4	6	9	0.581
5.500	7.132	0.175	2.453	4	5	8	0.453
6.500	14.753	0.387	2.621	5	7	11	0.957
7.500	14.072	0.325	2.310	5	7	11	0.908
8.500	15.213	0.281	1.847	5	7	11	0.980
9.500	14.295	0.308	2.151	5	7	11	0.915
10.500	15.611	0.458	2.936	5	7	10	0.998
11.500	18.813	0.317	1.683	6	7	9	1.208
12.500	16.120	0.331	2.052	5	8	10	1.025
13.500	20.677	0.260	1.256	6	8	9	1.325
14.500	25.325	0.293	1.157	6	10	11	1.630
15.500	24.743	0.291	1.176	6	9	9	1.587
16.500	26.977	0.254	0.940	7	9	9	9E9
17.500	32.942	0.269	0.816	7	11	11	9E9
18.500	35.047	0.244	0.697	7	11	10	9E9
19.500	70.773	0.398	0.563	8	17	15	9E9
20.500	86.254	0.454	0.526	8	21	18	9E9
21.500	51.200	0.415	0.810	7	16	13	9E9
22.500	67.887	0.406	0.598	8	16	13	9E9
23.500	55.257	0.371	0.671	8	13	10	9E9
24.500	56.113	0.361	0.643	8	13	10	9E9
25.500	64.673	0.403	0.624	8	15	11	9E9
26.500	75.427	0.449	0.596	8	18	13	9E9
27.500	75.533	0.499	0.661	8	18	13	9E9
28.500	72.890	0.466	0.640	8	17	12	9E9
29.500	71.892	0.587	0.816	8	17	12	9E9
30.500	57.518	1.009	1.754	7	18	12	9E9
31.500	50.147	1.119	2.232	6	19	13	3.215
32.500	64.315	0.727	1.130	7	21	14	9E9
33.500	91.810	0.720	0.784	8	22	14	9E9
34.500	119.922	0.780	0.650	9	23	15	9E9
35.500	127.747	0.743	0.582	9	24	15	9E9
36.500	145.968	0.873	0.598	9	28	17	9E9
37.500	174.825	0.952	0.545	9	33	20	9E9
38.500	135.628	1.033	0.762	9	26	16	9E9
39.500	154.828	0.912	0.589	9	30	18	9E9
40.500	186.623	1.054	0.565	9	36	21	9E9
41.499	161.633	0.835	0.517	9	31	18	9E9
42.499	74.920	1.194	1.593	7	24	14	9E9
43.499	165.712	1.209	0.729	9	32	18	9E9
44.499	117.108	0.859	0.734	9	22	12	9E9
45.499	134.175	0.835	0.622	9	26	15	9E9
46.499	159.495	1.934	1.213	8	38	21	9E9
47.499	135.687	0.901	0.664	9	26	14	9E9
48.499	95.573	1.807	1.890	7	31	17	9E9
49.499	44.523	1.771	3.981	5	21	11	2.763

INPUT FILE: C:\temp\CPT-2.CSV

" Depth (feet)	Qc(avg) (TSF)	Fs(avg) (TSF)	Rf (%)	Rf Zone (zone #)	Spt N (blow/ft)	Spt N1 (blow/ft)	Su (TSF)
50.499	114.398	1.226	1.073	8	27	14	9E9
51.499	124.387	1.152	0.927	8	30	16	9E9
52.499	43.824	1.405	3.218	5	21	11	2.694
53.499	21.452	0.547	2.572	5	10	5	1.199
54.499	25.537	0.961	3.789	4	16	8	1.467
55.499	52.055	2.385	4.598	4	33	17	3.231
56.499	35.140	1.965	5.619	3	33	17	2.099
57.499	45.460	1.975	4.360	4	29	15	2.783
58.499	160.927	2.451	1.525	8	38	19	9E9
59.499	136.203	1.692	1.243	8	33	17	9E9
60.499	44.122	2.129	4.839	4	28	14	2.684
61.499	40.695	1.958	4.826	4	26	13	2.452
62.499	178.593	3.101	1.738	8	43	22	9E9
63.499	91.155	2.175	2.390	7	29	15	9E9
64.499	58.125	3.386	5.842	3	56	28	3.599
65.499	115.552	5.001	4.334	11	111	56	9E9
66.499	57.047	2.277	4.001	5	27	14	3.519
67.499	220.950	3.825	1.732	8	53	27	9E9
68.499	279.857	2.449	0.875	9	54	27	9E9
69.499	275.357	1.829	0.665	9	53	27	9E9
70.499	147.672	3.374	2.287	7	47	24	9E9
71.499	190.688	5.579	2.927	7	61	31	9E9
72.499	176.081	4.861	2.762	7	56	28	9E9
73.499	70.205	3.883	5.538	11	67	34	9E9
74.499	138.228	2.905	2.103	7	44	22	9E9

INPUT FILE: C:\temp\CPT-3.CSV

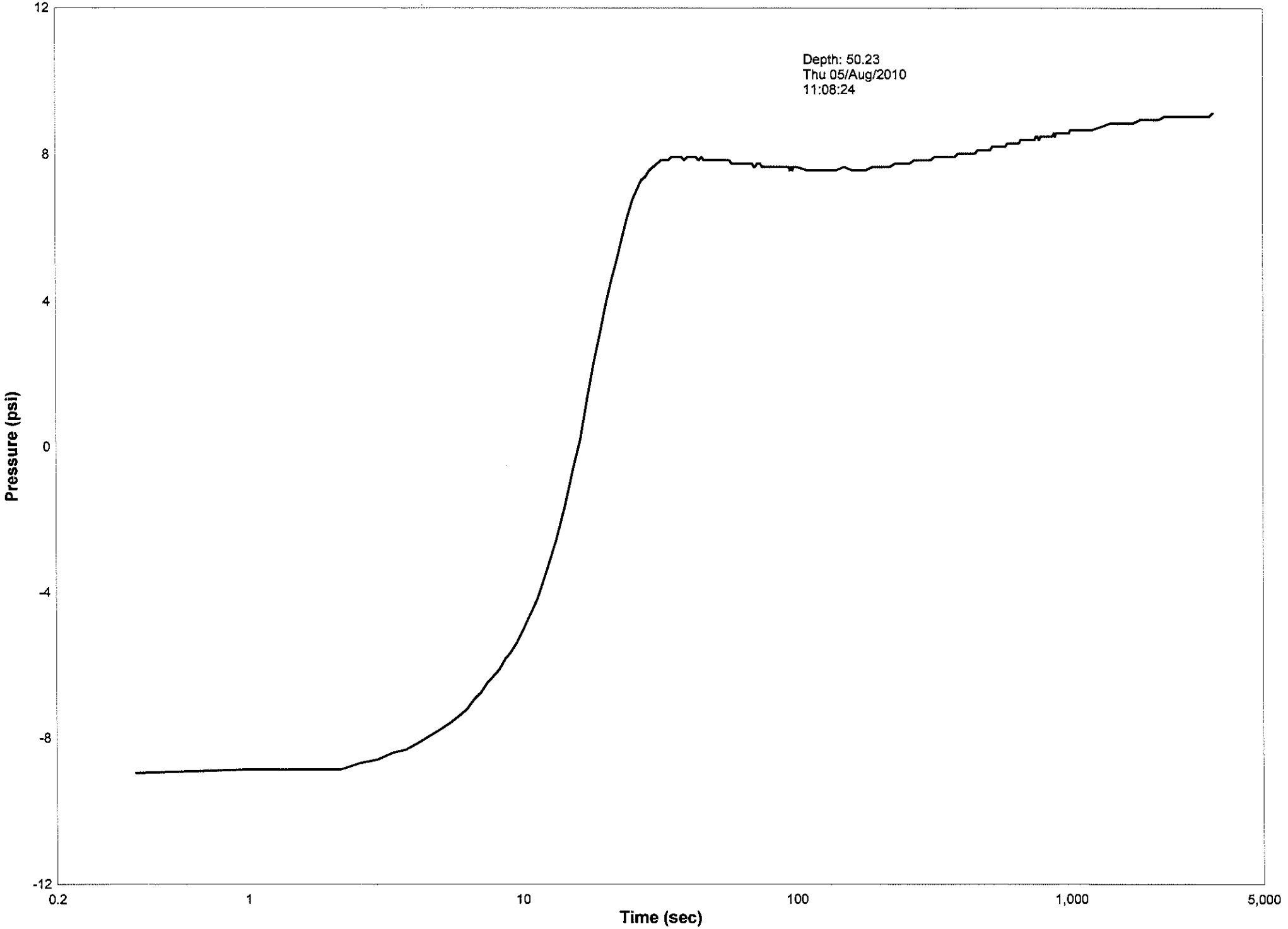
" Depth (feet)	Qc(avg) (TSF)	Fs(avg) (TSF)	Rf (%)	Rf Zone (zone #)	Spt N (blow/ft)	Spt N1 (blow/ft)	Su (TSF)
0.500	133.115	0.673	0.505	9	26	39	9E9
1.500	88.077	0.171	0.194	9	17	26	9E9
2.500	48.538	0.090	0.186	8	12	18	9E9
3.500	51.052	0.096	0.188	8	12	18	9E9
4.500	68.718	0.132	0.192	8	16	24	9E9
5.500	83.493	0.175	0.209	9	16	24	9E9
6.500	96.392	0.194	0.201	9	18	27	9E9
7.500	106.902	0.253	0.236	9	20	30	9E9
8.500	92.452	0.197	0.213	9	18	27	9E9
9.500	55.058	0.163	0.295	8	13	19	9E9
10.500	54.734	0.144	0.262	8	13	18	9E9
11.500	54.568	0.323	0.592	8	13	17	9E9
12.500	57.720	0.320	0.554	8	14	17	9E9
13.500	61.492	0.550	0.894	8	15	17	9E9
14.500	81.262	0.251	0.308	8	19	20	9E9
15.500	85.998	0.265	0.308	9	16	16	9E9
16.500	87.937	0.287	0.326	9	17	17	9E9
17.500	67.892	0.796	1.173	8	16	15	9E9
18.500	46.328	1.249	2.696	6	18	16	3.011
19.500	58.805	0.987	1.679	7	19	16	9E9
20.500	70.874	1.135	1.602	7	23	19	9E9
21.500	94.373	0.376	0.399	9	18	14	9E9
22.500	120.045	0.459	0.383	9	23	18	9E9
23.500	118.380	0.594	0.502	9	23	17	9E9
24.500	136.130	0.821	0.603	9	26	19	9E9
25.500	146.183	0.685	0.469	9	28	20	9E9
26.500	166.333	0.774	0.465	9	32	23	9E9
27.500	154.707	0.637	0.412	9	30	21	9E9
28.500	147.113	0.947	0.643	9	28	19	9E9
29.500	147.610	1.016	0.688	9	28	19	9E9
30.500	80.347	2.464	3.067	6	31	21	5.229
31.500	44.827	1.644	3.668	5	21	14	2.857
32.500	75.180	1.203	1.601	7	24	16	9E9
33.500	136.505	1.087	0.796	9	26	17	9E9
34.500	140.707	0.942	0.669	9	27	17	9E9
35.500	117.355	2.262	1.928	7	37	23	9E9
36.500	125.052	1.905	1.524	8	30	18	9E9
37.500	66.937	1.617	2.418	6	26	16	4.302
38.500	32.537	0.782	2.408	6	12	7	2.004
39.500	41.527	1.824	4.400	4	26	15	2.599
40.500	68.217	2.699	3.962	5	33	19	4.374
41.499	145.850	1.644	1.128	8	35	20	9E9
42.499	197.987	1.821	0.920	9	38	22	9E9
43.499	205.883	1.344	0.653	9	39	22	9E9
44.499	72.993	2.163	2.971	6	28	16	4.667
45.499	130.897	2.396	1.833	7	42	23	9E9
46.499	230.498	3.288	1.428	8	55	30	9E9
47.499	126.168	3.094	2.456	7	40	22	9E9
48.499	36.527	1.359	3.732	5	17	9	2.226
49.499	36.358	1.469	4.053	4	23	12	2.212

INPUT FILE: C:\temp\CPT-3.CSV

" Depth (feet)	Qc(avg) (TSF)	Fs(avg) (TSF)	Rf (%)	Rf Zone (zone #)	Spt N (blow/ft)	Spt N1 (blow/ft)	Su (TSF)
50.499	46.968	1.710	3.647	5	22	12	2.916
51.499	133.515	4.473	3.354	6	51	26	8.677
52.499	185.029	3.769	2.039	7	59	30	9E9
53.499	147.768	5.064	3.431	6	57	29	9.618
54.499	296.602	3.380	1.140	9	57	29	9E9
55.499	292.118	1.388	0.475	10	47	24	9E9
56.499	115.413	3.858	3.348	6	44	22	7.448
57.499	101.738	3.739	3.681	6	39	20	6.532
58.499	132.873	2.768	2.086	7	42	21	9E9
59.499	75.778	2.111	2.792	6	29	15	4.793
60.499	32.775	0.000	0.000	8	9E9	9E9	9E9

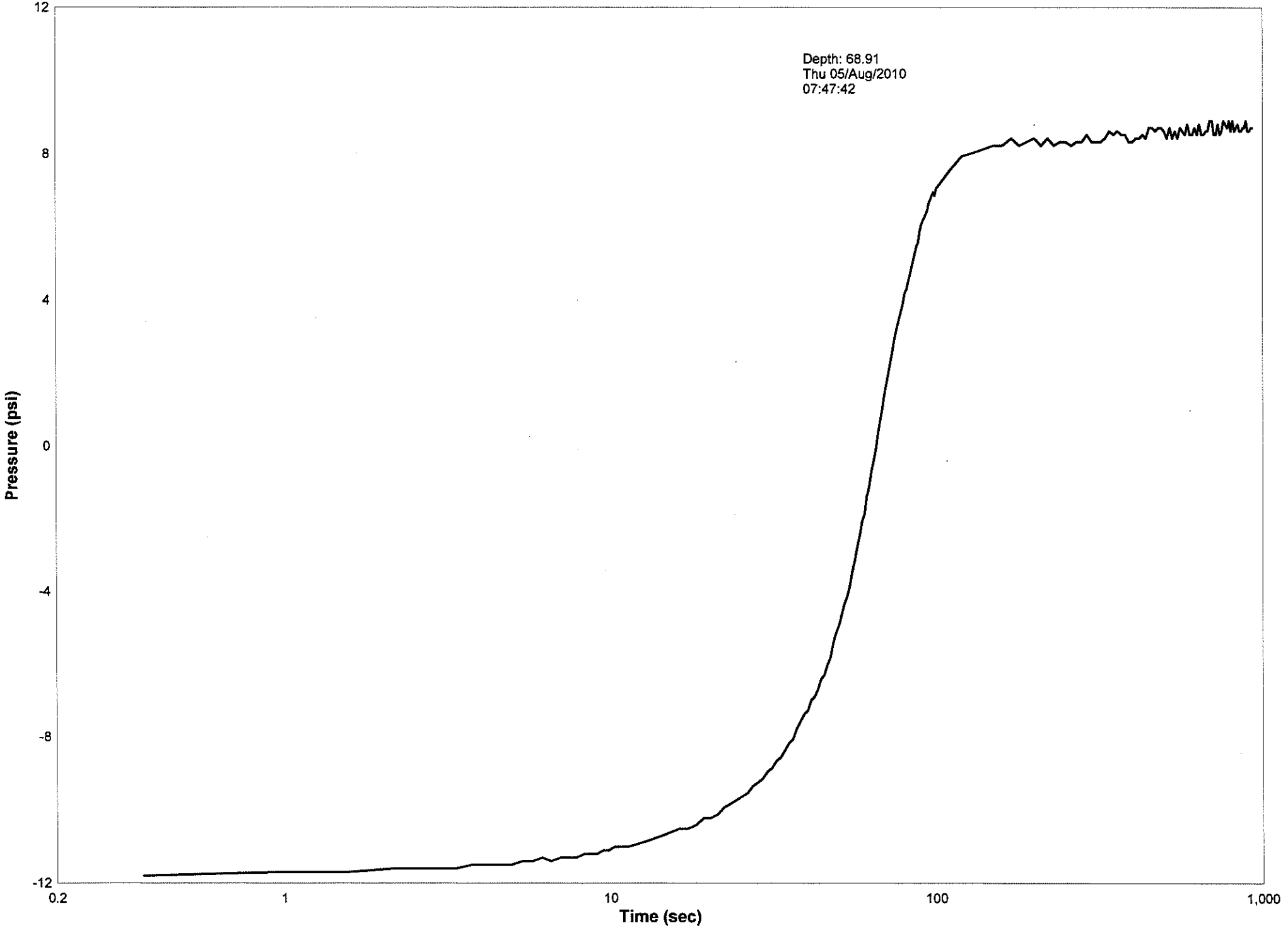
GeoDesign, Inc. CPT-1

Kehoe Testing



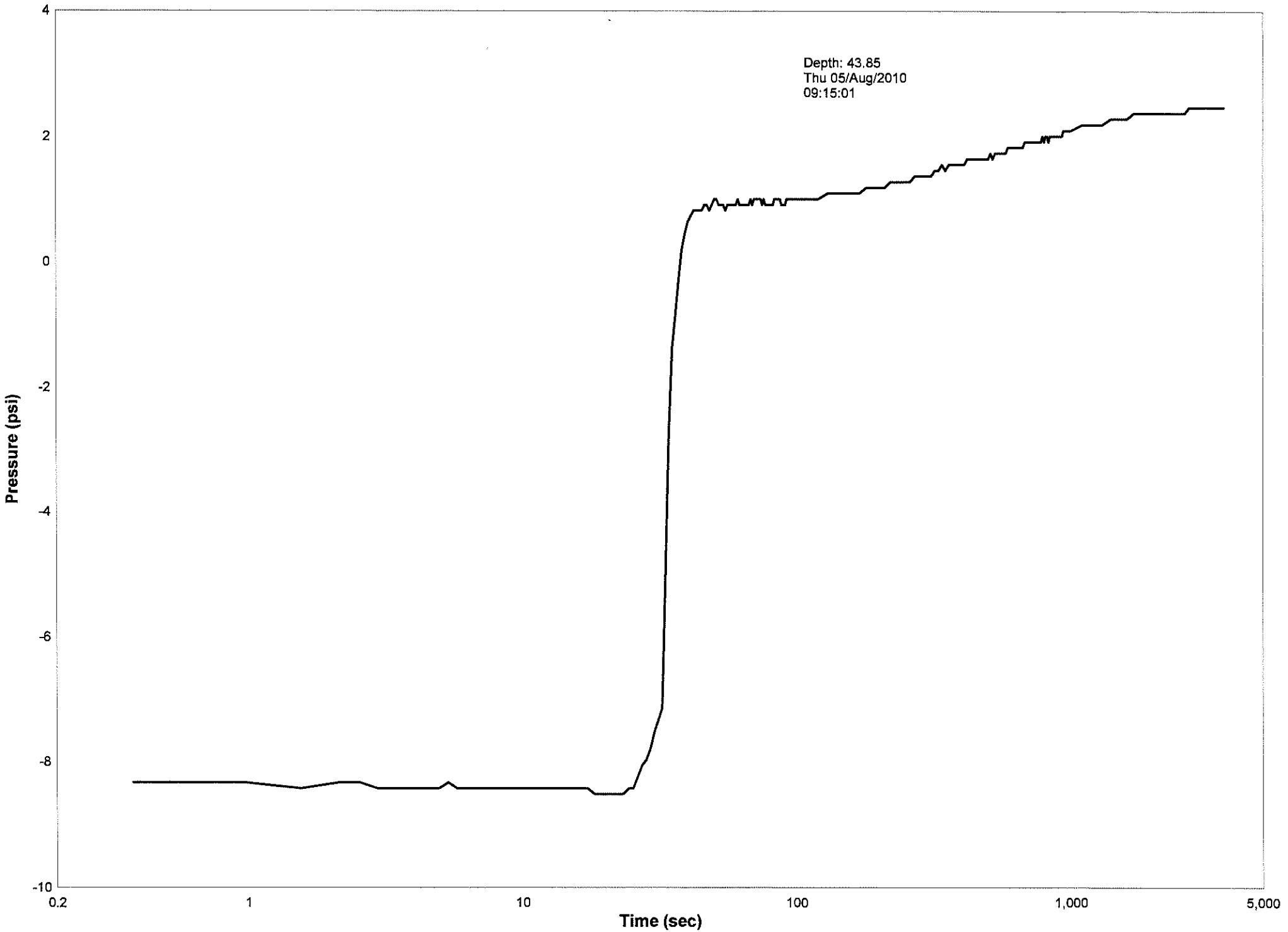
GeoDesign, Inc. CPT-2

Kehoe Testing



GeoDesign, Inc. CPT-3

Kehoe Testing



Program: CPTINT - CPT Cone Interpretation Program
Version: 5.2
Table File by: Dr. R. G. (DICK) Campanella, P.Eng.
Rev. Dated: April 3, 2002

Parameter	Methods	Refer. Number	Valid Soil Type	Valid Zone
Depth average see NOTE #1	Depth averaged over specified range (see menu)		All	All
Parameter Averaging	Averaged over range specified for depth. If no values exist, your choice is zero's or no value		All	All
Qc, Tip Stress	measured tip force/area	#6,#8	All	All
Qt corrtd for U2 see NOTE #2	Qt = Qc + (1 - a) x U2 and a = tip area ratio Defaults to U2 if given or uses U1 or U3 times Const.	#6,#8	All	All
[Note: Input value from input file is used if defined, not calculated]				
Q (Qt Normalized)	$Q = \frac{Qt - sv}{sv'}$	#9 & 13	All	All
Fs	measured sleeve force/area	#6,#8	All	All
Rf Friction Ratio (if Rf>8, Rf=8)	$Rf = \frac{Fs}{Qt} \times 100\%$	#6,#8	All	All
F (Rf Normalized)	$F = \frac{Fs}{(Qt - sv)} \times 100\%$	#9 & 13	All	All
Gamma Total Unit Weight (Soil + Water) see NOTE #3	Based on Rf or Bq Classif. Zone Zone # Gamma = kN/m^3 1 Qt<4bar 15.70 1 Qt=4bar 17.30 2 Rf<5% 13.36 2 Rf=5% 11.80 2 Bq Zone 12.58 3 Qt<10bar 18.86 3 Qt=10bar 19.65 4, 5 & 6 Qt<20bar 18.86 4, 5 & 6 Qt=20bar 19.65 7 18.86 8 & 9 19.65 10 20.44 11 & 12 21.22		All	All

Parameter	Methods	Refer. Number	Valid Soil Type	Valid Zone
U Penetration Pore Pressure see NOTE #4	U1,measured on Face of tip U2,measured Behind Tip at shoulder (std location) U3,measured Behind Friction Sleeve		All	All
Water Table	Depth below ground surface to where pore pressure = 0 Make negative if water level is above ground		All	All
Uo Hydrostatic Pore Pressure see NOTE #4	Uo = water depth,Hw x unit weight water, Gamma or Uo=Hw=depth-depth to water table if depth<water table,Uo = 0		All	All
dU Excess Pore Pressure	dU = U2 - Uo Defaults to U2 if given or uses U1 or U3 x const.		All	All
DPPR (Differential Pore Pressure Ratio)	$DPPR = \frac{dU}{Qt} = \frac{U - Uo}{Qt}$ Defaults to U2 if given or uses U1 or U3 x const.	#6,#8	All	All
Bq	$Bq = \frac{dU}{Qt - sv}$	# 4 # 8 # 13	All	All
OS (Overburden Stress)	OS = sv = S (Gamma x Depth)		All	All
EOS (Effective Overburden Stress)	EOS = sv' = OS - Uo = sv - Uo		All	All
Rf Zone Soil Behavior Type see NOTE #5	Classification chart for Qc and Rf Zone # = Soil Behavior Type 1=sensitive fine grained 2=organic material 3=clay 4=silty clay 5=clayey silt 6=sandy silt 7=silty sand 8=fine sand 9=sand 10=gravelly sand 11=very stiff fine grained ¥ 12=sand to clayey sand ¥ ¥ overconsolidated or cemented	#6 #8, Fig4.3	All	1<Qt<1000bar 0<Rf<8%

Parameter	Methods	Refer. Number	Valid Soil Type	Valid Zone
Bq Zone Soil Behavior Type	Classification chart for Qc and Bq (same zone #'s as Rf above)	#8 Fig 4.3	All	0<Qt<1000bar -0.1<Bq<1.4
Spt N(60) Standard Penetration Test (Blows/foot) at 60% Energy After R&C(1983) see NOTE #6	Qt/N ratio per zone Zone # Qt/N Zone # Qt/N 1 2 7 3 2 1 8 4 3 1 9 5 4 1.5 10 6 5 2 11 1 6 2.5 12 2	# 7 # 8 Fig 4.2	All	All
Spt N1(60) Normalized for Overburden str	Spt N1(60) = Cn x Spt N(60) where Cn = (sv')^(-0.77)	# 8	All	0.5<Cn<1.5
Dr Relative Density see NOTE #7 Compressibility moderate high	Specific Sands: $Dr = \frac{100}{C2} * \ln\left(\frac{Qc}{C1 \cdot C0 \cdot sv'}\right)$ where: All are NC & UNAGED Sand / C0 / C1 / C2 Ticino 17.37 .558 2.58 Schmertmann 15.32 .520 2.75	# 8 # 1 # 1	/ Sand-- \	7 to 10 0<Qt<500bar 0<sv'<5bar
all	ALL SANDS: NC, OC, ALL TESTS $Dr = C3 + C4 \log_{10}\left(\frac{\frac{Qc}{C1}}{sv' + C2} \cdot \frac{1}{C0}\right)$ where: C0 / C1 / C2 / C3 / C4 0.100 / 0.0981 / 0.5 / -98 / 66	# 5	Sand	7 to 10 (6 possible)
Phi Friction Angle	Methods: 1) Robertson & Campanella 2) Durgunoglu & Mitchell 3) Janbu beta = +15 degree 4) Janbu beta = 0 degree 5) Janbu beta = -15 degree	#6, #8 # 2 #6, #8 #6, #8 #6, #8	/ Sand-- \	7 to 10 & 6 0<Qt<500bar 0<sv'<4bar 29<phi<49

Parameter	Methods	Refer. Number	Valid Soil Type	Valid Zone
Gmax Maximum Shear Modulus at very small strains	Clay: Gmax = alpha x Qt Sand: Digitized figure of Qc vs Gmax with interpolation between sv'curves,R&C method	# 8 Fig4.18 # 6 # 8 Fig4.13	Clay Sand	1 to 6 (6 possible) 7 to 10 .25<sv'<8bar
CSR(Qc), t/s LEVEL ground + Liquefaction SAND Resistance see NOTE #8	Seed's CSR vs N1(60) graph for specified equake Magnitude.Can include silty sand corr. for Zone 7. N1(60) from CPT correlations.	# 11 # 12	Sand	7 to 10 (6 possible)
CSR(Eq), t/s Cyclic Stress Ratio applied by design quake	$CSR(Eq) = 0.65 \frac{Amax}{g} \frac{sv}{svo'} rd$ Amax=max surface acceleratn including Amplification [Note: Input value from input file is used if defined, & not calculated]	# 12 # 3	Sand	7 to 10 (6 possible)
rd Reduction Factor to find CSR(Eq)	Digitized graph to use for depth vs rd: 1) Seed's mean 2) Fraser Delta	# 12 # 3	Sand	(6 possible) 7 to 10 0<depth<30m
FL,Safety Factor against Liquefaction	$FL = CSR(Qc)/CSR(Eq)$	# 3	Sand	7 to 10 (6 possible)
Qcr Critical Bearng required to resist Liquefctn	Qcr backcalculated from CSR(Eq) for a specified FL. Qcr is only for the given GWT,EOS,OS,Amax/g & Eq.Mag	# 12	Sand	7 to 10 (6 possible)
Su, Undrained Shear Strength of CLAY METHODS: see NOTE #9	Nk: $Su = \frac{Qc - st}{Nk}$	# 8	Clay	1 to 6
	Nke: $Su = \frac{Qt - U2}{Nke}$		Clay	1 to 6
	Nkt: $Su = \frac{Qt - sv}{Nkt}$		Clay	1 to 6
	Nc: $Su = \frac{Qt}{Nc}$		Clay	1 to 6
	NdU: $Su = \frac{dU2 \text{ (dU1 or dU3)}}{NdU}$		Clay	1 to 6

Parameter	Methods	Refer. Number	Valid Soil Type	Valid Zone
Su/EOS	$Su/EOS = \frac{Su}{sv'}$	# 8	Clay	1 to 6
Ko (NC) Normally Consolidated	$(Ko)NC = 1 - \sin(f)$ see NOTE #10	# 8	Sand	7 to 10 (6 possible)
Ko (OC) Over Consolidated	$(Ko)OC = (Ko)NC \times OCR^{0.42}$	# 8	Sand	7 to 10 (6 possible)
E25 Youngs Modulus	E25 = alpha x Qt where user input alpha	# 8 4.11&12	Sand	(6) 7 to 10 0<Qt<500bar
M Constrained Modulus	CLAY: M = alpha x Qt where user input alpha SAND: Methods: Qt: M = alpha x Qt Baldi: $\frac{M}{Qt} = C0 \times pa \left(\frac{sv' + C1 \times pa}{pa}\right)^{C2} \times OCR^{x} \times \exp(C3\ Dr)$	# 8 Tabl4.3 # 8 Fig4.10	Clay Sand Sand	1 to 6 7 to 10 (6 possible) 7 to 10
OCR (Clay) Over-Consolidation Ratio see NOTE #11	$OCR = \left(\frac{\frac{Su}{svo'}}{\frac{Su}{svo'} + NC}\right)^{+1.25}$	# 6 # 8 Fig4.19	Clay	1 to 6
Ic Material Index After J&D(1993) see NOTE #18	$Ic = \left[(3-\log_{10}(Q(1-Bq)))^2 + (1.5+1.3\log_{10} F)^{2+0.5}\right]^{0.5}$	# 13 # 17	All	All
Spt N(60) Standard Penetration Test (Blows/foot) at 60% Energy After J&D(1993) see NOTE #16	$Qc/N = 8.5(1-(Ic/4.75))$ where Qc in bars	# 13	All	All

Parameter	Methods	Refer. Number	Valid Soil Type	Valid Zone
State Parameter State, (e-units) Current Void Void Ratio minus Critical Void Ratio	$State = \ln\left[\frac{3M + 8.5M/F}{Q(1-Bq) + 11.9 - 1.33F}\right] + +$ $M = \frac{6 \sin fcv}{3 - \sin fcv}$ fcv = const. vol. Phi angle	# 14	All	All
Fines Content FC(%) Percent less than #200 Sieve After Davies, 99	FC(%) = 42.4179(Ic) - 54.8574 FC(%) = 0% if Ic < 1.2933 FC(%) = 100% if Ic > 3.6508	# 15	All	All
OCR (Clay) Overcons. Ratio by Pore Press. U1 & U2 or U1 & U3 see NOTE #17	OCR = 0.5 + 1.50(PPD) PPD = (U1 - U2)/Uo or PPD = (U1 - U3)/Uo and default 0.5 & 1.5 are settable	# 16	Clay	1 to 6

1. Depth averaging may be in 0.5, 1, 2.5 or 5 ft. intervals or 0.1, 0.25, 0.5 or 1.0 m intervals, or no depth averaging if zero is selected. The average is the mean value of the readings in the interval. The depth value is the mid-depth of the averaged interval. It is convenient to start at half the depth averaging interval. For example, if you want "even" depths and the depth averaging is set at 0.50 m then start at 0.25 to get values of depth of 0.5, 1.0, 1.5, etc.

2. Basic input CPTU data columns are for Depth, Qc, Fs, U1, U2, U3, INC and TEMP may be selected. In addition the following parameters may also be specified as an INPUT data column: Qt, Gamma, Uo, Spt N, Rf Zone, Bq Zone and CSR(EQ). These values will be used where required to obtain other interpreted parameters. If they are not specified the program will estimate them when they are required. For example, you can create an OUTPUT data file of any of the above parameters and then edit some or all of the values to suite your measurements or your desires to specify their values. You can do that with "Gamma" values to input your measurements of unit weight, or with "Uo" if you want to input values of pore water pressure other than hydrostatic, or with any of the other input parameters. You would use your edited file of adjusted data as your new INPUT data file. Thus, you can specify these parameters if you want to override the Program's values.

You can also use the designated value of "9E9" to denote an unknown value.

You can use the "OTHER" designation to input other data that exists on your input file and identify its units. This allows you to output it, without operating on it, if you choose.

It is best NOT to use depth averaging when using input data that is not continuous at regular depth intervals. Always use DEPTH AVERAGING with extreme caution since the program averages ALL INPUT parameters over the interval chosen irregardless of soil type. Careful use of start and end depth choises can make depth averaging very effective.

3. Since there is no data in the file within the initial depth interval, a default Gamma (unit weight) must be specified from the surface to the starting depth. This is done in the "Param" Menu in units of kN/m^3 (1kN/m^3=6.36pcf). Also, you can specify the values of Gamma to be used by the program as in NOTE #2 above.

4. If pore pressures are not measured by the cone then the program will take Qc as being equal to Qt for all interpretations requiring Qt. Also, Uo may be specified in the input file as a column of Uo vs depth values, if the water pressures are not hydrostatic. See NOTE #2 for more info on customizing input data.

5. You can choose to use either the Rf classif. Zone or the Bq classif. Zone to divide soil into Undrained Parameters (Zones 1 to 6) and Drained Parameters (Zones 7 to 10) in the "Param" Menu. (However, in order to use the Bq Zone you must have Pore Pressure, U2, data.) Also, you may choose to switch Zone 6 to a Drained Zone from its Undrained Zone status. This is done if you feel that the soil identified as Zone 6 (sandy silt) is really coaser (using other sources of information) and/or you want it analyzed as a Drained rather than Undrained soil. Finally, the soil behavior names in each zone were shortened in version 5.0 for simplicity. For example, Zone 6 was named "sandy silt to clayey silt" but was shortened to "sandy silt".

6. Spt N is the same as Spt N(60) for 60% transferred energy. This value is calculated from the Qt/N ratios given for each Soil Zone (you can specify either Rf or Bq Zone) and these values are used in the Level Ground Liquefaction analysis. Values of Spt N may be specified in the Input File, if indepedently measured values are to be used. We suggest that you not use depth averaging if you only have selected Spt N values at a few depths. You may use "9E9" for missing data.

7. If Dr values are negative then soil is very loose or likely more of an undrained soil like a silty sand rather than a drained soil for which the Dr correlations were developed. Use Dr interpretations very cautiously since they also assume the soil is free draining, uncemented, unaged and has the same compressibility of grains as the soil used for the correlations in chamber calibration tests.

8. The simplified sand liquefaction analysis for level ground according to Seed et al requires Spt N1(60) and earthquake magnitude to obtain the cyclic stress ratio to cause liquefaction, CSR(Qc). The design maximum ground acceleration, the depth-reduction factor, Rd, and overburden total and effective stresses are required to calculate the cyclic stress ratio applied by the design earthquake, CSR(EQ). The program estimates the N1(60) values from the cone stresses, the operator identifies the earthquake magnitude and Seed et al chart is used to get CSR(Qc). The program also calculates CSR(EQ) from the user specified maximum ground acceleration including any amplification factors, the calculated overburden stresses and either Seed's mean or the Fraser Delta Rd factor. The Fraser Delta is used only when amplification factors of the order of 2 or more are used. See Reference Nos. 3, 6, 11 and 12 for more information. The user can INPUT specific values for Spt N, CSR(EQ), Soil Zones, Gamma's, etc. in order to customize the analysis for the existing data base of information. It is recommended that you do not use depth averaging when using specific input data but make calculations at specific depths where external input data exists. The calculated value of Qcr is the minimum value of cone bearing stress required at a given depth such that the factor of safety against liquefaction, or the ratio FL = CSR(Qc)/CSR(EQ) have the specified value for a given earthquake magnitude, max. ground acceleration, depth reduction factor, and calculated overburden stresses. This value of Qcr is useful to identify the required minimum level of soil improvement for a given design condition.

9. The NdU method to calculate undrained shear strength has been extended to allow the user to choose either dU1, or dU2 or dU3 provided such pore pressure measurements exist.

10. The Overconsolidation Ratio, OCR, for the sand must be estimated by the user in the "Param" menu if you want to estimate Ko in the sand layers. For the typical normally consolidated sand, OCR = 1.0.

11. It is currently only possible to estimate the OCR for a clay, which makes use of the correlations obtained from extensive laboratory tests.

12. An improved calculation and print routine was added to version 5.0 which uses swap routines to reduce memory requirements, but slows down the calculations.

13. The classification charts for Rf has been extended at all boundaries such that values of Rf>8 and values of Qc<1.00 are possible. The Bq classification chart which requires dU2 and can now accept values of Bq>1.2 and Qt<1. Unfortunately, this feature does not work.

14. Version 5.1ppd added several enhancements to the program. You may input an average vertical flow gradient, which is applied over the entire profile depth to be analysed so adjust the depth of interest accordingly. Zero gives hydrostatic and no flow, a negative gradient is upward flow which increases pore pressure and reduces vertical effective stress. A positive gradient gives downward flow.

15. A State Parameter or current void ratio minus critical void ratio is calculated according to the paper by Ref. 14, Plewes, Davies and Jefferies, 1994.

16. An alternate method to estimate SPT from CPT is provided according to Ref. 13, Jefferies and Davies, 1993 in ASTM.

17. An alternate method to estimate OCR in clays is provided which uses the measured pore pressure difference, ppd, so both U1 and U2 or U1 and U3 must be measured at the same time. (see Ref. 16)

18. Version 5.2 added the value Ic (Material Index) according to Jefferies & Davies, 1993, 1991 (Ref. 13 & 17) which combines all Normalized parameters Q, F and Bq.
(Note: QtN was changed to Q and RfN to F.)

18A. In Version 5.2, if at any depth the value of Bq>1 (in very sensitive saturated soil)then Bq is made equal to 0.99. Also, if Rf>8 it is made 7.99. These changes have a negligable effect on the results.

19. FC(%) or percent of dry weight less than #200 sieve (.074mm) was also added according to Davies, 1999 Ref.#15)

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APPENDIX C

GEOVision
geophysical services

SUSPENSION P & S VELOCITIES
AND Vs30
SOTO CAPITAL PROJECT,
BORING B-1

August 18, 2010
Report 10262-01 rev A

SUSPENSION P & S VELOCITIES

AND Vs30

SOTO CAPITAL PROJECT,

BORING B-1

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August 18, 2010
Report 10262-01 rev A

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INTRODUCTION

OYO suspension PS velocity measurements were performed in one uncased boring at the SOTO Capital Project, located at 8527 Santa Monica Blvd., in West Hollywood, California. Data acquisition was performed on August 5, 2010 by Charles Carter of GEOVision. Data analysis and report preparation were performed by Robert Steller and reviewed by John Diehl. The work was performed under subcontract with GeoDesign, Inc, with Chris Zadoorian as the point of contact for GeoDesign.

This report describes the field measurements, data analysis, and results of this work.

SCOPE OF WORK

This report presents the results of suspension velocity measurements in one uncased boring, as detailed below. The purpose of these studies was to supplement stratigraphic information obtained from GeoDesign's soil sampling program and to acquire shear wave velocities and compressional wave velocities as a function of depth, as well as to determine Vs30 for the site.

BORING DESIGNATION	DATE LOGGED	BORING DEPTH (FEET)	LOCATION
B-1	8/5/2010	115	8527 SANTA MONICA BLVD, WEST HOLLYWOOD

Table 1. Boring location and logging date

The OYO Model 170 Suspension Logging Recorder and Suspension Logging Probe were used to obtain in-situ horizontal shear and compressional wave velocity measurements at 1.64 ft intervals. The acquired data was analyzed and a profile of velocity versus depth was produced for both compressional and horizontally polarized shear waves.

A detailed reference for the velocity measurement techniques used in this study is:

> Guidelines for Determining Design Basis Ground Motions, Report TR-102293, Electric Power Research Institute, Palo Alto, California, November 1993, Sections 7 and 8.

INSTRUMENTATION

Suspension soil velocity measurements were performed using the Suspension PS Logging system, manufactured by OYO Corporation, and their subsidiary, Robertson Geologging. This system directly determines the average velocity of a 3.28 ft high segment of the soil column surrounding the boring of interest by measuring the elapsed time between arrivals of a wave propagating upward through the soil column. The receivers that detect the wave, and the source that generates the wave, are moved as a unit in the boring producing relatively constant amplitude signals at all depths.

The suspension system probe consists of a combined reversible polarity solenoid horizontal shear-wave source (S_H) and compressional-wave source (P), joined to two biaxial receivers by a flexible isolation cylinder, as shown in Figure 1. The separation of the two receivers is 3.28 ft, allowing average wave velocity in the region between the receivers to be determined by inversion of the wave travel time between the two receivers. The total length of the probe as used in this survey is 21 ft, with the center point of the receiver pair 12.1 ft above the bottom end of the probe. The probe receives control signals from, and sends the amplified receiver signals to, instrumentation on the surface via an armored 4 conductor cable. The cable is wound onto the drum of a winch and is used to support the probe. Cable travel is measured to provide probe depth data.

The entire probe is suspended in the boring by the cable, therefore, source motion is not coupled directly to the boring walls; rather, the source motion creates a horizontally propagating impulsive pressure wave in the fluid filling the boring and surrounding the source. This pressure wave is converted to P and S_H-waves in the surrounding soil and rock as it passes through the casing and grout annulus and impinges upon the wall of the boring. These waves propagate through the soil and rock surrounding the boring, in turn causing a pressure wave to be generated in the fluid surrounding the receivers as the soil waves pass their location. Separation of the P and S_H-waves at the receivers is performed using the following steps:

1. Orientation of the horizontal receivers is maintained parallel to the axis of the source, maximizing the amplitude of the recorded S_H-wave signals.
2. At each depth, S_H-wave signals are recorded with the source actuated in opposite directions, producing S_H-wave signals of opposite polarity, providing a characteristic S_H-wave signature distinct from the P-wave signal.
3. The 7.0 ft separation of source and receiver 1 permits the P-wave signal to pass and damp significantly before the slower S_H-wave signal arrives at the receiver. In faster soils or rock, the isolation cylinder is extended to allow greater separation of the P- and S_H-wave signals.
4. In saturated soils, the received P-wave signal is typically of much higher frequency than the received S_H-wave signal, permitting additional separation of the two signals by low pass filtering.
5. Direct arrival of the original pressure pulse in the fluid is not detected at the receivers because the wavelength of the pressure pulse in fluid is significantly greater than the dimension of the fluid annulus surrounding the probe (meter versus centimeter scale), preventing significant energy transmission through the fluid medium.

In operation, a distinct, repeatable pattern of impulses is generated at each depth as follows:

1. The source is fired in one direction producing dominantly horizontal shear with some vertical compression, and the signals from the horizontal receivers situated parallel to the axis of motion of the source are recorded.
2. The source is fired again in the opposite direction and the horizontal receiver signals are recorded.
3. The source is fired again and the vertical receiver signals are recorded. The repeated source pattern facilitates the picking of the P and S_H-wave arrivals; reversal of the source changes the polarity of the S_H-wave pattern but not the P-wave pattern.

The data from each receiver during each source activation is recorded as a different channel on the recording system. The Model 170 has six channels (two simultaneous recording channels), each with a 16 bit 1024 sample record. The recorded data is displayed on the controlling computer display. Data is stored on disk for further processing. Up to 8 sampling sequences can be summed to improve the signal to noise ratio of the signals.

Review of the displayed data on the display allows the operator to set the gains, filters, delay time, pulse length (energy), sample rate, and summing number to optimize the quality of the data before recording. Verification of the calibration of the recorder is performed every twelve months using a NIST traceable frequency source and counter, as outlined in Appendix B.

MEASUREMENT PROCEDURES

The boring was logged uncased, filled with bentonite based drilling mud. The suspension probe was positioned with the mid-point of the receiver spacing at grade, and the mechanical and electronic depth counters were set to zero. The probe was lowered to the bottom of the boring, stopping at 1.64 ft intervals to collect data, as summarized below.

At each measurement depth the measurement sequence of two opposite horizontal records and one vertical record was performed, and the gains were adjusted as required. The data from each depth was checked and recorded on disk before moving to the next depth.

BORING NUMBER	RUN NUMBER	DEPTH RANGE (FEET)	DEPTH AS DRILLED (FEET)	LOST TO SLOUGH (FEET)	SAMPLE INTERVAL (FEET)	DATE LOGGED
B-1	1	3.6 – 101.7	115.0	1.2	1.64	8/5/2010

Table 2. Logging dates and depth ranges

DATA ANALYSIS

The recorded digital records were analyzed to locate the first minima on the vertical axis records, indicating the arrival of P-wave energy. The difference in travel time between receiver 1 and receiver 2 (R1-R2) arrivals are used to calculate the P-wave velocity for that 3.28 ft segment of the soil column. When observable, P-wave arrivals on the horizontal axis records are used to verify the velocities determined from the vertical axis data.

The P-wave velocity calculated from the travel time over the 7.0 ft interval from source to receiver 1 (S-R1) is calculated and plotted for quality assurance of the velocity derived from the travel time between receivers. During analysis, the depth values as recorded are increased by 5.15 ft to correspond to the mid-point of the 7.0 ft S-R1 interval, as illustrated in Figure 1. Travel times are obtained by picking the first break of the P-wave signal at receiver 1 and subtracting 0.3 milliseconds, the calculated and experimentally verified delay from source trigger pulse (beginning of record) to source impact. This delay corresponds to the duration of acceleration of the solenoid before impact.

The recorded digital records are studied to establish the presence of clear S_H-wave pulses, as indicated by the presence of opposite polarity pulses on each pair of horizontal records. Ideally, the S_H-wave signals from the 'normal' and 'reverse' source pulses are very nearly inverted images of each other. Digital FFT - IFFT lowpass filtering was used to remove the higher frequency P-wave signal from the S_H-wave signal. Different filter cutoffs are used to separate P- and S_H-waves at different depths, ranging from 500 Hz in the slowest zones to 2000 Hz in the regions of highest velocity. At each depth, the filter frequency is selected to be at least twice the fundamental frequency of the S_H-wave signal being filtered.

Generally, the first maxima were picked for the 'normal' signals and the first minima for the 'reverse' signals, although other points on the waveform were used if the first pulse was distorted. The absolute arrival time of the 'normal' and 'reverse' signals may vary by +/- 0.2 milliseconds, due to differences in the actuation time of the solenoid source caused by constant mechanical bias in the source or by boring inclination. This variation does not affect the R1-R2 velocity

determinations, as the differential time is measured between arrivals of waves created by the same source actuation. The final velocity value is the average of the values obtained from the 'normal' and 'reverse' source actuations.

As with the P-wave data, S_H-wave velocity calculated from the travel time over the 7.0 ft interval from source to receiver 1 is calculated and plotted for verification of the velocity derived from the travel time between receivers. During analysis, the depth values are increased by 5.15 ft to correspond to the mid-point of the 7.0 ft S-R1 interval. Travel times are obtained by picking the first break of the S_H-wave signal at the near receiver and subtracting 0.3 milliseconds, the calculated and experimentally verified delay from the beginning of the record at the source trigger pulse to source impact.

Figure 2 shows an example of R1 - R2 measurements on a filtered sample suspension. In Figure 2, the time difference over the 3.28 ft interval of 2.46 milliseconds for the horizontal signals is equivalent to an S_H-wave velocity of 1334 ft/sec. Final S_H-wave velocity is the average of the horizontal normal and horizontal reverse (HR) signals. Whenever possible, time differences were determined from several phase points on the S_H-waveform records to verify the data obtained from the first arrival of the S_H-wave pulse. Figure 3 displays the same record before filtering of the S_H-waveform record with a 2000 Hz FFT - IFFT digital lowpass filter, illustrating the presence of higher frequency P-wave energy at the beginning of the record, and distortion of the lower frequency S_H-wave by residual P-wave signal.

At the request of the client, Vs30 was calculated by summing the calculated travel times over each 1.64 ft interval from 8.2 ft (2.5 m) to a depth of 106.6 ft (32.5 m).

RESULTS

Suspension P- and S_H-wave velocities are plotted with the calculated Vs30 of 367 m/sec (1210 ft/sec) in Figure 4. The calculated suspension travel time curves are presented with Vs30 in Figure 5. Tabulated measurement depths, pick times and velocities are presented in Table 3.

Calibration procedures and records for the measurement system are presented in Appendix B.

SUMMARY

Discussion of Suspension Results

Suspension PS velocity data are ideally collected in an uncased fluid filled boring, drilled with rotary mud (rotary wash) methods, as this boring was.

Suspension PS velocity data quality is judged based upon 5 criteria:

1. Consistent data between receiver to receiver (R1 – R2) and source to receiver (S – R1) data.
2. Consistent relationship between P-wave and S_H -wave (excluding transition to saturated soils)
3. Consistency between data from adjacent depth intervals.
4. Clarity of P-wave and S_H-wave onset, as well as damping of later oscillations.
5. Consistency of profile between adjacent borings, if available.

These data show excellent correlation between R1 – R2 and S – R1 data, as well as excellent correlation between P-wave and S_H-wave velocities. No adjacent borings were logged. P-wave and S_H-wave onsets are generally clear, and later oscillations are well damped. These are excellent quality velocity data. The velocity profile is indicative of very dense soils or soft rock. P-wave velocities rise above 5000 ft/sec (1500 m/sec) at a depth of 29 ft, indicating water table at this depth.

Discussion of Vs30

Vs30 for this site from 8.2 to 106.6 ft (2.5 - 32.5 m) was calculated at 1210 ft/sec (363 m/sec), classifying it as a NEHRP site class C.

Quality Assurance

These velocity measurements were performed using industry-standard or better methods for both measurements and analyses. All work was performed under GEOVision quality assurance procedures, which include:

- Use of NIST-traceable calibrations, where applicable, for field and laboratory instrumentation
- Use of standard field data logs
- Use of independent verification of data by comparison of receiver-to-receiver and source-to-receiver velocities
- Independent review of calculations and results by a registered professional engineer, geologist, or geophysicist.

Data Reliability

P- and S_H-wave velocity measurement using the Suspension Method gives average velocities over a 3.28 ft interval of depth. This high resolution results in the scatter of values shown in the graphs. Individual measurements are very reliable with estimated precision of +/- 5%. Standardized field procedures and quality assurance checks contribute to the reliability of these data.

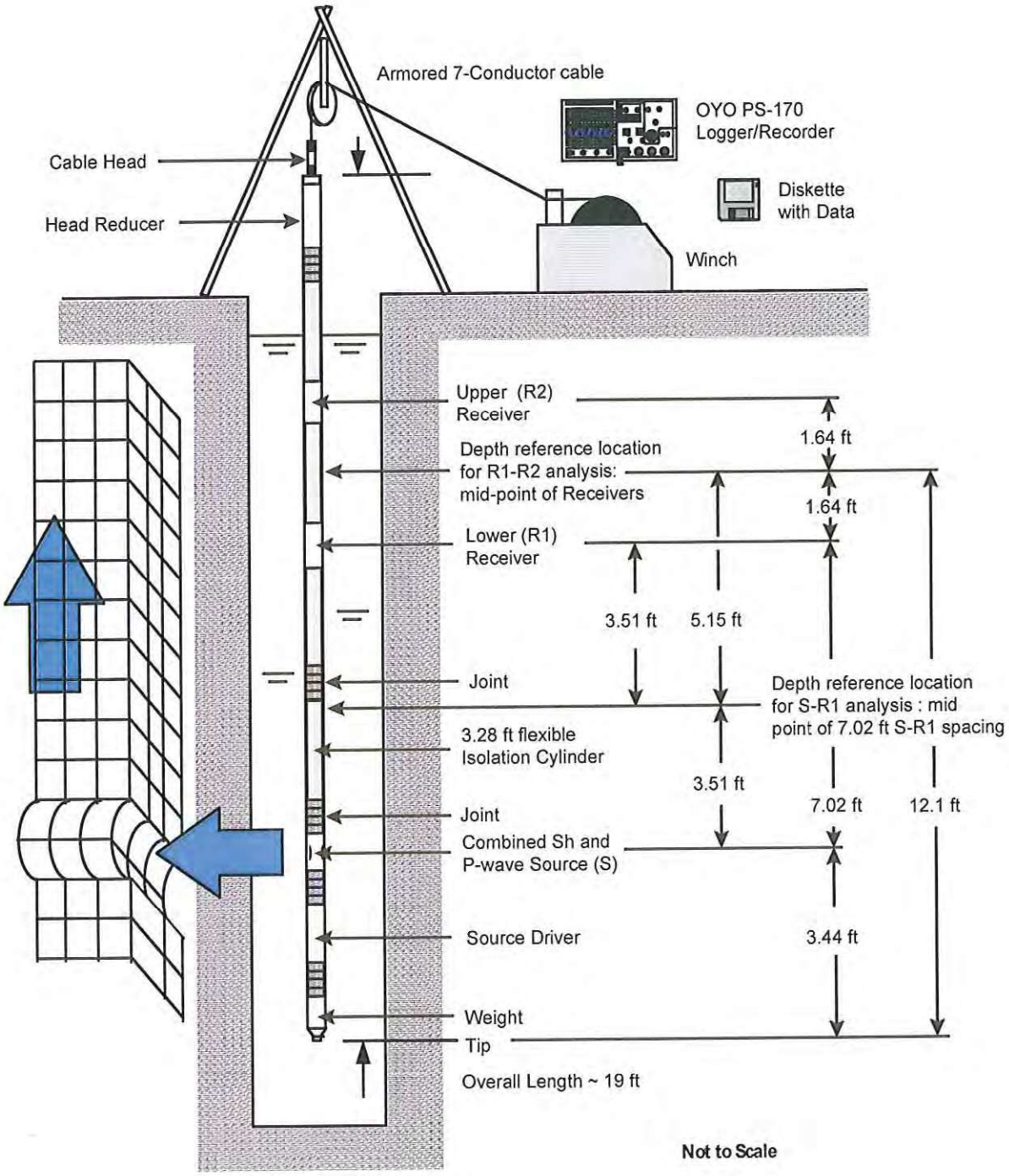


Figure 1. Concept illustration of P-S logging system

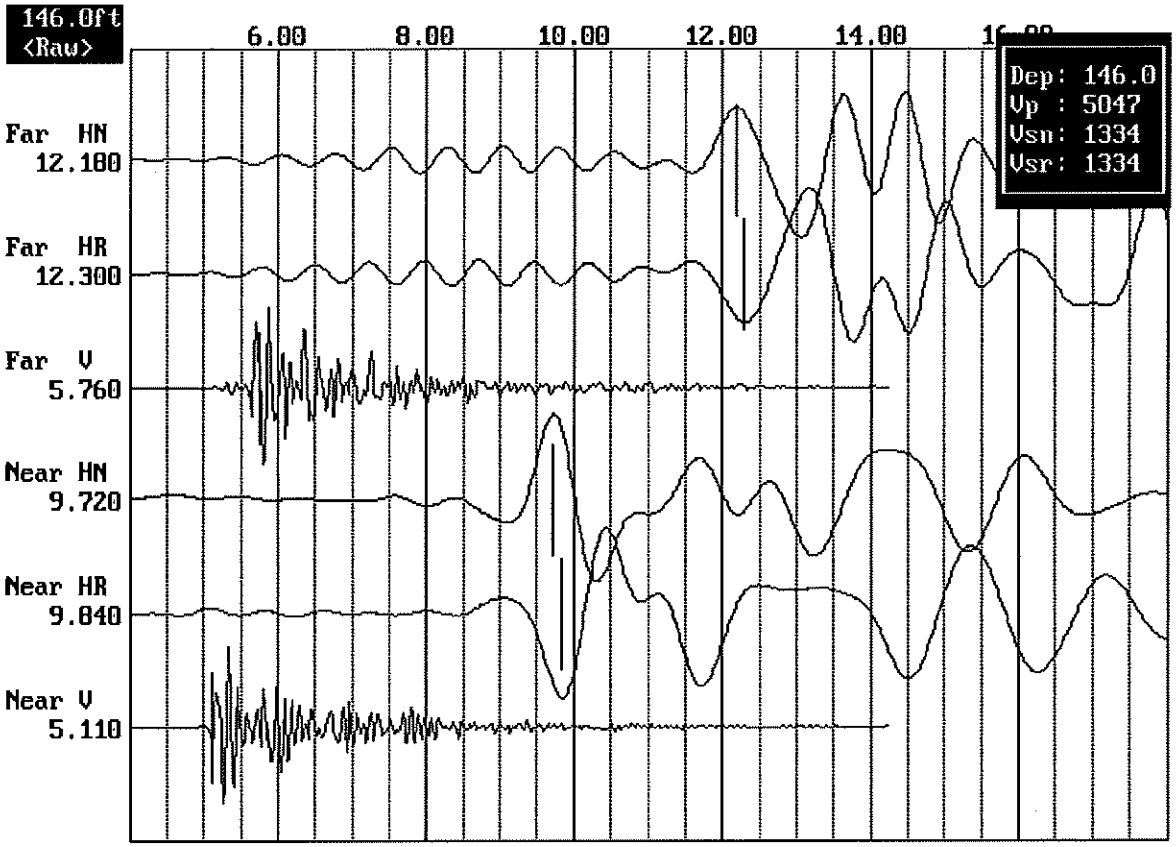


Figure 2. Filtered (2000 Hz lowpass) sample suspension record

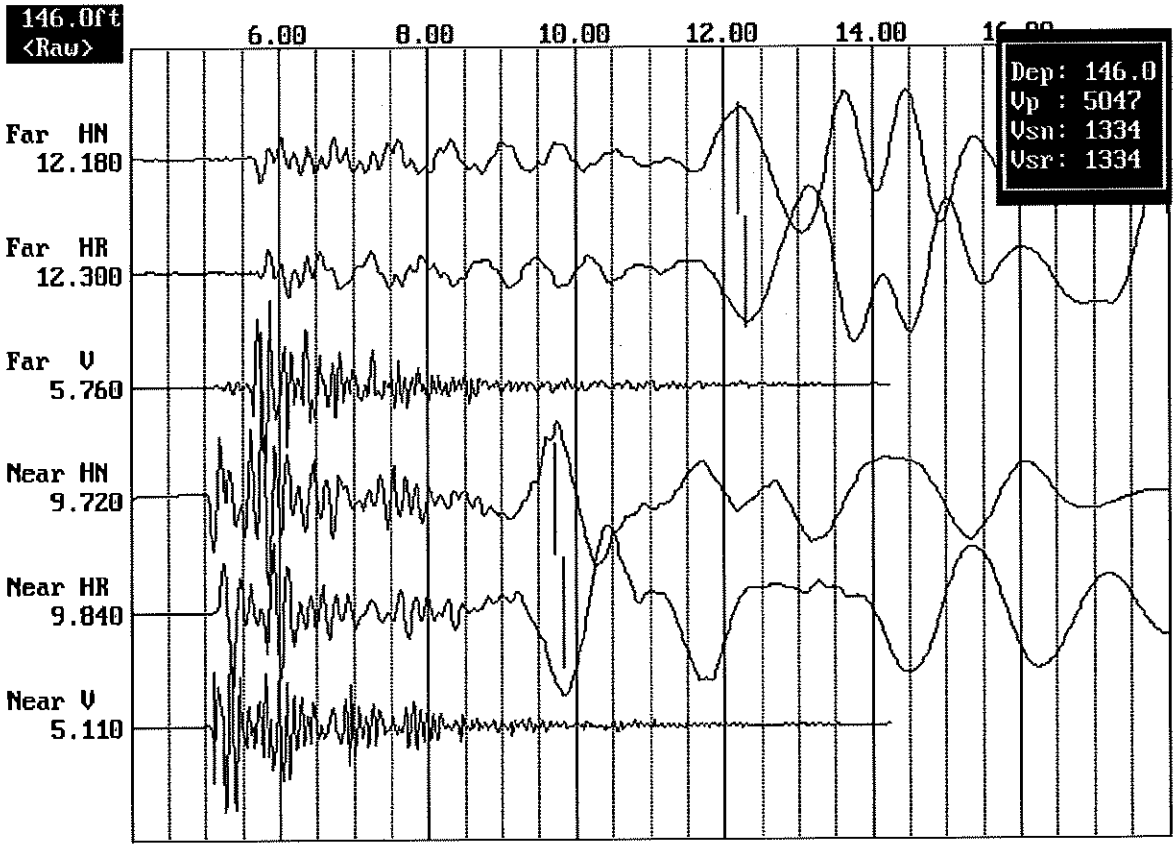


Figure 3. Unfiltered sample suspension record

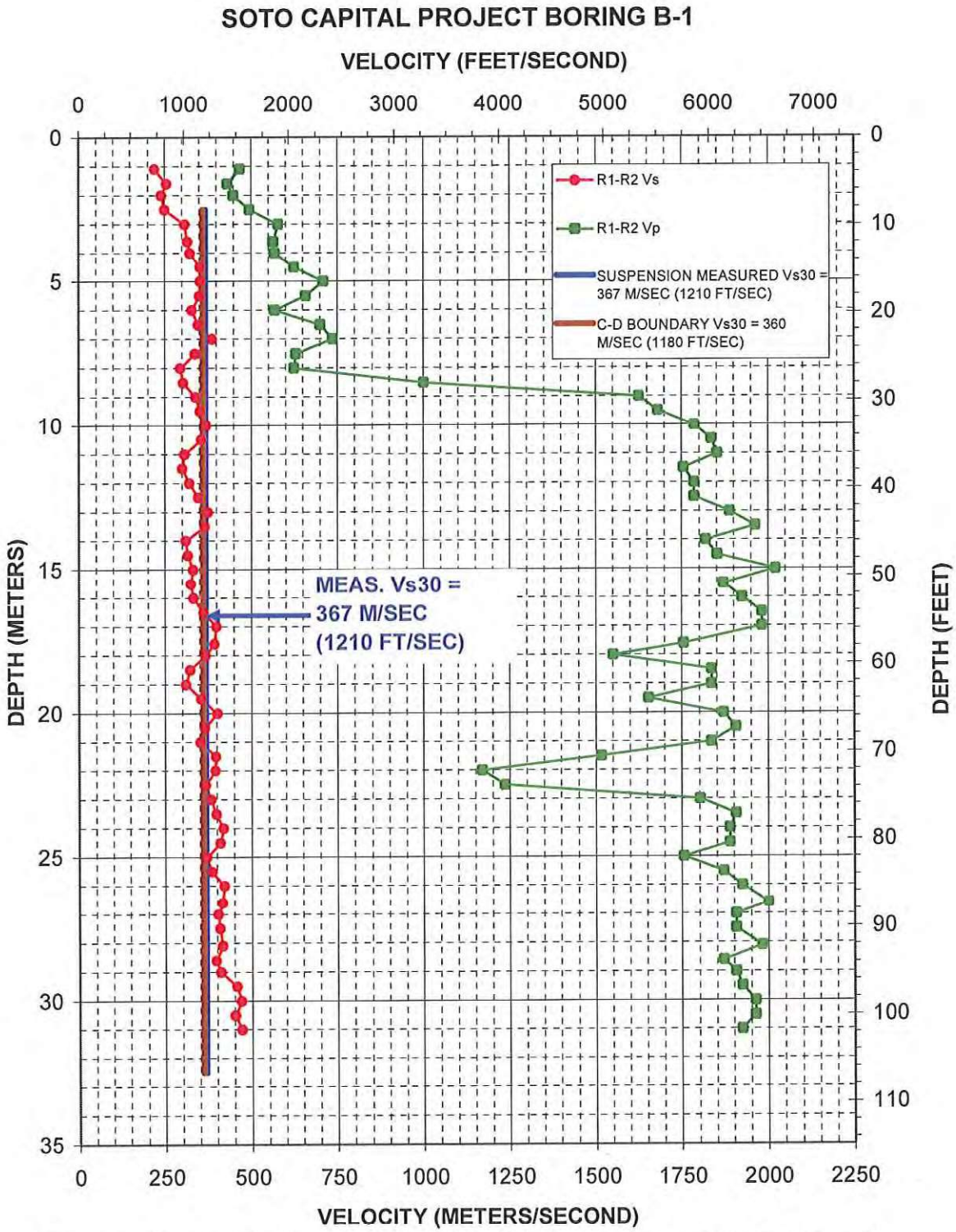


Figure 4. Boring B-2, Suspension P- and S_H-wave Velocities with Vs30 values

Depth		Velocity			
(m)	(feet)	V-S_H (m/sec)	V-P (m/sec)	V-S_H (ft/sec)	V-P (ft/sec)
1.1	223	467	3.61	731	1533
1.6	256	431	5.25	841	1414
2.0	242	448	6.56	792	1471
2.5	252	495	8.20	826	1624
3.0	309	578	9.84	1013	1896
3.6	316	565	11.81	1038	1854
4.0	325	568	13.12	1065	1864
4.5	353	625	14.76	1159	2051
5.0	353	709	16.40	1159	2327
5.5	351	658	18.04	1151	2158
6.0	329	568	19.69	1079	1864
6.5	347	699	21.33	1139	2294
7.0	388	735	22.97	1272	2412
7.5	339	629	24.61	1112	2063
8.0	296	625	26.25	971	2051
8.5	304	1000	27.89	997	3281
9.0	340	1626	29.53	1116	5335
9.5	352	1681	31.17	1155	5514
10.0	370	1786	32.81	1215	5859
10.5	356	1835	34.45	1168	6020
11.0	308	1852	36.09	1009	6076
11.5	301	1754	37.73	988	5756
12.0	322	1786	39.37	1055	5859
12.5	347	1786	41.01	1139	5859
13.0	376	1887	42.65	1233	6190
13.5	366	1961	44.29	1202	6433
14.0	312	1818	45.93	1022	5965
14.5	316	1852	47.57	1038	6076
15.0	332	2020	49.21	1090	6628
15.5	326	1869	50.85	1069	6132
16.0	333	1923	52.49	1094	6309
16.5	362	1980	54.13	1189	6497
17.0	400	1980	55.77	1312	6497
17.6	394	1754	57.74	1292	5756
18.0	368	1550	59.06	1206	5087
18.5	323	1835	60.70	1058	6020
19.0	312	1835	62.34	1022	6020
19.5	355	1653	63.98	1163	5423
20.0	402	1869	65.62	1318	6132
20.5	365	1905	67.26	1197	6249
21.0	352	1835	68.90	1155	6020
21.5	397	1515	70.54	1302	4971
22.0	395	1170	72.18	1297	3837
22.5	368	1235	73.82	1206	4050
23.0	383	1802	75.46	1257	5911
23.5	398	1905	77.10	1307	6249
24.0	418	1887	78.74	1373	6190
24.5	410	1887	80.38	1345	6190
25.0	370	1754	82.02	1215	5756
25.5	386	1869	83.66	1267	6132

Table 3. Boring B-2, Suspension R1-R2 depth and velocities

Depth		Velocity			
(m)	(feet)	V-S_H (m/sec)	V-P (m/sec)	V-S_H (ft/sec)	V-P (ft/sec)
20.0	402	1869	65.62	1318	6132
20.5	365	1905	67.26	1197	6249
21.0	352	1835	68.90	1155	6020
21.5	397	1515	70.54	1302	4971
22.0	395	1170	72.18	1297	3837
22.5	368	1235	73.82	1206	4050
23.0	383	1802	75.46	1257	5911
23.5	398	1905	77.10	1307	6249
24.0	418	1887	78.74	1373	6190
24.5	410	1887	80.38	1345	6190
25.0	370	1754	82.02	1215	5756
25.5	386	1869	83.66	1267	6132
26.0	422	1923	85.30	1384	6309
26.6	417	2000	87.27	1367	6562
27.0	403	1905	88.58	1323	6249
27.5	408	1905	90.22	1339	6249
28.1	417	1980	92.19	1367	6497
28.6	397	1869	93.83	1302	6132
29.0	411	1905	95.14	1347	6249
29.5	457	1923	96.78	1498	6309
30.0	469	1961	98.43	1540	6433
30.5	451	1961	100.07	1481	6433
31.0	472	1923	101.71	1548	6309

Table 3, continued. Boring B-2, Suspension R1-R2 depth and velocities

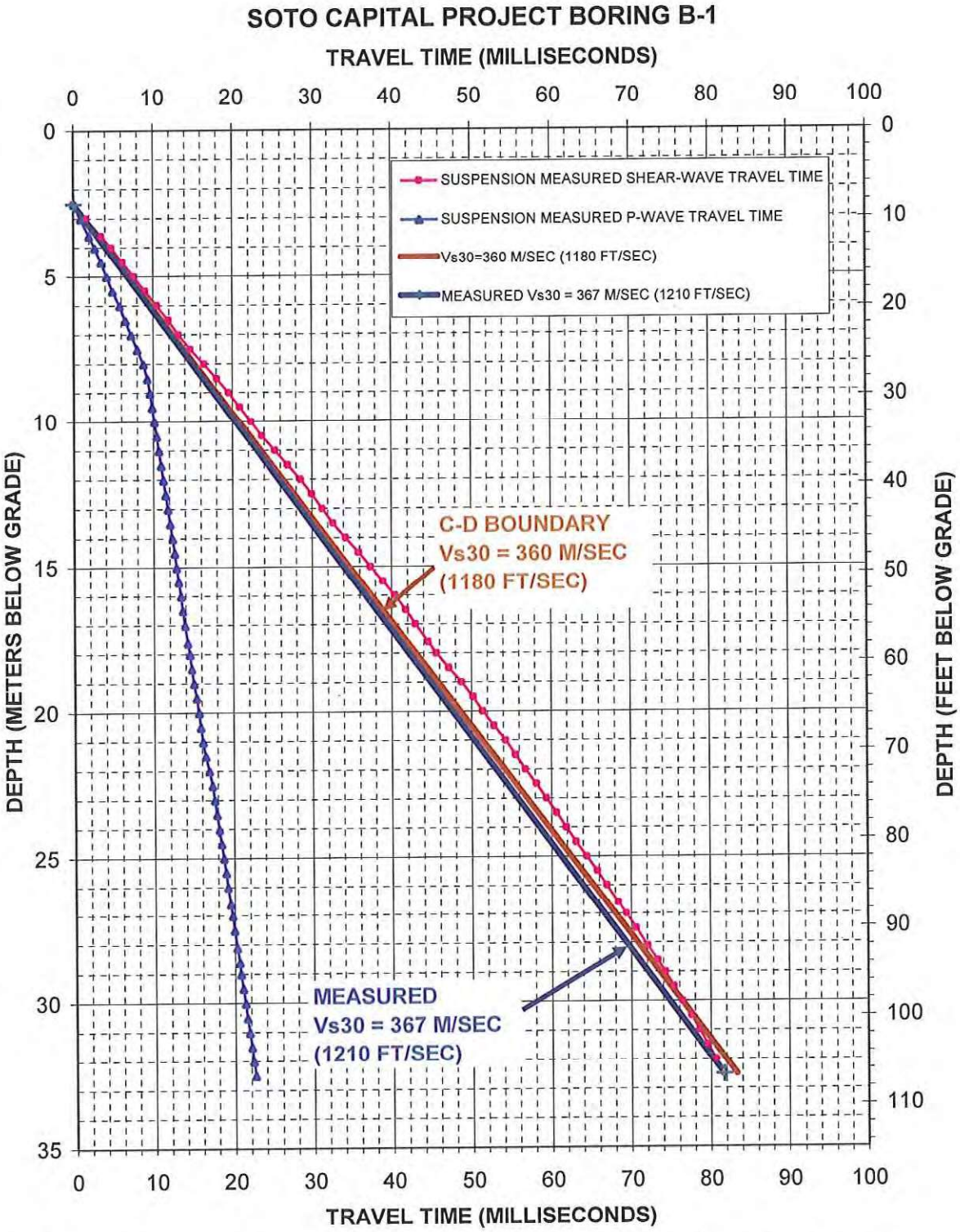


Figure 5. Boring B-2, Suspension P- and S_H-wave travel times with Vs30 values

APPENDIX A

SUSPENSION VELOCITY MEASUREMENT QUALITY ASSURANCE SUSPENSION SOURCE TO RECEIVER ANALYSIS RESULTS

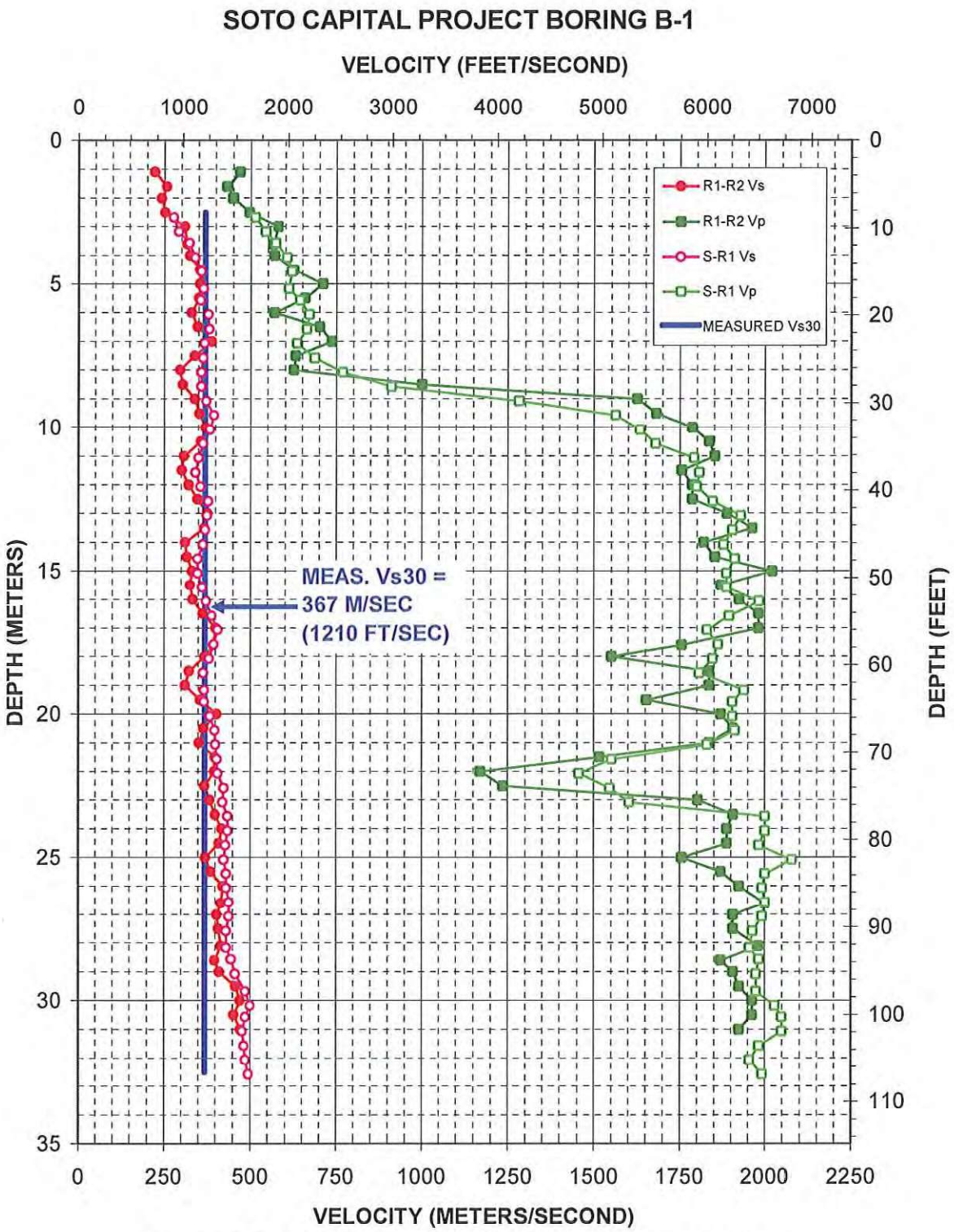


Figure A-1. Boring B-1, R1 - R2 high resolution analysis and S-R1 quality assurance analysis P- and S_H-wave data

Depth (meters)	Velocity		Depth (feet)	Velocity	
	V-S_H (m/sec)	V-p (m/sec)		V- S_H (ft/sec)	V-p (ft/sec)
2.7	277	512	8.76	908	1680
3.2	292	543	10.40	958	1782
3.6	323	571	11.71	1061	1872
4.1	339	605	13.35	1113	1983
4.6	357	618	14.99	1172	2029
5.2	365	610	16.96	1196	2000
5.6	355	643	18.27	1164	2108
6.1	377	669	19.91	1238	2194
6.6	380	663	21.56	1247	2174
7.1	367	633	23.20	1204	2077
7.6	362	686	24.84	1188	2250
8.1	357	767	26.48	1172	2516
8.6	357	911	28.12	1172	2988
9.1	372	1281	29.76	1221	4204
9.6	394	1562	31.40	1293	5125
10.1	383	1634	33.04	1256	5360
10.6	362	1678	34.68	1188	5507
11.1	350	1791	36.32	1149	5875
11.6	341	1806	37.96	1120	5925
12.1	355	1798	39.60	1164	5900
12.6	377	1845	41.24	1238	6053
13.1	375	1928	42.88	1230	6325
13.6	370	1902	44.52	1213	6241
14.1	362	1877	46.16	1188	6159
14.6	348	1911	47.80	1142	6269
15.1	348	1885	49.44	1142	6186
15.6	360	1885	51.08	1180	6186
16.1	372	1981	52.72	1221	6501
16.6	388	1894	54.36	1273	6213
17.1	406	1829	56.00	1332	6001
17.6	394	1861	57.64	1293	6105
18.1	380	1845	59.28	1247	6053
18.6	365	1806	60.93	1196	5925
19.2	367	1937	62.89	1204	6354
19.6	367	1902	64.21	1204	6241
20.1	383	1902	65.85	1256	6241
20.6	397	1911	67.49	1303	6269
21.1	400	1829	69.13	1312	6001
21.6	403	1551	70.77	1322	5088
22.1	406	1456	72.41	1332	4776
22.6	424	1545	74.05	1390	5069
23.1	420	1603	75.69	1379	5259
23.6	434	2000	77.33	1424	6562
24.1	434	2000	78.97	1424	6562
24.6	427	1981	80.61	1401	6501
25.1	424	2078	82.25	1390	6817
25.6	431	2000	83.89	1413	6562
26.1	431	1991	85.53	1413	6531
26.6	438	2000	87.17	1436	6562
27.1	438	1991	88.81	1436	6531
27.6	431	1963	90.45	1413	6441
28.2	431	1954	92.42	1413	6412
28.6	445	1981	93.73	1460	6501
29.1	456	1972	95.37	1497	6471
29.7	485	1972	97.34	1592	6471
30.2	499	2028	98.98	1637	6655
30.6	485	2048	100.30	1592	6719
31.1	477	2048	101.94	1564	6719
31.6	481	1981	103.58	1578	6501
32.1	485	1954	105.22	1592	6412
32.6	494	1991	106.86	1621	6531

Table A-1. Boring B-1, S - R1 quality assurance analysis P- and S_H-wave data

APPENDIX B

OYO 170 VELOCITY LOGGING SYSTEM

NIST TRACEABLE

CALIBRATION PROCEDURE

GEOVision SUSPENSION PS SEISMIC LOGGER/RECORDER

CALIBRATION PROCEDURE

Reviewed 7/21/08

Objective

The timing/sampling accuracy of seismic recorders or data loggers is required for several GEOVision field procedures including Seismic Refraction, Downhole P-S Seismic Velocity Logging, and Suspension P-S Seismic Velocity Logging. This procedure describes the method for measuring the timing accuracy of a seismic data logger, such as the OYO Model 170 or OYO/Robertson Model 3403. The objective of this procedure is to verify that the timing accuracy of the recorder is accurate to within 1%.

Frequency of Calibration

The calibration of each GEOVision seismic data logger is twelve (12) months. In the case of rented seismic logger/recorders, calibration must be performed prior to use.

Test Equipment Required

The following equipment is required. Item #2 must have current NIST traceable calibration.

1. Function generator, Krohn Hite 5400B or equivalent
2. Frequency counter, HP 5315A or equivalent
3. Test cables, from item 1 to item 2, and from item 1 to subject data logger.

Procedure

This procedure is designed to be performed using the accompanying Suspension P-S Seismic Logger/Recorder Calibration Data Form with the same revision number. All data must be entered and the procedure signed by the technician performing the test.

1. Record all identification data on the form provided.
2. Connect function generator to data logger (such as OYO Model 170) using test cable
3. Connect the function generator to the frequency counter using test cable.
4. Set signal generator to target frequency specified on data form, 0.25 volt (amplitude is approximate, modify as necessary to yield less than full scale waveforms on

logger display) peak sine wave. Verify frequency using the counter and note actual frequency on the data form.

5. Set data logger to file length specified on data form and record a data file to disk. Note file name on data form.

6. Measure the duration of 9 complete sine wave cycles on the data file. This measurement must be made using the analysis program PSLOG.EXE version 1.00, and saved as a .sps pick file. Note the duration in milliseconds in the spaces provided on the data form. Calculate average recorded sine wave frequency for each channel pair (Hn, Hr, V) by dividing the duration by 9. Note the average frequency of each channel pair on the data form.

7. Repeat steps 4 through 6 until all target frequencies have been recorded, producing 6 separate data and pick files.

Criteria

The average frequency for the nine cycles (obtained by dividing 9 cycles by the duration in seconds) must be within plus or minus 1% of the actual frequency for each of the 6 records.

If the results are outside this range, the data logger must be marked with a GEOVision REJECT tag until it can be repaired and retested.

If results are acceptable affix label indicating the initials of the person performing the calibration, the date of calibration, and the due date for the next calibration (12 months).

Procedure Approval

Approved by:

John G. Diehl	President
Name	Title
Signature	July 21, 2008
	Date

Calibration Laboratory Approval (if required):

Name	Title
Signature	Date

EDISON ESI℠ Calibration Report

TEST NUMBER 573795

A SOUTHERN CALIFORNIA EDISON® Company

Metrology
7300 Fenwick Lane
Westminster, CA 92683
Toll Free: 866-723-2257

GEOVision Geophysical Services
1124 Olympic Drive
Corona, CA 92881-3390

NVLAP
Lab Code: 105014-0

Manufacturer:	Oyo	**Ambient Temperature:**	23° C
Model Number:	3403	**Ambient Humidity:**	56% RH
Description:	Unit, Suspension Telemetry	**Condition As Found:**	In Tolerance
Asset Number:	160024	**Condition As Left:**	In Tolerance - No Adjustment
Serial Number:	160024	**Calibration Date:**	07/17/2009
Cal. Procedure:	Customer	**Calibration Due Date:**	07/17/2010
PO Number:	9200-090716-01	**Calibration Interval:**	12 Months

Remarks:
The unit was calibrated with the customer's procedure and specification's which have been reviewed by Metrology Engineering and documented in SCE Document M013987. The data can be found on pages 2 and 3 of this report with the original observation data on page 4.

Standards Utilized

I.D. No.	Manufacturer	Model No.	Description	Cal. Date	Due Date
S1-01252	Hewlett Packard	5335A OPT 010,203040	Counter, Universal	01/29/2009	07/29/2009
S1-01347	Hewlett Packard	3326A	Generator, Function, Synthesizer	05/04/2009	11/04/2009
S1-03686	Fluke	910	Standard, Frequency, Controlled, Gps	01/24/2009	01/24/2010

Calibration Performed By:			Quality Reviewer:	
Branson, Craig A CAB	Metrologist	714-895-0714		7/17/09
Name	Title	Phone	Name	Date

Custom Specification Report

Test No. 573795
Asset No. 160024

Oyo 3403 Unit, Suspension Telemetry,

STEP NUM	FUNCTION TESTED	NOMINAL VALUE	AS FOUND	AS LEFT	Out of Tol	CALIBRATION TOLERANCE
	CH HN Frequency Sine Wave	50.00 Hz	50.00	Same		49.50 to 50.50 Hz [EMU 0.000250]
	"	100.0 Hz	100.0	Same		99.0 to 101.0 Hz [EMU 0.000500]
	"	200.0 Hz	200.2	Same		198.0 to 202.0 Hz [EMU 0.001000]
	"	500.0 Hz	500.0	Same		495.0 to 505.0 Hz [EMU 0.002500]
	"	1000 Hz	1000	Same		990 to 1010 Hz [EMU 0.005000]
	"	2000 Hz	2000	Same		1980 to 2020 Hz [EMU 0.010000]
	CH HR Frequency Sine Wave	50.00 Hz	50.00	Same		49.50 to 50.50 Hz [EMU 0.000250]
	"	100.0 Hz	100.0	Same		99.0 to 101.0 Hz [EMU 0.000500]
	"	200.0 Hz	200.0	Same		198.0 to 202.0 Hz [EMU 0.001000]
	"	500.0 Hz	500.0	Same		495.0 to 505.0 Hz [EMU 0.002500]
	"	1000 Hz	1001	Same		990 to 1010 Hz [EMU 0.005000]
	"	2000 Hz	2000	Same		1980 to 2020 Hz [EMU 0.010000]
	CH V Frequency Sine Wave	50.00 Hz	50.00	Same		49.50 to 50.50 Hz [EMU 0.000250]
	"	100.0 Hz	100.0	Same		99.0 to 101.0 Hz [EMU 0.000500]
	"	200.0 Hz	200.0	Same		198.0 to 202.0 Hz [EMU 0.001000]
	"	500.0 Hz	500.0	Same		495.0 to 505.0 Hz [EMU 0.002500]

Remarks:

Test No. 573795
Asset No. 160024

Custom Specification Report

Oyo 3403 Unit, Suspension Telemetry,

STEP NUM	FUNCTION TESTED	NOMINAL VALUE	AS FOUND	AS LEFT	Out of Tol	CALIBRATION TOLERANCE
	CH V Frequency Sine Wave	1000 Hz	1000	Same		990 to 1010 Hz [EMU 0.005000]
	"	2000 Hz	2000	Same		1980 to 2020 Hz [EMU 0.010000]

Remarks:

160024 Pg 4 of 4

~~160024~~ 573795

GEOVision
geophysical services

SUSPENSION PS SEISMIC LOGGER/RECORDER CALIBRATION DATA FORM

INSTRUMENT DATA

System mfg.:	Oyo	Model no.:	3403
Serial no.:	160024	Calibration date:	7/17/2009
By:	Craig Branson	Due date:	7/17/2010
Counter mfg.:	Hewlett-Packard	Model no.:	5335A
Serial no.:	2626A09881	Calibration date:	1/29/2009
By:	SCE #S1-01252	Due date:	7/29/2009
Signal generator mfg.:	Hewlett-Packard	Model no.:	3325A
Serial no.:	2652A25647	Calibration date:	5/4/2009
By:	SCE #S1-01347	Due date:	11/4/2009

SYSTEM SETTINGS:

Gain:	8	
Filter	10KHz	
Range:	See sample period in table below	
Delay:	0	
Stack (1 std)	1	
System date = correct date and time	7/17/2009	1037

PROCEDURE:

Set sine wave frequency to target frequency with amplitude of approximately 0.25 volt peak
Note actual frequency on data form.
Set sample period and record data file to disk. Note file name on data form.
Pick duration of 9 cycles using PSLOG.EXE program, note duration on data form, and save as .sps file. Calculate average frequency for each channel pair and note on data form.

Average frequency must be within +/- 1% of actual frequency at all data points.

Maximum error ((AVG-ACT)/ACT*100)% As found 0.10% As left 0.10%

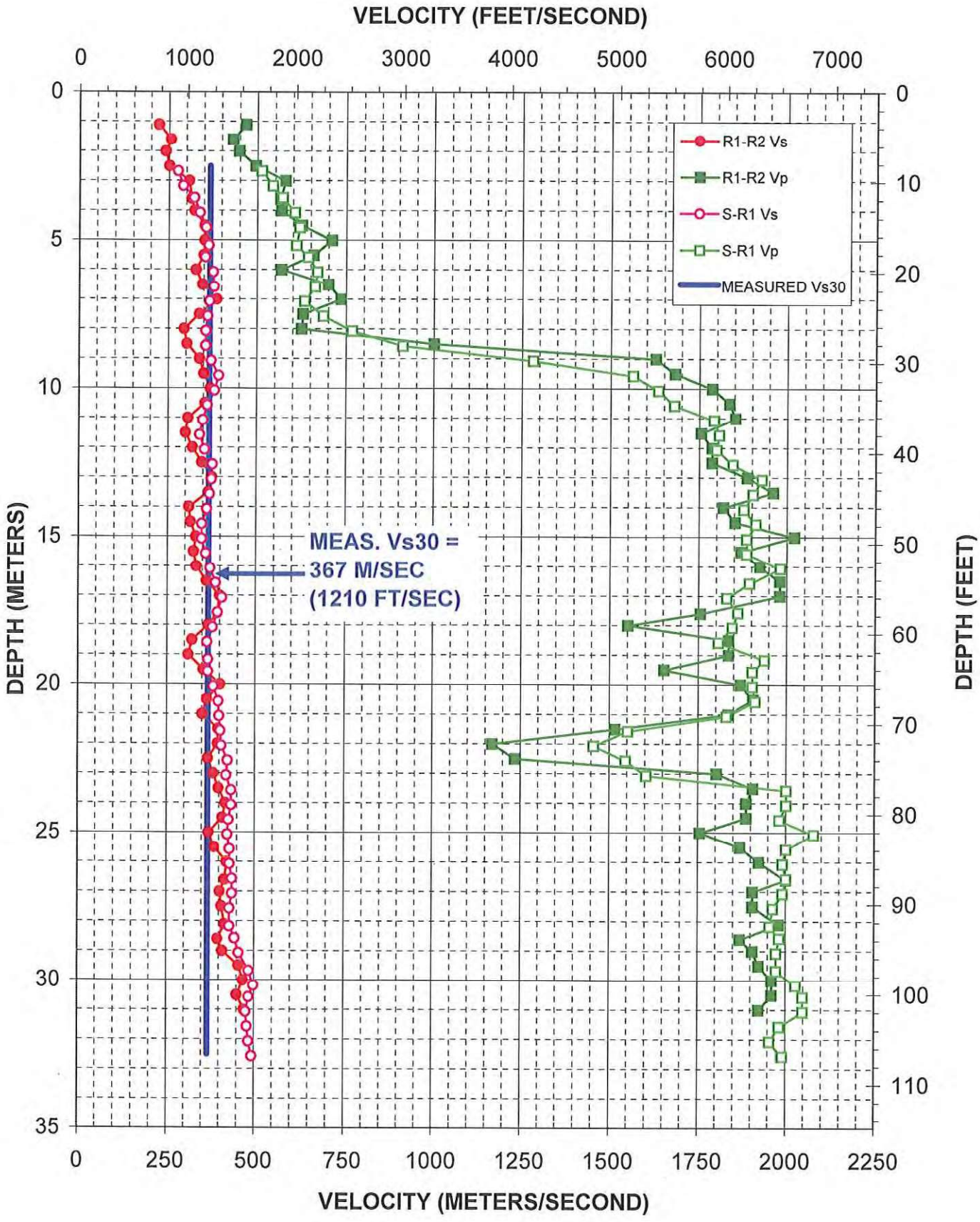
Target Frequency (Hz)	Actual Frequency (Hz)	Sample Period (microS)	File Name	Time for 9 cycles Hn (msec)	Average Frequency Hn (Hz)	Time for 9 cycles Hr (msec)	Average Frequency Hr (Hz)	Time for 9 cycles V (msec)	Average Frequency V (Hz)
50.00	50.00	200	501	180.00	50.00	180.00	50.00	180.00	50.00
100.0	100.0	100	502	90.00	100.0	90.00	100.0	90.00	100.0
200.0	200.0	50	503	44.95	200.2	45.00	200.0	45.00	200.0
500.0	500.0	20	504	18.00	500.0	18.00	500.0	18.00	500.0
1000	1000	10	505	9.000	1000	8.990	1001	9.000	1000
2000	2000	5	506	4.500	2000	4.500	2000	4.500	2000

Calibrated by: Craig Branson — 7/17/2009 — Craig Branson
Name — Date — Signature

Witnessed by: Robert Steller — 7/17/2009 — RS
Name — Date — Signature

Suspension PS Seismic Recorder/Logger Calibration Data Form Rev 2.0 July 21, 2006

SOTO CAPITAL PROJECT BORING B-1



APPENDIX D

SPT Liquefaction Spreadsheet

PROJECT	SotoCapt-1-01				
JOB NAME	**Proposed Mixed Use Development**	Boring	B-1		
DATE	12/3/2010	*y*	125	pcf	
BY	DBS	GW level	30	ft	
CHECKED BY	CJZ	HHGL	10	ft	
DATE	2/1/2011	GS Elevation	235		
		LFFE	215		

Magnitue	a max
6.66	0.584

MSF 1.35

Total Settlement 1.61 INCHES

Elevation (MSL)	Depth (feet)	Soil Type	Nfield	Boulanger and Idriss (2006)	σo' (psf) *current* psf	σo' (psf) *HHGWL* psf	C_E energy	C_N stress	C_B 5" diam	C_S w/out liner	C_R rod	$(N_1)_{60}$ *interim Corr.*	Fines Correction %fines	Alpha	Beta	ΔN	$(N_1)_{60}$	CRR *1998 eq.* <N=30	Rd	CSR	FOS	SETTLEMENT (%)	SETTLEMENT (inches)
234	1	CL	10		125	125	1.3	1.75	1.05	1.3	0.75		15	2.50	1.05				1.000	**0.281**	2.00		
233.5	1.5	CL	10		188	188	1.3	1.71	1.05	1.3	0.75		15	2.50	1.05				0.998	**0.281**	2.00		
233	2	CL	10		250	250	1.3	1.67	1.05	1.3	0.75		15	2.50	1.05				0.997	**0.281**	2.00		
232.5	2.5	CL	10		313	313	1.3	1.63	1.05	1.3	0.75		15	2.50	1.05				0.996	**0.280**	2.00		
232	3	CL	10		375	375	1.3	1.60	1.05	1.3	0.75		15	2.50	1.05				0.995	**0.280**	2.00		
231.5	3.5	CL	10		438	438	1.3	1.56	1.05	1.3	0.75		15	2.50	1.05				0.994	**0.280**	2.00		
231	4	CL	10		500	500	1.3	1.53	1.05	1.3	0.75		15	2.50	1.05				0.993	**0.279**	2.00		
230.5	4.5	SW-SM	9		563	563	1.3	1.50	1.05	1.3	0.75		15	2.50	1.05				0.991	**0.279**	2.00		
230	5	SW-SM	9		625	625	1.3	1.47	1.05	1.3	0.75		15	2.50	1.05				0.990	**0.279**	2.00		
229.5	5.5	SW-SM	9		688	688	1.3	1.44	1.05	1.3	0.75		15	2.50	1.05				0.989	**0.278**	2.00		
229	6	SW-SM	9		750	750	1.3	1.42	1.05	1.3	0.75		15	2.50	1.05				0.988	**0.278**	2.00		
228.5	6.5	SW-SM	9		813	813	1.3	1.39	1.05	1.3	0.75		15	2.50	1.05				0.987	**0.278**	2.00		
228	7	SW-SM	9		875	875	1.3	1.36	1.05	1.3	0.75		15	2.50	1.05				0.986	**0.277**	2.00		
227.5	7.5	SW-SM	9		938	938	1.3	1.34	1.05	1.3	0.75		15	2.50	1.05				0.985	**0.277**	2.00		
227	8	SW-SM	9		1000	1000	1.3	1.32	1.05	1.3	0.75		15	2.50	1.05				0.983	**0.277**	2.00		
226.5	8.5	SW-SM	9		1063	1063	1.3	1.29	1.05	1.3	0.75		15	2.50	1.05				0.982	**0.276**	2.00		
226	9	SW-SM	9		1125	1125	1.3	1.27	1.05	1.3	0.75		15	2.50	1.05				0.981	**0.276**	2.00		
225.5	9.5	SW-SM	9		1188	1188	1.3	1.25	1.05	1.3	0.75		15	2.50	1.05				0.980	**0.276**	2.00		
225	10	SW-SM	9		1250	1250	1.3	1.23	1.05	1.3	0.75	14.7	15	2.50	1.05	3.2	18		0.979	**0.276**	2.00		
224.5	10.5	SW-SM	9		1313	1282	1.3	1.21	1.05	1.3	0.75	14.5	15	2.50	1.05	3.2	18		0.978	**0.282**	2.00		
224	11	SW-SM	9		1375	1313	1.3	1.19	1.05	1.3	0.75	14.2	15	2.50	1.05	3.2	17		0.977	**0.288**	2.00		
223.5	11.5	SW-SM	9		1438	1345	1.3	1.17	1.05	1.3	0.75	14.0	15	2.50	1.05	3.2	17		0.976	**0.294**	2.00		
223	12	SW-SM	9		1500	1376	1.3	1.15	1.05	1.3	0.75	13.8	15	2.50	1.05	3.2	17		0.975	**0.299**	2.00		
222.5	12.5	SW-SM	9		1563	1408	1.3	1.13	1.05	1.3	0.75	13.6	15	2.50	1.05	3.2	17		0.974	**0.304**	2.00		
222	13	SW-SM	9		1625	1439	1.3	1.12	1.05	1.3	0.85	15.2	15	2.50	1.05	3.2	18		0.973	**0.309**	2.00		
221.5	13.5	SW-SM	9		1688	1471	1.3	1.10	1.05	1.3	0.85	15.0	15	2.50	1.05	3.2	18		0.972	**0.314**	2.00		
221	14	SW-SM	15		1750	1502	1.3	1.09	1.05	1.3	0.85	24.6	15	2.50	1.05	3.7	28		0.971	**0.318**	2.00		
220.5	14.5	SW-SM	15		1813	1534	1.3	1.07	1.05	1.3	0.85	24.2	15	2.50	1.05	3.7	28		0.970	**0.323**	2.00		
220	15	SW-SM	15		1875	1565	1.3	1.05	1.05	1.3	0.85	23.9	15	2.50	1.05	3.6	28		0.969	**0.327**	2.00		
219.5	15.5	SW-SM	15		1938	1597	1.3	1.04	1.05	1.3	0.85	23.5	15	2.50	1.05	3.6	27		0.967	**0.330**	2.00		
219	16	SW-SM	15		2000	1628	1.3	1.03	1.05	1.3	0.85	23.2	15	2.50	1.05	3.6	27		0.966	**0.334**	2.00		
218.5	16.5	SW-SM	15		2063	1660	1.3	1.01	1.05	1.3	0.85	22.9	15	2.50	1.05	3.6	26		0.965	**0.338**	2.00		
218	17	SW-SM	15		2125	1691	1.3	1.00	1.05	1.3	0.85	22.6	15	2.50	1.05	3.6	26		0.964	**0.341**	2.00		
217.5	17.5	SW-SM	15		2188	1723	1.3	0.98	1.05	1.3	0.85	22.3	15	2.50	1.05	3.6	26		0.963	**0.344**	2.00		
217	18	SW-SM	15		2250	1754	1.3	0.97	1.05	1.3	0.85	22.0	15	2.50	1.05	3.6	26		0.962	**0.347**	2.00		
216.5	18.5	SW-SM	15		2313	1786	1.3	0.96	1.05	1.3	0.85	21.7	15	2.50	1.05	3.5	25		0.961	**0.350**	2.00		
216	19	SW-SM	15		2375	1817	1.3	0.95	1.05	1.3	0.85	21.4	15	2.50	1.05	3.5	25		0.959	**0.353**	2.00		
215.5	19.5	SW-SM	15		2438	1849	1.3	0.94	1.05	1.3	0.85	21.2	15	2.50	1.05	3.5	25		0.958	**0.356**	2.00		
215	20	SW-SM	18		2500	1880	1.3	0.92	1.05	1.3	0.95	28.0	15	2.50	1.05	3.8	32		0.957	**0.358**	2.00		
214.5	20.5	SW-SM	18		2563	1912	1.3	0.91	1.05	1.3	0.95	27.7	15	2.50	1.05	3.8	32		0.956	**0.361**	2.00		
214	21	SW-SM	18		2625	1943	1.3	0.90	1.05	1.3	0.95	27.4	15	2.50	1.05	3.8	31		0.954	**0.363**	2.00		
213.5	21.5	SW-SM	18		2688	1975	1.3	0.89	1.05	1.3	0.95	27.0	15	2.50	1.05	3.8	31		0.953	**0.365**	2.00		
213	22	SW-SM	18		2750	2006	1.3	0.88	1.05	1.3	0.95	26.7	15	2.50	1.05	3.8	30		0.951	**0.367**	2.00		
212.5	22.5	SW-SM	18		2813	2038	1.3	0.87	1.05	1.3	0.95	26.4	15	2.50	1.05	3.8	30		0.950	**0.369**	2.00		
212	23	SW-SM	18		2875	2069	1.3	0.86	1.05	1.3	0.95	26.1	15	2.50	1.05	3.8	30	0.457	0.948	**0.371**	1.67	0.000	0.000
211.5	23.5	SW-SM	18		2938	2101	1.3	0.85	1.05	1.3	0.95	25.8	15	2.50	1.05	3.7	30	0.438	0.947	**0.373**	1.59	0.000	0.001
211	24	SW-SM	20		3000	2132	1.3	0.84	1.05	1.3	0.95	28.3	15	2.50	1.05	3.9	32		0.945	**0.374**	2.00		
210.5	24.5	SW-SM	20		3063	2164	1.3	0.83	1.05	1.3	0.95	28.0	15	2.50	1.05	3.8	32		0.944	**0.376**	2.00		
210	25	SW-SM	20		3125	2195	1.3	0.82	1.05	1.3	0.95	27.7	15	2.50	1.05	3.8	32		0.942	**0.377**	2.00		
209.5	25.5	SW-SM	20		3188	2227	1.3	0.81	1.05	1.3	0.95	27.4	15	2.50	1.05	3.8	31		0.940	**0.379**	2.00		
209	26	SW-SM	20		3250	2258	1.3	0.80	1.05	1.3	0.95	27.1	15	2.50	1.05	3.8	31		0.938	**0.380**	2.00		
208.5	26.5	SW-SM	20		3313	2290	1.3	0.80	1.05	1.3	0.95	26.8	15	2.50	1.05	3.8	31		0.936	**0.381**	2.00		
208	27	SW-SM	20		3375	2321	1.3	0.79	1.05	1.3	0.95	26.5	15	2.50	1.05	3.8	30		0.934	**0.382**	2.00		
207.5	27.5	SW-SM	20		3438	2353	1.3	0.78	1.05	1.3	0.95	26.3	15	2.50	1.05	3.8	30		0.932	**0.383**	2.00		
207	28	SW-SM	20		3500	2384	1.3	0.77	1.05	1.3	0.95	26.0	15	2.50	1.05	3.7	30	0.450	0.930	**0.384**	1.59	0.000	0.001
206.5	28.5	SW-SM	20		3563	2416	1.3	0.76	1.05	1.3	0.95	25.7	15	2.50	1.05	3.7	29	0.434	0.928	**0.385**	1.53	0.000	0.001
206	29	SW-SM	20		3625	2447	1.3	0.76	1.05	1.3	0.95	25.5	15	2.50	1.05	3.7	29	0.419	0.925	**0.386**	1.47	0.000	0.001
205.5	29.5	SW-SM	20		3688	2479	1.3	0.75	1.05	1.3	0.95	25.2	15	2.50	1.05	3.7	29	0.406	0.923	**0.386**	1.42	0.000	0.002
205	30	SW-SM	18		3750	2510	1.3	0.74	1.05	1.3	0.95	22.5	20	3.61	1.08	5.4	28	0.365	0.921	**0.387**	1.28	0.000	0.002
204.5	30.5	SW-SM	18		3782	2542	1.3	0.74	1.05	1.3	0.95	22.3	20	3.61	1.08	5.4	28	0.361	0.918	**0.388**	1.26	0.000	0.002
204	31	SW-SM	18		3813	2573	1.3	0.73	1.05	1.3	0.95	22.2	20	3.61	1.08	5.4	28	0.357	0.915	**0.388**	1.25	0.001	0.005
203.5	31.5	SW-SM	18		3845	2605	1.3	0.73	1.05	1.3	0.95	22.1	20	3.61	1.08	5.4	28	0.353	0.913	**0.388**	1.23	0.001	0.005
203	32	SW-SM	18		3876	2636	1.3	0.73	1.05	1.3	0.95	22.0	20	3.61	1.08	5.4	27	0.349	0.910	**0.389**	1.22	0.001	0.005
202.5	32.5	SW-SM	18		3908	2668	1.3	0.72	1.05	1.3	0.95	21.9	20	3.61	1.08	5.4	27	0.346	0.907	**0.389**	1.21	0.001	0.005
202	33	SW-SM	18		3939	2699	1.3	0.72	1.05	1.3	1	23.0	20	3.61	1.08	5.4	28	0.384	0.904	**0.389**	1.34	0.000	0.002

201.5	33.5	SW-SM	18		3971	2731	1.3	0.72	1.05	1.3	1	22.8	20	3.61	1.08	5.4	**28**	0.379	0.901	**0.389**	1.32	0.000	0.002
201	34	SW-SM	18		4002	2762	1.3	0.71	1.05	1.3	1	22.7	20	3.61	1.08	5.4	**28**	0.375	0.897	**0.389**	1.31	0.000	0.002
200.5	34.5	SC	10		4034	2794	1.3	0.71	1.05	1.3	1	12.6	17	3.01	1.06	3.8	**16**	0.174	0.894	**0.388**	0.61	0.016	0.096
200	35	SC	10		4065	2825	1.3	0.70	1.05	1.3	1	12.5	17	3.01	1.06	3.8	**16**	0.173	0.891	**0.388**	0.60	0.016	0.096
199.5	35.5	SC	10		4097	2857	1.3	0.70	1.05	1.3	1	12.4	17	3.01	1.06	3.8	**16**	0.172	0.887	**0.388**	0.60	0.016	0.096
199	36	SC	10		4128	2888	1.3	0.70	1.05	1.3	1	12.4	17	3.01	1.06	3.8	**16**	0.172	0.883	**0.387**	0.60	0.016	0.096
198.5	36.5	SC	10		4160	2920	1.3	0.69	1.05	1.3	1	12.3	17	3.01	1.06	3.8	**16**	0.171	0.880	**0.387**	0.60	0.016	0.096
198	37	SC	10		4191	2951	1.3	0.69	1.05	1.3	1	12.3	17	3.01	1.06	3.7	**16**	0.171	0.876	**0.386**	0.60	0.016	0.096
197.5	37.5	SC	10		4223	2983	1.3	0.69	1.05	1.3	1	12.2	17	3.01	1.06	3.7	**16**	0.170	0.872	**0.386**	0.60	0.018	0.108
197	38	SC	10		4254	3014	1.3	0.69	1.05	1.3	1	12.2	17	3.01	1.06	3.7	**16**	0.169	0.868	**0.385**	0.60	0.018	0.108
196.5	38.5	SC	10		4286	3046	1.3	0.68	1.05	1.3	1	12.1	17	3.01	1.06	3.7	**16**	0.169	0.864	**0.384**	0.59	0.018	0.108
196	39	SW-SM	15		4317	3077	1.3	0.68	1.05	1.3	1	18.1	16	2.77	1.05	3.7	**22**	0.239	0.860	**0.383**	0.85	0.014	0.084
195.5	39.5	SW-SM	15		4349	3109	1.3	0.68	1.05	1.3	1	18.0	16	2.77	1.05	3.7	**22**	0.238	0.855	**0.382**	0.84	0.014	0.084
195	40	SW-SM	15		4380	3140	1.3	0.67	1.05	1.3	1	17.9	16	2.77	1.05	3.7	**22**	0.237	0.851	**0.381**	0.84	0.014	0.084
194.5	40.5	SW-SM	15		4412	3172	1.3	0.67	1.05	1.3	1	17.8	16	2.77	1.05	3.7	**22**	0.236	0.847	**0.380**	0.84	0.014	0.084
194	41	SW-SM	15		4443	3203	1.3	0.67	1.05	1.3	1	17.7	16	2.77	1.05	3.7	**21**	0.235	0.842	**0.379**	0.84	0.014	0.084
193.5	41.5	SW-SM	15		4475	3235	1.3	0.66	1.05	1.3	1	17.7	16	2.77	1.05	3.7	**21**	0.233	0.837	**0.378**	0.84	0.014	0.084
193	42	SW-SM	15		4506	3266	1.3	0.66	1.05	1.3	1	17.6	16	2.77	1.05	3.7	**21**	0.232	0.833	**0.377**	0.84	0.014	0.084
192.5	42.5	SW-SM	15		4538	3298	1.3	0.66	1.05	1.3	1	17.5	16	2.77	1.05	3.7	**21**	0.231	0.828	**0.375**	0.83	0.014	0.084
192	43	SW-SM	31		4569	3329	1.3	0.65	1.05	1.3	1	36.0	15	2.50	1.05	4.2	**40**		0.823	**0.374**	2.00		
191.5	43.5	SW-SM	31		4601	3361	1.3	0.65	1.05	1.3	1	35.9	15	2.50	1.05	4.2	**40**		0.818	**0.373**	2.00		
191	44	SW-SM	31		4632	3392	1.3	0.65	1.05	1.3	1	35.7	15	2.50	1.05	4.2	**40**		0.814	**0.371**	2.00		
190.5	44.5	SW-SM	31		4664	3424	1.3	0.65	1.05	1.3	1	35.6	15	2.50	1.05	4.2	**40**		0.809	**0.370**	2.00		
190	45	SC	31		4695	3455	1.3	0.64	1.05	1.3	1	35.4	35	5.00	1.20	12.1	**47**		0.804	**0.368**	2.00		
189.5	45.5	SC	31		4727	3487	1.3	0.64	1.05	1.3	1	35.2	35	5.00	1.20	12.0	**47**		0.799	**0.367**	2.00		
189	46	SW-SM	31		4758	3518	1.3	0.64	1.05	1.3	1	35.1	15	2.50	1.05	4.2	**39**		0.794	**0.365**	2.00		
188.5	46.5	SW-SM	31		4790	3550	1.3	0.64	1.05	1.3	1	34.9	15	2.50	1.05	4.2	**39**		0.788	**0.363**	2.00		
188	47	SW-SM	31		4821	3581	1.3	0.63	1.05	1.3	1	34.8	15	2.50	1.05	4.2	**39**		0.783	**0.362**	2.00		
187.5	47.5	SW-SM	31		4853	3613	1.3	0.63	1.05	1.3	1	34.6	15	2.50	1.05	4.2	**39**		0.778	**0.360**	2.00		
187	48	SW-SM	31		4884	3644	1.3	0.63	1.05	1.3	1	34.5	15	2.50	1.05	4.2	**39**		0.773	**0.358**	2.00		
186.5	48.5	SW-SM	31		4916	3676	1.3	0.62	1.05	1.3	1	34.4	15	2.50	1.05	4.2	**39**		0.768	**0.357**	2.00		
186	49	SW-SM	31		4947	3707	1.3	0.62	1.05	1.3	1	34.2	15	2.50	1.05	4.1	**38**		0.763	**0.355**	2.00		
185.5	49.5	SW-SM	31		4979	3739	1.3	0.62	1.05	1.3	1	34.1	15	2.50	1.05	4.1	**38**		0.758	**0.353**	2.00		
185	50	SW-SM	31		5010	3770	1.3	0.62	1.05	1.3	1	33.9	15	2.50	1.05	4.1	**38**		0.753	**0.351**	2.00		
184.5	50.5	SW-SM	44		5042	3802	1.3	0.61	1.05	1.3	1	47.9	15	2.50	1.05	4.8	**53**		0.748	**0.349**	2.00		
184	51	SW-SM	44		5073	3833	1.3	0.61	1.05	1.3	1	47.7	15	2.50	1.05	4.8	**53**		0.743	**0.348**	2.00		
183.5	51.5	SW-SM	44		5105	3865	1.3	0.61	1.05	1.3	1	47.6	15	2.50	1.05	4.8	**52**		0.738	**0.346**	2.00		
183	52	SW-SM	44		5136	3896	1.3	0.61	1.05	1.3	1	47.4	15	2.50	1.05	4.8	**52**		0.733	**0.344**	2.00		
182.5	52.5	SW-SM	44		5168	3928	1.3	0.60	1.05	1.3	1	47.2	15	2.50	1.05	4.8	**52**		0.728	**0.342**	2.00		
182	53	SW-SM	44		5199	3959	1.3	0.60	1.05	1.3	1	47.0	15	2.50	1.05	4.8	**52**		0.723	**0.340**	2.00		
181.5	53.5	SW-SM	44		5231	3991	1.3	0.60	1.05	1.3	1	46.8	15	2.50	1.05	4.7	**52**		0.718	**0.339**	2.00		
181	54	SW-SM	44		5262	4022	1.3	0.60	1.05	1.3	1	46.6	15	2.50	1.05	4.7	**51**		0.713	**0.337**	2.00		
180.5	54.5	SW-SM	44		5294	4054	1.3	0.59	1.05	1.3	1	46.4	15	2.50	1.05	4.7	**51**		0.708	**0.335**	2.00		
180	55	SW-SM	44		5325	4085	1.3	0.59	1.05	1.3	1	46.2	15	2.50	1.05	4.7	**51**		0.703	**0.333**	2.00		
179.5	55.5	SW-SM	50		5357	4117	1.3	0.59	1.05	1.3	1	52.3	15	2.50	1.05	5.0	**57**		0.699	**0.331**	2.00		
179	56	SW-SM	50		5388	4148	1.3	0.59	1.05	1.3	1	52.1	15	2.50	1.05	5.0	**57**		0.694	**0.330**	2.00		
178.5	56.5	SW-SM	50		5420	4180	1.3	0.58	1.05	1.3	1	51.9	15	2.50	1.05	5.0	**57**		0.689	**0.328**	2.00		
178	57	SW-SM	50		5451	4211	1.3	0.58	1.05	1.3	1	51.7	15	2.50	1.05	5.0	**57**		0.685	**0.326**	2.00		
177.5	57.5	SW-SM	50		5483	4243	1.3	0.58	1.05	1.3	1	51.5	15	2.50	1.05	5.0	**56**		0.680	**0.324**	2.00		
177	58	SW-SM	50		5514	4274	1.3	0.58	1.05	1.3	1	51.3	15	2.50	1.05	5.0	**56**		0.676	**0.323**	2.00		
176.5	58.5	SW-SM	50		5546	4306	1.3	0.58	1.05	1.3	1	51.1	15	2.50	1.05	5.0	**56**		0.672	**0.321**	2.00		
176	59	SW-SM	50		5577	4337	1.3	0.57	1.05	1.3	1	50.9	15	2.50	1.05	4.9	**56**		0.668	**0.319**	2.00		
175.5	59.5	SW-SM	50		5609	4369	1.3	0.57	1.05	1.3	1	50.7	15	2.50	1.05	4.9	**56**		0.663	**0.318**	2.00		
175	60	SW-SM	50		5640	4400	1.3	0.57	1.05	1.3	1	50.5	15	2.50	1.05	4.9	**55**		0.659	**0.316**	2.00		
174.5	60.5	SW-SM	50		5672	4432	1.3	0.57	1.05	1.3	1	50.3	15	2.50	1.05	4.9	**55**		0.655	**0.315**	2.00		
174	61	SW-SM	50		5703	4463	1.3	0.56	1.05	1.3	1	50.1	15	2.50	1.05	4.9	**55**		0.651	**0.313**	2.00		
173.5	61.5	SW-SM	50		5735	4495	1.3	0.56	1.05	1.3	1	49.9	15	2.50	1.05	4.9	**55**		0.647	**0.312**	2.00		
173	62	SW-SM	50		5766	4526	1.3	0.56	1.05	1.3	1	49.7	15	2.50	1.05	4.9	**55**		0.644	**0.310**	2.00		
172.5	62.5	SW-SM	50		5798	4558	1.3	0.56	1.05	1.3	1	49.5	15	2.50	1.05	4.9	**54**		0.640	**0.309**	2.00		
172	63	SW-SM	50		5829	4589	1.3	0.56	1.05	1.3	1	49.4	15	2.50	1.05	4.9	**54**		0.636	**0.307**	2.00		
171.5	63.5	SW-SM	50		5861	4621	1.3	0.55	1.05	1.3	1	49.2	15	2.50	1.05	4.9	**54**		0.632	**0.306**	2.00		
171	64	SW-SM	50		5892	4652	1.3	0.55	1.05	1.3	1	49.0	15	2.50	1.05	4.9	**54**		0.629	**0.304**	2.00		
170.5	64.5	SW-SM	50		5924	4684	1.3	0.55	1.05	1.3	1	48.8	15	2.50	1.05	4.8	**54**		0.625	**0.303**	2.00		
170	65	SW-SM	50		5955	4715	1.3	0.55	1.05	1.3	1	48.6	15	2.50	1.05	4.8	**53**		0.622	**0.302**	2.00		
169.5	65.5	SW-SM	50		5987	4747	1.3	0.55	1.05	1.3	1	48.4	15	2.50	1.05	4.8	**53**		0.619	**0.300**	2.00		
169	66	SW-SM	50		6018	4778	1.3	0.54	1.05	1.3	1	48.3	15	2.50	1.05	4.8	**53**		0.616	**0.299**	2.00		
168.5	66.5	SW-SM	50		6050	4810	1.3	0.54	1.05	1.3	1	48.1	15	2.50	1.05	4.8	**53**		0.612	**0.298**	2.00		
168	67	SW-SM	50		6081	4841	1.3	0.54	1.05	1.3	1	47.9	15	2.50	1.05	4.8	**53**		0.609	**0.297**	2.00		
167.5	67.5	SW-SM	50		6113	4873	1.3	0.54	1.05	1.3	1	47.7	15	2.50	1.05	4.8	**53**		0.606	**0.295**	2.00		
167	68	SW-SM	50		6144	4904	1.3	0.54	1.05	1.3	1	47.6	15	2.50	1.05	4.8	**52**		0.603	**0.294**	2.00		
166.5	68.5	SW-SM	50		6176	4936	1.3	0.53	1.05	1.3	1	47.4	15	2.50	1.05	4.8	**52**		0.600	**0.293**	2.00		
166	69	SW-SM	50		6207	4967	1.3	0.53	1.05	1.3	1	47.2	15	2.50	1.05	4.8	**52**		0.597	**0.292**	2.00		
165.5	69.5	SC	40		6239	4999	1.3	0.53	1.05	1.3	1	37.6	15	2.50	1.05	4.3	**42**		0.595	**0.291**	2.00		
165	70	SC	40		6270	5030	1.3	0.53	1.05	1.3	1	37.5	15	2.50	1.05	4.3	**42**		0.592	**0.290**	2.00		
164.5	70.5	SC	40		6302	5062	1.3	0.53	1.05	1.3	1	37.4	15	2.50	1.05	4.3	**42**		0.589	**0.289**	2.00		
164	71	SC	40		6333	5093	1.3	0.52	1.05	1.3	1	37.2	15	2.50	1.05	4.3	**42**		0.587	**0.288**	2.00		
163.5	71.5	SC	40		6365	5125	1.3	0.52	1.05	1.3	1	37.1	15	2.50	1.05	4.3	**41**		0.584	**0.287**	2.00		
163	72	SC	40		6396	5156	1.3	0.52	1.05	1.3	1	37.0	15	2.50	1.05	4.3	**41**		0.582	**0.286**	2.00		
162.5	72.5	SC	40		6428	5188	1.3	0.52	1.05	1.3	1	36.9	15	2.50	1.05	4.3	**41**		0.579	**0.285**	2.00		
162	73	SC	40		6459	5219	1.3	0.52	1.05	1.3	1	36.7	15	2.50	1.05	4.3	**41**		0.577	**0.284**	2.00		
161.5	73.5	SC	40		6491	5251	1.3	0.52	1.05	1.3	1	36.6	15	2.50	1.05	4.3	**41**		0.574	**0.283**	2.00		
161	74	SW-SM	50		6522	5282	1.3	0.51	1.05	1.3	1	45.6	15	2.50	1.05	4.7	**50**		0.572	**0.282**	2.00		
160.5	74.5	SW-SM	50		6554	5314	1.3	0.51	1.05	1.3	1	45.4	15	2.50	1.05	4.7	**50**		0.570	**0.281**	2.00		
160	75	SW-SM	50		6585	5345	1.3	0.51	1.05	1.3	1	45.3	15	2.50	1.05	4.7	**50**		0.568	**0.280**	2.00		
159.5	75.5	SW-SM	50		6617	5377	1.3	0.51	1.05	1.3	1	45.1	15	2.50	1.05	4.7	**50**		0.566	**0.279**	2.00		
159	76	SW-SM	50		6648	5408	1.3	0.51	1.05	1.3	1	45.0	15	2.50	1.05	4.7	**50**		0.563	**0.279**	2.00		
158.5	76.5	SW-SM	50		6680	5440	1.3	0.50	1.05	1.3	1	44.8	15	2.50	1.05	4.7	**49**		0.561	**0.278**	2.00		
158	77	SW-SM	50		6711	5471	1.3	0.50	1.05	1.3	1	44.7	15	2.50	1.05	4.6	**49**		0.559	**0.277**	2.00		
157.5	77.5	SW-SM	50		6743	5503	1.3	0.50	1.05	1.3	1	44.5	15	2.50	1.05	4.6	**49**		0.557	**0.276**	2.00		
157	78	SW-SM	50		6774	5534	1.3	0.50	1.05	1.3	1	44.3	15	2.50	1.05	4.6	**49**		0.555	**0.275**	2.00		

156.5	78.5	SW-SM	50		6806	5566	1.3	0.50	1.05	1.3	1	44.2	15	2.50	1.05	4.6	49	0.554	0.275	2.00	
156	79	SW-SM	50		6837	5597	1.3	0.50	1.05	1.3	1	44.1	15	2.50	1.05	4.6	49	0.552	0.274	2.00	
155.5	79.5	SW-SM	50		6869	5629	1.3	0.49	1.05	1.3	1	43.9	15	2.50	1.05	4.6	49	0.550	0.273	2.00	
155	80	SW-SM	37		6900	5660	1.3	0.49	1.05	1.3	1	32.4	24	4.18	1.11	7.7	40	0.548	0.273	2.00	
154.5	80.5	SW-SM	37		6932	5692	1.3	0.49	1.05	1.3	1	32.3	24	4.18	1.11	7.7	40	0.546	0.272	2.00	
154	81	SW-SM	37		6963	5723	1.3	0.49	1.05	1.3	1	32.2	24	4.18	1.11	7.6	40	0.545	0.271	2.00	
153.5	81.5	SW-SM	37		6995	5755	1.3	0.49	1.05	1.3	1	32.1	24	4.18	1.11	7.6	40	0.543	0.271	2.00	
153	82	SW-SM	37		7026	5786	1.3	0.49	1.05	1.3	1	32.0	24	4.18	1.11	7.6	40	0.541	0.270	2.00	
152.5	82.5	SW-SM	84		7058	5818	1.3	0.49	1.05	1.3	1	72.3	15	2.50	1.05	6.0	78	0.540	0.269	2.00	
152	83	SW-SM	84		7089	5849	1.3	0.48	1.05	1.3	1	72.1	15	2.50	1.05	6.0	78	0.538	0.269	2.00	
151.5	83.5	SW-SM	84		7121	5881	1.3	0.48	1.05	1.3	1	71.8	15	2.50	1.05	6.0	78	0.537	0.268	2.00	
151	84	SW-SM	84		7152	5912	1.3	0.48	1.05	1.3	1	71.6	15	2.50	1.05	5.9	78	0.535	0.268	2.00	
150.5	84.5	SW-SM	84		7184	5944	1.3	0.48	1.05	1.3	1	71.4	15	2.50	1.05	5.9	77	0.534	0.267	2.00	
150	85	SW-SM	84		7215	5975	1.3	0.48	1.05	1.3	1	71.1	15	2.50	1.05	5.9	77	0.532	0.266	2.00	
149.5	85.5	SW-SM	84		7247	6007	1.3	0.48	1.05	1.3	1	70.9	15	2.50	1.05	5.9	77	0.531	0.266	2.00	
149	86	SW-SM	84		7278	6038	1.3	0.47	1.05	1.3	1	70.7	15	2.50	1.05	5.9	77	0.530	0.265	2.00	
148.5	86.5	SW-SM	84		7310	6070	1.3	0.47	1.05	1.3	1	70.5	15	2.50	1.05	5.9	76	0.528	0.265	2.00	
148	87	SW-SM	84		7341	6101	1.3	0.47	1.05	1.3	1	70.2	15	2.50	1.05	5.9	76	0.527	0.264	2.00	
147.5	87.5	SW-SM	84		7373	6133	1.3	0.47	1.05	1.3	1	70.0	15	2.50	1.05	5.9	76	0.526	0.264	2.00	
147	88	SW-SM	84		7404	6164	1.3	0.47	1.05	1.3	1	69.8	15	2.50	1.05	5.9	76	0.524	0.263	2.00	
146.5	88.5	SW-SM	84		7436	6196	1.3	0.47	1.05	1.3	1	69.6	15	2.50	1.05	5.8	75	0.523	0.263	2.00	
146	89	SW-SM	84		7467	6227	1.3	0.47	1.05	1.3	1	69.3	15	2.50	1.05	5.8	75	0.522	0.262	2.00	
145.5	89.5	SW-SM	84		7499	6259	1.3	0.46	1.05	1.3	1	69.1	15	2.50	1.05	5.8	75	0.520	0.262	2.00	
145	90	SW-SM	84		7530	6290	1.3	0.46	1.05	1.3	1	68.9	15	2.50	1.05	5.8	75	0.519	0.261	2.00	
144.5	90.5	SW-SM	53		7562	6322	1.3	0.46	1.05	1.3	1	43.3	15	2.50	1.05	4.6	48	0.518	0.261	2.00	
144	91	SW-SM	53		7593	6353	1.3	0.46	1.05	1.3	1	43.2	15	2.50	1.05	4.6	48	0.517	0.260	2.00	
143.5	91.5	SW-SM	53		7625	6385	1.3	0.46	1.05	1.3	1	43.1	15	2.50	1.05	4.6	48	0.516	0.260	2.00	
143	92	SW-SM	53		7656	6416	1.3	0.46	1.05	1.3	1	42.9	15	2.50	1.05	4.6	48	0.515	0.260	2.00	
142.5	92.5	SW-SM	53		7688	6448	1.3	0.46	1.05	1.3	1	42.8	15	2.50	1.05	4.6	47	0.514	0.259	2.00	
142	93	SW-SM	53		7719	6479	1.3	0.45	1.05	1.3	1	42.7	15	2.50	1.05	4.6	47	0.512	0.259	2.00	
141.5	93.5	SW-SM	53		7751	6511	1.3	0.45	1.05	1.3	1	42.5	15	2.50	1.05	4.5	47	0.511	0.258	2.00	
141	94	SW-SM	53		7782	6542	1.3	0.45	1.05	1.3	1	42.4	15	2.50	1.05	4.5	47	0.510	0.258	2.00	
140.5	94.5	SW-SM	53		7814	6574	1.3	0.45	1.05	1.3	1	42.3	15	2.50	1.05	4.5	47	0.509	0.258	2.00	
140	95	SW-SM	53		7845	6605	1.3	0.45	1.05	1.3	1	42.2	15	2.50	1.05	4.5	47	0.508	0.257	2.00	
139.5	95.5	SW-SM	53		7877	6637	1.3	0.45	1.05	1.3	1	42.0	15	2.50	1.05	4.5	47	0.507	0.257	2.00	
139	96	SW-SM	53		7908	6668	1.3	0.45	1.05	1.3	1	41.9	15	2.50	1.05	4.5	46	0.506	0.256	2.00	
138.5	96.5	SW-SM	53		7940	6700	1.3	0.44	1.05	1.3	1	41.8	15	2.50	1.05	4.5	46	0.505	0.256	2.00	
138	97	SW-SM	53		7971	6731	1.3	0.44	1.05	1.3	1	41.7	15	2.50	1.05	4.5	46	0.504	0.256	2.00	
137.5	97.5	SW-SM	53		8003	6763	1.3	0.44	1.05	1.3	1	41.5	15	2.50	1.05	4.5	46	0.503	0.255	2.00	
137	98	SW-SM	53		8034	6794	1.3	0.44	1.05	1.3	1	41.4	15	2.50	1.05	4.5	46	0.502	0.255	2.00	
136.5	98.5	SW-SM	53		8066	6826	1.3	0.44	1.05	1.3	1	41.3	15	2.50	1.05	4.5	46	0.501	0.255	2.00	
136	99	SW-SM	53		8097	6857	1.3	0.44	1.05	1.3	1	41.2	15	2.50	1.05	4.5	46	0.500	0.254	2.00	
135.5	99.5	SW-SM	53		8129	6889	1.3	0.44	1.05	1.3	1	41.0	15	2.50	1.05	4.5	46	0.499	0.254	2.00	
135	100	SW-SM	34		8160	6920	1.3	0.44	1.05	1.3	1	26.3	32	4.83	1.17	9.3	36	0.499	0.253	2.00	
134.5	100.5	SW-SM	34		8192	6952	1.3	0.43	1.05	1.3	1	26.2	32	4.83	1.17	9.3	35	0.498	0.253	2.00	
134	101	SW-SM	34		8223	6983	1.3	0.43	1.05	1.3	1	26.1	32	4.83	1.17	9.3	35	0.497	0.253	2.00	
133.5	101.5	SW-SM	34		8255	7015	1.3	0.43	1.05	1.3	1	26.0	32	4.83	1.17	9.3	35	0.496	0.252	2.00	
133	102	SW-SM	34		8286	7046	1.3	0.43	1.05	1.3	1	25.9	32	4.83	1.17	9.3	35	0.495	0.252	2.00	
132.5	102.5	SW-SM	34		8318	7078	1.3	0.43	1.05	1.3	1	25.9	32	4.83	1.17	9.3	35	0.494	0.252	2.00	
132	103	SW-SM	34		8349	7109	1.3	0.43	1.05	1.3	1	25.8	32	4.83	1.17	9.2	35	0.493	0.251	2.00	
131.5	103.5	SW-SM	34		8381	7141	1.3	0.43	1.05	1.3	1	25.7	32	4.83	1.17	9.2	35	0.493	0.251	2.00	
131	104	SW-SM	34		8412	7172	1.3	0.43	1.05	1.3	1	25.6	32	4.83	1.17	9.2	35	0.492	0.251	2.00	
130.5	104.5	SW-SM	34		8444	7204	1.3	0.42	1.05	1.3	1	25.6	32	4.83	1.17	9.2	35	0.491	0.251	2.00	
130	105	SW-SM	34		8475	7235	1.3	0.42	1.05	1.3	1	25.5	32	4.83	1.17	9.2	35	0.490	0.250	2.00	
129.5	105.5	SW-SM	34		8507	7267	1.3	0.42	1.05	1.3	1	25.4	32	4.83	1.17	9.2	35	0.489	0.250	2.00	
129	106	SW-SM	34		8538	7298	1.3	0.42	1.05	1.3	1	25.4	32	4.83	1.17	9.2	35	0.488	0.250	2.00	
128.5	106.5	SW-SM	34		8570	7330	1.3	0.42	1.05	1.3	1	25.3	32	4.83	1.17	9.2	34	0.488	0.249	2.00	
128	107	SW-SM	34		8601	7361	1.3	0.42	1.05	1.3	1	25.2	32	4.83	1.17	9.1	34	0.487	0.249	2.00	
127.5	107.5	SW-SM	34		8633	7393	1.3	0.42	1.05	1.3	1	25.1	32	4.83	1.17	9.1	34	0.486	0.249	2.00	
127	108	SW-SM	34		8664	7424	1.3	0.42	1.05	1.3	1	25.1	32	4.83	1.17	9.1	34	0.485	0.248	2.00	
126.5	108.5	SW-SM	34		8696	7456	1.3	0.41	1.05	1.3	1	25.0	32	4.83	1.17	9.1	34	0.485	0.248	2.00	
126	109	SW-SM	34		8727	7487	1.3	0.41	1.05	1.3	1	24.9	32	4.83	1.17	9.1	34	0.484	0.248	2.00	
125.5	109.5	SW-SM	34		8759	7519	1.3	0.41	1.05	1.3	1	24.9	32	4.83	1.17	9.1	34	0.483	0.248	2.00	
125	110	SW-SM	34		8790	7550	1.3	0.41	1.05	1.3	1	24.8	32	4.83	1.17	9.1	34	0.482	0.247	2.00	
124.5	110.5	SW-SM	34		8822	7582	1.3	0.41	1.05	1.3	1	24.7	32	4.83	1.17	9.1	34	0.482	0.247	2.00	
124	111	SW-SM	34		8853	7613	1.3	0.41	1.05	1.3	1	24.7	32	4.83	1.17	9.0	34	0.481	0.247	2.00	
123.5	111.5	SW-SM	34		8885	7645	1.3	0.41	1.05	1.3	1	24.6	32	4.83	1.17	9.0	34	0.480	0.246	2.00	
123	112	SW-SM	34		8916	7676	1.3	0.41	1.05	1.3	1	24.5	32	4.83	1.17	9.0	34	0.480	0.246	2.00	
122.5	112.5	SW-SM	34		8948	7708	1.3	0.41	1.05	1.3	1	24.5	32	4.83	1.17	9.0	33	0.479	0.246	2.00	
122	113	SW-SM	34		8979	7739	1.3	0.40	1.05	1.3	1	24.4	32	4.83	1.17	9.0	33	0.478	0.246	2.00	
121.5	113.5	SW-SM	34		9011	7771	1.3	0.40	1.05	1.3	1	24.3	32	4.83	1.17	9.0	33	0.477	0.245	2.00	
121	114	SW-SM	34		9042	7802	1.3	0.40	1.05	1.3	1	24.3	32	4.83	1.17	9.0	33	0.477	0.245	2.00	
120.5	114.5	SW-SM	34		9074	7834	1.3	0.40	1.05	1.3	1	24.2	32	4.83	1.17	9.0	33	0.476	0.245	2.00	
120	115	SW-SM	34		9105	7865	1.3	0.40	1.05	1.3	1	24.1	32	4.83	1.17	9.0	33	0.475	0.245	2.00	
119.5	115.5	SW-SM	34		9137	7897	1.3	0.40	1.05	1.3	1	24.1	32	4.83	1.17	8.9	33	0.475	0.244	2.00	
119	116	SW-SM	34		9168	7928	1.3	0.40	1.05	1.3	1	24.0	32	4.83	1.17	8.9	33	0.474	0.244	2.00	
118.5	116.5	SW-SM	34		9200	7960	1.3	0.40	1.05	1.3	1	23.9	32	4.83	1.17	8.9	33	0.473	0.244	2.00	
118	117	SW-SM	34		9231	7991	1.3	0.40	1.05	1.3	1	23.9	32	4.83	1.17	8.9	33	0.473	0.244	2.00	
117.5	117.5	SW-SM	34		9263	8023	1.3	0.39	1.05	1.3	1	23.8	32	4.83	1.17	8.9	33	0.472	0.243	2.00	
117	118	SW-SM	34		9294	8054	1.3	0.39	1.05	1.3	1	23.7	32	4.83	1.17	8.9	33	0.471	0.243	2.00	
116.5	118.5	SW-SM	34		9326	8086	1.3	0.39	1.05	1.3	1	23.7	32	4.83	1.17	8.9	33	0.471	0.243	2.00	
116	119	SW-SM	34		9357	8117	1.3	0.39	1.05	1.3	1	23.6	32	4.83	1.17	8.9	32	0.470	0.242	2.00	
115.5	119.5	SW-SM	34		9389	8149	1.3	0.39	1.05	1.3	1	23.5	32	4.83	1.17	8.9	32	0.470	0.242	2.00	
115	120	SW-SM	34		9420	8180	1.3	0.39	1.05	1.3	1	23.5	32	4.83	1.17	8.8	32	0.469	0.242	2.00	

SPT Liquefaction Spreadsheet

PROJECT	SotoCapt-1-01				
JOB NAME	**Proposed Mixed Use Development**	Boring	**B-2**		
DATE	12/3/2010	*y*	120	pcf	
BY	DBS	GW level	49	ft	
CHECKED BY	2/1/2011	HHGL	30	ft	**Total Settlement** **0.01** **INCHES**
DATE	CJZ	GS Elevation	255		
		LFFE	215		

Magnitue	a max
6.66	0.584

MSF 1.35

Elevation (MSL)	Depth (feet)	Soil Type	Nfield	Boulanger and Idriss (2006)	σo' (psf) *current* psf	σo' (psf) *HHGWL* psf	C_E energy	C_N stress	C_B 5" diam	C_S w/out liner	C_R rod	$(N_1)_{60}$ *interim Corr.*	Fines Correction %fines	Alpha	Beta	ΔN	$(N_1)_{60}$	CRR *1998 eq.* *<N=30*	Rd	CSR	FOS	SETTLEMENT (%)	SETTLEMENT (inches)
254	1	CL	6		120	120	1.3	1.75	1.05	1.3	0.75		15	2.50	1.05				1.000	**0.281**	2.00		
253.5	1.5	CL	6		180	180	1.3	1.71	1.05	1.3	0.75		15	2.50	1.05				0.998	**0.281**	2.00		
253	2	CL	6		240	240	1.3	1.68	1.05	1.3	0.75		15	2.50	1.05				0.997	**0.281**	2.00		
252.5	2.5	CL	6		300	300	1.3	1.64	1.05	1.3	0.75		15	2.50	1.05				0.996	**0.280**	2.00		
252	3	CL	6		360	360	1.3	1.61	1.05	1.3	0.75		15	2.50	1.05				0.995	**0.280**	2.00		
251.5	3.5	CL	6		420	420	1.3	1.57	1.05	1.3	0.75		15	2.50	1.05				0.994	**0.280**	2.00		
251	4	CL	6		480	480	1.3	1.54	1.05	1.3	0.75		15	2.50	1.05				0.993	**0.279**	2.00		
250.5	4.5	CL	6		540	540	1.3	1.51	1.05	1.3	0.75		15	2.50	1.05				0.991	**0.279**	2.00		
250	5	CL	6		600	600	1.3	1.48	1.05	1.3	0.75		15	2.50	1.05				0.990	**0.279**	2.00		
249.5	5.5	CL	6		660	660	1.3	1.46	1.05	1.3	0.75		15	2.50	1.05				0.989	**0.278**	2.00		
249	6	CL	6		720	720	1.3	1.43	1.05	1.3	0.75		15	2.50	1.05				0.988	**0.278**	2.00		
248.5	6.5	CL	6		780	780	1.3	1.40	1.05	1.3	0.75		15	2.50	1.05				0.987	**0.278**	2.00		
248	7	CL	6		840	840	1.3	1.38	1.05	1.3	0.75		15	2.50	1.05				0.986	**0.277**	2.00		
247.5	7.5	CL	6		900	900	1.3	1.35	1.05	1.3	0.75		15	2.50	1.05				0.985	**0.277**	2.00		
247	8	CL	7		960	960	1.3	1.33	1.05	1.3	0.75		15	2.50	1.05				0.983	**0.277**	2.00		
246.5	8.5	CL	7		1020	1020	1.3	1.31	1.05	1.3	0.75		15	2.50	1.05				0.982	**0.276**	2.00		
246	9	CL	7		1080	1080	1.3	1.29	1.05	1.3	0.75		15	2.50	1.05				0.981	**0.276**	2.00		
245.5	9.5	CL	7		1140	1140	1.3	1.27	1.05	1.3	0.75		15	2.50	1.05				0.980	**0.276**	2.00		
245	10	CL	7		1200	1200	1.3	1.24	1.05	1.3	0.75		15	2.50	1.05				0.979	**0.276**	2.00		
244.5	10.5	CL	7		1260	1260	1.3	1.23	1.05	1.3	0.75		15	2.50	1.05				0.978	**0.275**	2.00		
244	11	CL	7		1320	1320	1.3	1.21	1.05	1.3	0.75		15	2.50	1.05				0.977	**0.275**	2.00		
243.5	11.5	CL	7		1380	1380	1.3	1.19	1.05	1.3	0.75		15	2.50	1.05				0.976	**0.275**	2.00		
243	12	CL	7		1440	1440	1.3	1.17	1.05	1.3	0.75		15	2.50	1.05				0.975	**0.274**	2.00		
242.5	12.5	CL	7		1500	1500	1.3	1.15	1.05	1.3	0.75		15	2.50	1.05				0.974	**0.274**	2.00		
242	13	CL	7		1560	1560	1.3	1.14	1.05	1.3	0.85		15	2.50	1.05				0.973	**0.274**	2.00		
241.5	13.5	CL	7		1620	1620	1.3	1.12	1.05	1.3	0.85		15	2.50	1.05				0.972	**0.273**	2.00		
241	14	CL	7		1680	1680	1.3	1.10	1.05	1.3	0.85		15	2.50	1.05				0.971	**0.273**	2.00		
240.5	14.5	CL	7		1740	1740	1.3	1.09	1.05	1.3	0.85		15	2.50	1.05				0.970	**0.273**	2.00		
240	15	CL	7		1800	1800	1.3	1.07	1.05	1.3	0.85		15	2.50	1.05				0.969	**0.273**	2.00		
239.5	15.5	SP	18		1860	1860	1.3	1.06	1.05	1.3	0.85		5	0.00	1.00				0.967	**0.272**	2.00		
239	16	SP	18		1920	1920	1.3	1.04	1.05	1.3	0.85		5	0.00	1.00				0.966	**0.272**	2.00		
238.5	16.5	SP	18		1980	1980	1.3	1.03	1.05	1.3	0.85		5	0.00	1.00				0.965	**0.272**	2.00		
238	17	SP	18		2040	2040	1.3	1.02	1.05	1.3	0.85		5	0.00	1.00				0.964	**0.271**	2.00		
237.5	17.5	SP	18		2100	2100	1.3	1.00	1.05	1.3	0.85		5	0.00	1.00				0.963	**0.271**	2.00		
237	18	SP	18		2160	2160	1.3	0.99	1.05	1.3	0.85		5	0.00	1.00				0.962	**0.271**	2.00		
236.5	18.5	SP	18		2220	2220	1.3	0.98	1.05	1.3	0.85		5	0.00	1.00				0.961	**0.270**	2.00		
236	19	SP	18		2280	2280	1.3	0.97	1.05	1.3	0.85		5	0.00	1.00				0.959	**0.270**	2.00		
235.5	19.5	SP	18		2340	2340	1.3	0.95	1.05	1.3	0.85		5	0.00	1.00				0.958	**0.270**	2.00		
235	20	SP	18		2400	2400	1.3	0.94	1.05	1.3	0.95		5	0.00	1.00				0.957	**0.269**	2.00		
234.5	20.5	SP	20		2460	2460	1.3	0.93	1.05	1.3	0.95		5	0.00	1.00				0.956	**0.269**	2.00		
234	21	SP	20		2520	2520	1.3	0.92	1.05	1.3	0.95		5	0.00	1.00				0.954	**0.269**	2.00		
233.5	21.5	SP	20		2580	2580	1.3	0.91	1.05	1.3	0.95		5	0.00	1.00				0.953	**0.268**	2.00		
233	22	SP	20		2640	2640	1.3	0.90	1.05	1.3	0.95		5	0.00	1.00				0.951	**0.268**	2.00		
232.5	22.5	SP	20		2700	2700	1.3	0.89	1.05	1.3	0.95		5	0.00	1.00				0.950	**0.267**	2.00		
232	23	SP	20		2760	2760	1.3	0.88	1.05	1.3	0.95		5	0.00	1.00				0.948	**0.267**	2.00		
231.5	23.5	SP	20		2820	2820	1.3	0.87	1.05	1.3	0.95		5	0.00	1.00				0.947	**0.266**	2.00		
231	24	SP	20		2880	2880	1.3	0.86	1.05	1.3	0.95		5	0.00	1.00				0.945	**0.266**	2.00		
230.5	24.5	SP	20		2940	2940	1.3	0.85	1.05	1.3	0.95		5	0.00	1.00				0.944	**0.266**	2.00		
230	25	SP	20		3000	3000	1.3	0.84	1.05	1.3	0.95		5	0.00	1.00				0.942	**0.265**	2.00		
229.5	25.5	SP	21		3060	3060	1.3	0.83	1.05	1.3	0.95		5	0.00	1.00				0.940	**0.265**	2.00		
229	26	SP	21		3120	3120	1.3	0.82	1.05	1.3	0.95		5	0.00	1.00				0.938	**0.264**	2.00		
228.5	26.5	SP-SM	21		3180	3180	1.3	0.81	1.05	1.3	0.95		15	2.50	1.05				0.936	**0.263**	2.00		

228	27	SP-SM	21		3240	3240	1.3	0.81	1.05	1.3	0.95		15	2.50	1.05				0.934	**0.263**	2.00			
227.5	27.5	SP-SM	21		3300	3300	1.3	0.80	1.05	1.3	0.95		15	2.50	1.05				0.932	**0.262**	2.00			
227	28	SP-SM	21		3360	3360	1.3	0.79	1.05	1.3	0.95		15	2.50	1.05				0.930	**0.262**	2.00			
226.5	28.5	SP-SM	21		3420	3420	1.3	0.78	1.05	1.3	0.95		15	2.50	1.05				0.928	**0.261**	2.00			
226	29	SP-SM	21		3480	3480	1.3	0.77	1.05	1.3	0.95		15	2.50	1.05				0.925	**0.260**	2.00			
225.5	29.5	SP-SC	21		3540	3540	1.3	0.77	1.05	1.3	0.95		30	4.71	1.15				0.923	**0.260**	2.00			
225	30	SP-SC	24		3600	3600	1.3	0.76	1.05	1.3	0.95	30.7	30	4.71	1.15	9.4	**40**		0.921	**0.259**	2.00			
224.5	30.5	SP-SC	24		3660	3629	1.3	0.75	1.05	1.3	0.95	30.4	30	4.71	1.15	9.4	**40**		0.918	**0.261**	2.00			
224	31	SP-SC	24		3720	3658	1.3	0.74	1.05	1.3	0.95	30.1	30	4.71	1.15	9.3	**39**		0.915	**0.262**	2.00			
223.5	31.5	SP-SC	24		3780	3687	1.3	0.74	1.05	1.3	0.95	29.8	30	4.71	1.15	9.3	**39**		0.913	**0.263**	2.00			
223	32	SP-SC	24		3840	3716	1.3	0.73	1.05	1.3	0.95	29.5	30	4.71	1.15	9.3	**39**		0.910	**0.265**	2.00			
222.5	32.5	SP-SC	24		3900	3745	1.3	0.72	1.05	1.3	0.95	29.2	30	4.71	1.15	9.2	**38**		0.907	**0.266**	2.00			
222	33	SP-SC	24		3960	3774	1.3	0.72	1.05	1.3	1	30.5	30	4.71	1.15	9.4	**40**		0.904	**0.267**	2.00			
221.5	33.5	SP-SC	24		4020	3803	1.3	0.71	1.05	1.3	1	30.2	30	4.71	1.15	9.4	**40**		0.901	**0.268**	2.00			
221	34	SP-SM	32		4080	3832	1.3	0.70	1.05	1.3	1	39.9	15	2.50	1.05	4.4	**44**		0.897	**0.269**	2.00			
220.5	34.5	SP-SM	32		4140	3861	1.3	0.70	1.05	1.3	1	39.6	15	2.50	1.05	4.4	**44**		0.894	**0.270**	2.00			
220	35	SP-SM	32		4200	3890	1.3	0.69	1.05	1.3	1	39.2	15	2.50	1.05	4.4	**44**		0.891	**0.271**	2.00			
219.5	35.5	SP-SM	32		4260	3919	1.3	0.68	1.05	1.3	1	38.9	15	2.50	1.05	4.4	**43**		0.887	**0.271**	2.00			
219	36	SP-SM	32		4320	3948	1.3	0.68	1.05	1.3	1	38.5	15	2.50	1.05	4.4	**43**		0.883	**0.272**	2.00			
218.5	36.5	SP-SM	32		4380	3977	1.3	0.67	1.05	1.3	1	38.2	15	2.50	1.05	4.3	**43**		0.880	**0.273**	2.00			
218	37	SP-SM	32		4440	4006	1.3	0.67	1.05	1.3	1	37.9	15	2.50	1.05	4.3	**42**		0.876	**0.273**	2.00			
217.5	37.5	SP-SM	32		4500	4035	1.3	0.66	1.05	1.3	1	37.6	15	2.50	1.05	4.3	**42**		0.872	**0.274**	2.00			
217	38	SP-SM	32		4560	4064	1.3	0.66	1.05	1.3	1	37.2	15	2.50	1.05	4.3	**42**		0.868	**0.274**	2.00			
216.5	38.5	SP-SM	32		4620	4093	1.3	0.65	1.05	1.3	1	36.9	15	2.50	1.05	4.3	**41**		0.864	**0.274**	2.00			
216	39	SP-SM	32		4680	4122	1.3	0.64	1.05	1.3	1	36.6	15	2.50	1.05	4.3	**41**		0.860	**0.275**	2.00			
215.5	39.5	SP-SM	32		4740	4151	1.3	0.64	1.05	1.3	1	36.3	15	2.50	1.05	4.2	**41**		0.855	**0.275**	2.00			
215	40	SP-SM	29		4800	4180	1.3	0.63	1.05	1.3	1	32.6	15	2.50	1.05	4.1	**37**		0.851	**0.275**	2.00			
214.5	40.5	SP-SM	29		4860	4209	1.3	0.63	1.05	1.3	1	32.4	15	2.50	1.05	4.1	**36**		0.847	**0.275**	2.00			
214	41	SP-SM	29		4920	4238	1.3	0.62	1.05	1.3	1	32.1	15	2.50	1.05	4.0	**36**		0.842	**0.275**	2.00			
213.5	41.5	SP-SM	29		4980	4267	1.3	0.62	1.05	1.3	1	31.9	15	2.50	1.05	4.0	**36**		0.837	**0.275**	2.00			
213	42	SP-SM	29		5040	4296	1.3	0.61	1.05	1.3	1	31.6	15	2.50	1.05	4.0	**36**		0.833	**0.275**	2.00			
212.5	42.5	SP-SM	29		5100	4325	1.3	0.61	1.05	1.3	1	31.4	15	2.50	1.05	4.0	**35**		0.828	**0.275**	2.00			
212	43	SP-SM	29		5160	4354	1.3	0.60	1.05	1.3	1	31.1	15	2.50	1.05	4.0	**35**		0.823	**0.275**	2.00			
211.5	43.5	SP-SM	29		5220	4383	1.3	0.60	1.05	1.3	1	30.9	15	2.50	1.05	4.0	**35**		0.818	**0.274**	2.00			
211	44	SP-SM	29		5280	4412	1.3	0.60	1.05	1.3	1	30.6	15	2.50	1.05	4.0	**35**		0.814	**0.274**	2.00			
210.5	44.5	SP-SM	36		5340	4441	1.3	0.59	1.05	1.3	1	37.7	15	2.50	1.05	4.3	**42**		0.809	**0.274**	2.00			
210	45	SP-SM	36		5400	4470	1.3	0.59	1.05	1.3	1	37.5	15	2.50	1.05	4.3	**42**		0.804	**0.273**	2.00			
209.5	45.5	SP-SM	36		5460	4499	1.3	0.58	1.05	1.3	1	37.2	15	2.50	1.05	4.3	**41**		0.799	**0.273**	2.00			
209	46	SP-SM	36		5520	4528	1.3	0.58	1.05	1.3	1	36.9	15	2.50	1.05	4.3	**41**		0.794	**0.272**	2.00			
208.5	46.5	SP-SM	36		5580	4557	1.3	0.57	1.05	1.3	1	36.6	15	2.50	1.05	4.3	**41**		0.788	**0.272**	2.00			
208	47	SP-SM	36		5640	4586	1.3	0.57	1.05	1.3	1	36.4	15	2.50	1.05	4.2	**41**		0.783	**0.271**	2.00			
207.5	47.5	SP-SM	36		5700	4615	1.3	0.57	1.05	1.3	1	36.1	15	2.50	1.05	4.2	**40**		0.778	**0.271**	2.00			
207	48	SP-SM	36		5760	4644	1.3	0.56	1.05	1.3	1	35.8	15	2.50	1.05	4.2	**40**		0.773	**0.270**	2.00			
206.5	48.5	SP-SM	36		5820	4673	1.3	0.56	1.05	1.3	1	35.6	15	2.50	1.05	4.2	**40**		0.768	**0.269**	2.00			
206	49	SP-SM	36		5880	4702	1.3	0.55	1.05	1.3	1	35.3	15	2.50	1.05	4.2	**40**		0.763	**0.269**	2.00			
205.5	49.5	ML-SM	18		5909	4731	1.3	0.55	1.05	1.3	1	17.6	29	4.64	1.15	7.2	**25**	0.288	0.758	**0.268**	1.46	0.000	0.001
205	50	ML-SM	18		5938	4760	1.3	0.55	1.05	1.3	1	17.5	29	4.64	1.15	7.2	**25**	0.287	0.753	**0.267**	1.46	0.000	0.001
204.5	50.5	ML-SM	18		5967	4789	1.3	0.55	1.05	1.3	1	17.5	29	4.64	1.15	7.2	**25**	0.286	0.748	**0.266**	1.45	0.000	0.001
204	51	ML-SM	18		5996	4818	1.3	0.55	1.05	1.3	1	17.4	29	4.64	1.15	7.2	**25**	0.284	0.743	**0.265**	1.45	0.000	0.001
203.5	51.5	ML-SM	18		6025	4847	1.3	0.54	1.05	1.3	1	17.4	29	4.64	1.15	7.2	**25**	0.283	0.738	**0.265**	1.45	0.000	0.001
203	52	ML-SM	18		6054	4876	1.3	0.54	1.05	1.3	1	17.3	29	4.64	1.15	7.2	**24**	0.282	0.733	**0.264**	1.45	0.000	0.001
202.5	52.5	ML-SM	18		6083	4905	1.3	0.54	1.05	1.3	1	17.2	29	4.64	1.15	7.2	**24**	0.281	0.728	**0.263**	1.45	0.000	0.001
202	53	ML-SM	18		6112	4934	1.3	0.54	1.05	1.3	1	17.2	29	4.64	1.15	7.1	**24**	0.279	0.723	**0.262**	1.44	0.000	0.001
201.5	53.5	ML-SM	18		6141	4963	1.3	0.54	1.05	1.3	1	17.1	29	4.64	1.15	7.1	**24**	0.278	0.718	**0.261**	1.44	0.000	0.001
201	54	ML-SM	18		6170	4992	1.3	0.53	1.05	1.3	1	17.1	29	4.64	1.15	7.1	**24**	0.277	0.713	**0.260**	1.44	0.000	0.001
200.5	54.5	ML-SM	18		6199	5021	1.3	0.53	1.05	1.3	1	17.0	29	4.64	1.15	7.1	**24**	0.276	0.708	**0.260**	1.44	0.000	0.001
200	55	ML-SM	25		6228	5050	1.3	0.53	1.05	1.3	1	23.6	29	4.64	1.15	8.1	**32**		0.703	**0.259**	2.00			
199.5	55.5	ML-SM	25		6257	5079	1.3	0.53	1.05	1.3	1	23.5	29	4.64	1.15	8.1	**32**		0.699	**0.258**	2.00			
199	56	ML-SM	25		6286	5108	1.3	0.53	1.05	1.3	1	23.4	29	4.64	1.15	8.1	**31**		0.694	**0.257**	2.00			
198.5	56.5	ML-SM	25		6315	5137	1.3	0.53	1.05	1.3	1	23.3	29	4.64	1.15	8.0	**31**		0.689	**0.256**	2.00			
198	57	SW	33		6344	5166	1.3	0.52	1.05	1.3	1	30.7	17	3.01	1.06	4.9	**36**		0.685	**0.255**	2.00			
197.5	57.5	SW	33		6373	5195	1.3	0.52	1.05	1.3	1	30.6	17	3.01	1.06	4.8	**35**		0.680	**0.254**	2.00			
197	58	SW	33		6402	5224	1.3	0.52	1.05	1.3	1	30.5	17	3.01	1.06	4.8	**35**		0.676	**0.254**	2.00			
196.5	58.5	SW	33		6431	5253	1.3	0.52	1.05	1.3	1	30.4	17	3.01	1.06	4.8	**35**		0.672	**0.253**	2.00			
196	59	SW	33		6460	5282	1.3	0.52	1.05	1.3	1	30.3	17	3.01	1.06	4.8	**35**		0.668	**0.252**	2.00			
195.5	59.5	SW	33		6489	5311	1.3	0.52	1.05	1.3	1	30.2	17	3.01	1.06	4.8	**35**		0.663	**0.251**	2.00			
195	60	SW	33		6518	5340	1.3	0.51	1.05	1.3	1	30.1	17	3.01	1.06	4.8	**35**		0.659	**0.250**	2.00			
194.5	60.5	CL/SC	33		6547	5369	1.3	0.51	1.05	1.3	1	30.0	15	2.50	1.05	3.9	**34**		0.655	**0.249**	2.00			
194	61	CL/SC	33		6576	5398	1.3	0.51	1.05	1.3	1	29.9	15	2.50	1.05	3.9	**34**		0.651	**0.249**	2.00			
193.5	61.5	CL/SC	33		6605	5427	1.3	0.51	1.05	1.3	1	29.8	15	2.50	1.05	3.9	**34**		0.647	**0.248**	2.00			
193	62	CL/SC	33		6634	5456	1.3	0.51	1.05	1.3	1	29.7	15	2.50	1.05	3.9	**34**		0.644	**0.247**	2.00			
192.5	62.5	CL/SC	33		6663	5485	1.3	0.51	1.05	1.3	1	29.6	15	2.50	1.05	3.9	**34**		0.640	**0.246**	2.00			
192	63	CL/SC	33		6692	5514	1.3	0.50	1.05	1.3	1	29.5	15	2.50	1.05	3.9	**33**		0.636	**0.245**	2.00			
191.5	63.5	CL/SC	33		6721	5543	1.3	0.50	1.05	1.3	1	29.4	15	2.50	1.05	3.9	**33**		0.632	**0.245**	2.00			
191	64	CL/SC	33		6750	5572	1.3	0.50	1.05	1.3	1	29.3	15	2.50	1.05	3.9	**33**		0.629	**0.244**	2.00			
190.5	64.5	CL/SC	33		6779	5601	1.3	0.50	1.05	1.3	1	29.3	15	2.50	1.05	3.9	**33**		0.625	**0.243**	2.00			
190	65	CL/SC	33		6808	5630	1.3	0.50	1.05	1.3	1	29.2	15	2.50	1.05	3.9	**33**		0.622	**0.243**	2.00			

189.5	65.5	CL/SC	33		6837	5659	1.3	0.50	1.05	1.3	1	29.1	15	2.50	1.05	3.9	33	0.619	**0.242**	2.00		
189	66	CL/SC	33		6866	5688	1.3	0.49	1.05	1.3	1	29.0	15	2.50	1.05	3.9	33	0.616	**0.241**	2.00		
188.5	66.5	SP	58		6895	5717	1.3	0.49	1.05	1.3	1	50.8	5	0.00	1.00	0.1	51	0.612	**0.241**	2.00		
188	67	SP	58		6924	5746	1.3	0.49	1.05	1.3	1	50.6	5	0.00	1.00	0.1	51	0.609	**0.240**	2.00		
187.5	67.5	SP	58		6953	5775	1.3	0.49	1.05	1.3	1	50.5	5	0.00	1.00	0.1	51	0.606	**0.239**	2.00		
187	68	SP	58		6982	5804	1.3	0.49	1.05	1.3	1	50.3	5	0.00	1.00	0.1	50	0.603	**0.239**	2.00		
186.5	68.5	SP	58		7011	5833	1.3	0.49	1.05	1.3	1	50.2	5	0.00	1.00	0.1	50	0.600	**0.238**	2.00		
186	69	SP	58		7040	5862	1.3	0.49	1.05	1.3	1	50.0	5	0.00	1.00	0.1	50	0.597	**0.237**	2.00		
185.5	69.5	SP	58		7069	5891	1.3	0.48	1.05	1.3	1	49.9	5	0.00	1.00	0.1	50	0.595	**0.237**	2.00		
185	70	SP	58		7098	5920	1.3	0.48	1.05	1.3	1	49.7	5	0.00	1.00	0.1	50	0.592	**0.236**	2.00		
184.5	70.5	SP	58		7127	5949	1.3	0.48	1.05	1.3	1	49.6	5	0.00	1.00	0.1	50	0.589	**0.236**	2.00		
184	71	SP	58		7156	5978	1.3	0.48	1.05	1.3	1	49.4	5	0.00	1.00	0.1	49	0.587	**0.235**	2.00		
183.5	71.5	SP	58		7185	6007	1.3	0.48	1.05	1.3	1	49.3	5	0.00	1.00	0.1	49	0.584	**0.235**	2.00		
183	72	SC	50		7214	6036	1.3	0.48	1.05	1.3	1	42.3	15	2.50	1.05	4.5	47	0.582	**0.234**	2.00		
182.5	72.5	SC	50		7243	6065	1.3	0.48	1.05	1.3	1	42.2	15	2.50	1.05	4.5	47	0.579	**0.234**	2.00		
182	73	SC	50		7272	6094	1.3	0.47	1.05	1.3	1	42.1	15	2.50	1.05	4.5	47	0.577	**0.233**	2.00		
181.5	73.5	SC	50		7301	6123	1.3	0.47	1.05	1.3	1	42.0	15	2.50	1.05	4.5	46	0.574	**0.233**	2.00		
181	74	SC	50		7330	6152	1.3	0.47	1.05	1.3	1	41.9	15	2.50	1.05	4.5	46	0.572	**0.232**	2.00		
180.5	74.5	SC	50		7359	6181	1.3	0.47	1.05	1.3	1	41.7	15	2.50	1.05	4.5	46	0.570	**0.232**	2.00		
180	75	SC	50		7388	6210	1.3	0.47	1.05	1.3	1	41.6	15	2.50	1.05	4.5	46	0.568	**0.232**	2.00		
179.5	75.5	SC	50		7417	6239	1.3	0.47	1.05	1.3	1	41.5	15	2.50	1.05	4.5	46	0.566	**0.231**	2.00		
179	76	SP	60		7446	6268	1.3	0.47	1.05	1.3	1	49.6	5	0.00	1.00	0.1	50	0.563	**0.231**	2.00		
178.5	76.5	SP	60		7475	6297	1.3	0.46	1.05	1.3	1	49.5	5	0.00	1.00	0.1	50	0.561	**0.230**	2.00		
178	77	SP	60		7504	6326	1.3	0.46	1.05	1.3	1	49.4	5	0.00	1.00	0.1	49	0.559	**0.230**	2.00		
177.5	77.5	SP	60		7533	6355	1.3	0.46	1.05	1.3	1	49.2	5	0.00	1.00	0.1	49	0.557	**0.230**	2.00		
177	78	SP	60		7562	6384	1.3	0.46	1.05	1.3	1	49.1	5	0.00	1.00	0.1	49	0.555	**0.229**	2.00		
176.5	78.5	SP	60		7591	6413	1.3	0.46	1.05	1.3	1	48.9	5	0.00	1.00	0.1	49	0.554	**0.229**	2.00		
176	79	SP	60		7620	6442	1.3	0.46	1.05	1.3	1	48.8	5	0.00	1.00	0.1	49	0.552	**0.229**	2.00		
175.5	79.5	SP	60		7649	6471	1.3	0.46	1.05	1.3	1	48.6	5	0.00	1.00	0.1	49	0.550	**0.228**	2.00		
175	80	SP	60		7678	6500	1.3	0.46	1.05	1.3	1	48.5	5	0.00	1.00	0.1	49	0.548	**0.228**	2.00		
174.5	80.5	SP	60		7707	6529	1.3	0.45	1.05	1.3	1	48.4	5	0.00	1.00	0.1	48	0.546	**0.228**	2.00		
174	81	SP	60		7736	6558	1.3	0.45	1.05	1.3	1	48.2	5	0.00	1.00	0.1	48	0.545	**0.227**	2.00		
173.5	81.5	SP	60		7765	6587	1.3	0.45	1.05	1.3	1	48.1	5	0.00	1.00	0.1	48	0.543	**0.227**	2.00		
173	82	SP	60		7794	6616	1.3	0.45	1.05	1.3	1	48.0	5	0.00	1.00	0.1	48	0.541	**0.227**	2.00		
172.5	82.5	SP	60		7823	6645	1.3	0.45	1.05	1.3	1	47.8	5	0.00	1.00	0.1	48	0.540	**0.226**	2.00		
172	83	SP	60		7852	6674	1.3	0.45	1.05	1.3	1	47.7	5	0.00	1.00	0.1	48	0.538	**0.226**	2.00		
171.5	83.5	SP	60		7881	6703	1.3	0.45	1.05	1.3	1	47.6	5	0.00	1.00	0.1	48	0.537	**0.226**	2.00		
171	84	SC	60		7910	6732	1.3	0.45	1.05	1.3	1	47.4	15	2.50	1.05	4.8	52	0.535	**0.226**	2.00		
170.5	84.5	SC	60		7939	6761	1.3	0.44	1.05	1.3	1	47.3	15	2.50	1.05	4.8	52	0.534	**0.225**	2.00		
170	85	SC	60		7968	6790	1.3	0.44	1.05	1.3	1	47.2	15	2.50	1.05	4.8	52	0.532	**0.225**	2.00		
169.5	85.5	SC	60		7997	6819	1.3	0.44	1.05	1.3	1	47.0	15	2.50	1.05	4.8	52	0.531	**0.225**	2.00		
169	86	SC	60		8026	6848	1.3	0.44	1.05	1.3	1	46.9	15	2.50	1.05	4.8	52	0.530	**0.225**	2.00		
168.5	86.5	SC	60		8055	6877	1.3	0.44	1.05	1.3	1	46.8	15	2.50	1.05	4.7	52	0.528	**0.224**	2.00		
168	87	SC	60		8084	6906	1.3	0.44	1.05	1.3	1	46.7	15	2.50	1.05	4.7	51	0.527	**0.224**	2.00		
167.5	87.5	SC	60		8113	6935	1.3	0.44	1.05	1.3	1	46.5	15	2.50	1.05	4.7	51	0.526	**0.224**	2.00		
167	88	SC	60		8142	6964	1.3	0.44	1.05	1.3	1	46.4	15	2.50	1.05	4.7	51	0.524	**0.224**	2.00		
166.5	88.5	SC	60		8171	6993	1.3	0.43	1.05	1.3	1	46.3	15	2.50	1.05	4.7	51	0.523	**0.224**	2.00		
166	89	CL	32		8200	7022	1.3	0.43	1.05	1.3	1	24.6	40	5.00	1.20	9.9	35	0.522	**0.223**	2.00		
165.5	89.5	CL	32		8229	7051	1.3	0.43	1.05	1.3	1	24.5	40	5.00	1.20	9.9	34	0.520	**0.223**	2.00		
165	90	CL	32		8258	7080	1.3	0.43	1.05	1.3	1	24.5	40	5.00	1.20	9.9	34	0.519	**0.223**	2.00		
164.5	90.5	CL	32		8287	7109	1.3	0.43	1.05	1.3	1	24.4	40	5.00	1.20	9.9	34	0.518	**0.223**	2.00		
164	91	CL	32		8316	7138	1.3	0.43	1.05	1.3	1	24.4	40	5.00	1.20	9.9	34	0.517	**0.223**	2.00		
163.5	91.5	CL	32		8345	7167	1.3	0.43	1.05	1.3	1	24.3	40	5.00	1.20	9.9	34	0.516	**0.222**	2.00		
163	92	CL	32		8374	7196	1.3	0.43	1.05	1.3	1	24.2	40	5.00	1.20	9.8	34	0.515	**0.222**	2.00		
162.5	92.5	CL	32		8403	7225	1.3	0.43	1.05	1.3	1	24.2	40	5.00	1.20	9.8	34	0.514	**0.222**	2.00		
162	93	CL	32		8432	7254	1.3	0.42	1.05	1.3	1	24.1	40	5.00	1.20	9.8	34	0.512	**0.222**	2.00		
161.5	93.5	CL	32		8461	7283	1.3	0.42	1.05	1.3	1	24.0	40	5.00	1.20	9.8	34	0.511	**0.222**	2.00		
161	94	CL	32		8490	7312	1.3	0.42	1.05	1.3	1	24.0	40	5.00	1.20	9.8	34	0.510	**0.222**	2.00		
160.5	94.5	CL	32		8519	7341	1.3	0.42	1.05	1.3	1	23.9	40	5.00	1.20	9.8	34	0.509	**0.221**	2.00		
160	95	SC	50		8548	7370	1.3	0.42	1.05	1.3	1	37.3	15	2.50	1.05	4.3	42	0.508	**0.221**	2.00		
159.5	95.5	SC	50		8577	7399	1.3	0.42	1.05	1.3	1	37.2	15	2.50	1.05	4.3	41	0.507	**0.221**	2.00		
159	96	SC	50		8606	7428	1.3	0.42	1.05	1.3	1	37.1	15	2.50	1.05	4.3	41	0.506	**0.221**	2.00		
158.5	96.5	SC	50		8635	7457	1.3	0.42	1.05	1.3	1	37.0	15	2.50	1.05	4.3	41	0.505	**0.221**	2.00		
158	97	SC	50		8664	7486	1.3	0.42	1.05	1.3	1	36.9	15	2.50	1.05	4.3	41	0.504	**0.221**	2.00		
157.5	97.5	SC	50		8693	7515	1.3	0.41	1.05	1.3	1	36.8	15	2.50	1.05	4.3	41	0.503	**0.220**	2.00		
157	98	SC	50		8722	7544	1.3	0.41	1.05	1.3	1	36.7	15	2.50	1.05	4.3	41	0.502	**0.220**	2.00		
156.5	98.5	SC	50		8751	7573	1.3	0.41	1.05	1.3	1	36.6	15	2.50	1.05	4.3	41	0.501	**0.220**	2.00		
156	99	SP-SM	70		8780	7602	1.3	0.41	1.05	1.3	1	51.1	5	0.00	1.00	0.1	51	0.500	**0.220**	2.00		
155.5	99.5	SP-SM	70		8809	7631	1.3	0.41	1.05	1.3	1	51.0	5	0.00	1.00	0.1	51	0.499	**0.220**	2.00		
155	100	SP-SM	70		8838	7660	1.3	0.41	1.05	1.3	1	50.8	5	0.00	1.00	0.1	51	0.499	**0.220**	2.00		
154.5	100.5	SP-SM	70		8867	7689	1.3	0.41	1.05	1.3	1	50.7	5	0.00	1.00	0.1	51	0.498	**0.220**	2.00		
154	101	SP-SM	70		8896	7718	1.3	0.41	1.05	1.3	1	50.6	5	0.00	1.00	0.1	51	0.497	**0.220**	2.00		
153.5	101.5	SP-SM	70		8925	7747	1.3	0.41	1.05	1.3	1	50.4	5	0.00	1.00	0.1	51	0.496	**0.219**	2.00		
																						0.007

Project: Proposed Mixed Use Development
Probe ID: CPT-1
Date: 2/3/2011

Design Earthquake Magnitude	6.66	MW
Magnitude Scaling Factor (MSF)	1.35	%
pga	0.584	g
Groundwater Depth:	28	ft
Elevation at GS	237.0	ft
HHGWL	12.0	ft

note: eff overburden set to depth increments of 0.1 meter

total settlement (inch)	total settlement below BOF (inch)
0.35	0.35

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective Current GW	Effective HHGWL	Tip Resistance	Sleeve Friction																	
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	✇		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0						
236.8	0.0	0.2	92	18	109	0.64	18	18	18	50.08	0	1.70	80.42	0.01	1.000	no	0.3796	0.090	0.12	2.0	1.75	8	0.187	4.75	17	18	no	zero	0.00
236.7	0.1	0.3	92	18	109	0.58	36	36	36	68.03	0.7919	1.70	109.24	1.16	1.00	no	0.3796	0.280	0.38	2.0	1.92	12	0.180	4.71	23	25	no	zero	0.00
236.5	0.1	0.5	92	18	109	0.63	53	53	53	53.63	0.8641	1.70	86.10	1.61	1.00	no	0.3796	0.287	0.39	2.0	2.10	17	0.172	4.65	19	24	no	zero	0.00
236.3	0.2	0.7	92	18	109	0.57	71	71	71	71.51	1.163	1.70	114.80	1.63	1.00	no	0.3796	0.305	0.41	2.0	2.01	14	0.177	4.68	25	27	no	zero	0.00
236.2	0.2	0.8	92	18	109	0.53	89	89	89	87.43	1.4779	1.70	140.36	1.69	1.00	no	0.3796	0.320	0.43	2.0	1.96	13	0.179	4.70	30	32	no	zero	0.00
236.0	0.3	1.0	92	18	109	0.49	107	107	107	102.23	1.2797	1.70	164.12	1.25	1.00	no	0.3796	0.310	0.42	2.0	1.82	10	0.184	4.74	35	36	no	zero	0.00
235.9	0.3	1.1	92	18	109	0.58	125	125	125	69.39	1.2281	1.70	111.35	1.77	1.00	no	0.3796	0.305	0.41	2.0	2.04	15	0.175	4.67	24	30	no	zero	0.00
235.7	0.4	1.3	92	18	109	0.62	142	142	142	55.89	1.2948	1.70	89.66	2.32	1.00	no	0.3796	0.310	0.42	2.0	2.19	20	0.167	4.61	19	25	no	zero	0.00
235.5	0.4	1.5	92	18	109	0.68	160	160	160	39.56	1.2529	1.70	63.41	3.17	1.00	no	0.3796	0.300	0.41	2.0	2.40	27	0.155	4.52	14	20	no	zero	0.00
235.4	0.5	1.6	92	18	109	0.75	178	178	178	25.21	1.0791	1.70	40.35	4.30	1.00	no	0.3796	0.290	0.39	2.0	2.63	38	0.138	4.38	9	16	no	zero	0.00
235.2	0.5	1.8	92	18	109	0.76	196	196	196	24.32	0.8832	1.70	38.91	3.65	1.00	no	0.3796	0.285	0.38	2.0	2.59	36	0.141	4.40	9	16	no	zero	0.00
235.0	0.6	2.0	92	18	109	0.76	214	214	214	24.48	0.5977	1.70	39.15	2.45	1.00	no	0.3796	0.285	0.38	2.0	2.47	30	0.150	4.48	9	15	no	zero	0.00
234.9	0.6	2.1	92	18	109	0.75	232	232	232	25.28	0.3414	1.70	40.42	1.36	1.00	no	0.3796	0.203	0.27	2.0	2.30	24	0.161	4.57	9	13	no	zero	0.00
234.7	0.7	2.3	92	18	109	0.75	249	249	249	25.79	0.1764	1.70	41.22	0.69	1.00	no	0.3795	0.130	0.18	2.0	2.13	18	0.170	4.64	9	13	no	zero	0.00
234.5	0.7	2.5	92	18	109	0.73	267	267	267	29.26	0.12	1.70	46.78	0.41	1.00	no	0.3793	0.075	0.10	2.0	1.98	14	0.178	4.69	10	11	no	zero	0.00
234.4	0.8	2.6	92	18	109	0.73	285	285	285	30.32	0.1037	1.70	48.47	0.34	1.00	no	0.3791	0.045	0.06	2.0	1.94	12	0.180	4.70	10	12	no	zero	0.00
234.2	0.8	2.8	92	18	109	0.73	303	303	303	30.11	0.1258	1.70	48.12	0.42	1.00	no	0.3789	0.075	0.10	2.0	1.98	13	0.178	4.69	10	12	no	zero	0.00
234.0	0.9	3.0	92	18	109	0.72	321	321	321	31.99	0.138	1.70	51.12	0.43	1.00	no	0.3786	0.083	0.11	2.0	1.96	13	0.179	4.70	11	13	no	zero	0.00
233.9	0.9	3.1	92	18	109	0.70	338	338	338	34.68	0.154	1.70	55.43	0.45	1.00	no	0.3784	0.100	0.13	2.0	1.93	12	0.180	4.71	12	14	no	zero	0.00
233.7	1.0	3.3	92	18	109	0.69	356	356	356	37.56	0.1867	1.70	60.04	0.50	1.00	no	0.3782	0.130	0.18	2.0	1.92	12	0.180	4.71	13	15	no	zero	0.00
233.6	1.0	3.4	92	18	109	0.67	374	374	374	42.23	0.2302	1.70	67.53	0.55	1.00	no	0.3780	0.156	0.21	2.0	1.90	11	0.181	4.72	14	16	no	zero	0.00
233.4	1.1	3.6	92	18	109	0.65	392	392	392	46.83	0.2748	1.70	74.90	0.59	1.00	no	0.3777	0.180	0.24	2.0	1.88	11	0.182	4.72	16	18	no	zero	0.00
233.2	1.1	3.8	92	18	109	0.65	410	410	410	46.46	0.2637	1.70	74.30	0.57	0.99	no	0.3775	0.180	0.24	2.0	1.87	11	0.182	4.72	16	18	no	zero	0.00
233.1	1.2	3.9	92	18	109	0.66	427	427	427	43.23	0.2145	1.70	69.09	0.50	0.99	no	0.3773	0.145	0.20	2.0	1.87	11	0.182	4.72	15	17	no	zero	0.00
232.9	1.2	4.1	92	18	109	0.66	445	445	445	43.85	0.2074	1.70	70.07	0.48	0.99	no	0.3770	0.160	0.22	2.0	1.86	10	0.183	4.73	15	17	no	zero	0.00
232.7	1.3	4.3	92	18	109	0.66	463	463	463	44.94	0.2766	1.70	71.81	0.62	0.99	no	0.3768	0.190	0.26	2.0	1.90	12	0.181	4.71	15	17	no	zero	0.00
232.6	1.3	4.4	92	18	109	0.65	481	481	481	48.14	0.319	1.70	76.94	0.67	0.99	no	0.3766	0.190	0.26	2.0	1.90	11	0.181	4.72	16	18	no	zero	0.00
232.4	1.4	4.6	92	18	109	0.63	499	499	499	52.98	0.3149	1.70	84.70	0.60	0.99	no	0.3763	0.193	0.26	2.0	1.84	10	0.184	4.73	18	19	no	zero	0.00
232.2	1.4	4.8	92	18	109	0.62	516	516	516	55.77	0.2754	1.70	89.16	0.50	0.99	no	0.3761	0.177	0.24	2.0	1.77	9	0.186	4.75	19	20	no	zero	0.00
232.1	1.5	4.9	92	18	109	0.62	534	534	534	55.57	0.2267	1.70	88.83	0.41	0.99	no	0.3758	0.167	0.23	2.0	1.73	8	0.187	4.76	19	20	no	zero	0.00
231.9	1.5	5.1	92	18	109	0.61	552	552	552	56.7	0.2476	1.70	90.63	0.44	0.99	no	0.3756	0.183	0.25	2.0	1.74	8	0.187	4.76	19	20	no	zero	0.00
231.8	1.6	5.2	92	18	109	0.61	570	570	570	58.89	0.2758	1.70	94.13	0.47	0.99	no	0.3753	0.193	0.26	2.0	1.74	8	0.187	4.76	20	21	no	zero	0.00
231.6	1.6	5.4	92	18	109	0.60	588	588	588	60.73	0.2845	1.70	97.07	0.47	0.99	no	0.3751	0.193	0.26	2.0	1.73	8	0.187	4.76	20	21	no	zero	0.00
231.4	1.7	5.6	92	18	109	0.60	605	605	605	62.8	0.2754	1.70	100.38	0.44	0.99	no	0.3749	0.200	0.27	2.0	1.70	7	0.188	4.76	21	22	no	zero	0.00
231.3	1.7	5.7	92	18	109	0.59	623	623	623	66.06	0.2959	1.70	105.60	0.45	0.99	no	0.3746	0.210	0.28	2.0	1.69	7	0.189	4.77	22	23	no	zero	0.00
231.1	1.8	5.9	92	18	109	0.59	641	641	641	63.78	0.2863	1.70	101.93	0.45	0.99	no	0.3744	0.210	0.28	2.0	1.70	7	0.188	4.76	21	22	no	zero	0.00
230.9	1.8	6.1	92	18	109	0.59	659	659	659	65.49	0.2699	1.70	104.66	0.41	0.99	no	0.3741	0.200	0.27	2.0	1.67	7	0.189	4.77	22	23	no	zero	0.00
230.8	1.9	6.2	92	18	109	0.59	677	677	677	64.52	0.2997	1.70	103.09	0.47	0.98	no	0.3739	0.210	0.28	2.0	1.71	7	0.188	4.76	22	23	no	zero	0.00
230.6	1.9	6.4	92	18	109	0.59	695	695	695	64.2	0.2965	1.70	102.56	0.46	0.98	no	0.3736	0.210	0.28	2.0	1.71	7	0.188	4.76	22	23	no	zero	0.00
230.4	2.0	6.6	92	18	109	0.59	712	712	712	65.91	0.3116	1.70	105.29	0.48	0.98	no	0.3733	0.210	0.28	2.0	1.70	7	0.188	4.76	22	23	no	zero	0.00
230.3	2.0	6.7	92	18	109	0.58	730	730	730	67.08	0.3214	1.70	107.16	0.48	0.98	no	0.3731	0.210	0.28	2.0	1.70	7	0.188	4.76	22	23	no	zero	0.00
230.1	2.1	6.9	92	18	109	0.58	748	748	748	67.9	0.3257	1.70	108.46	0.48	0.98	no	0.3728	0.210	0.28	2.0	1.70	7	0.188	4.77	23	24	no	zero	0.00
229.9	2.1	7.1	92	18	109	0.58	766	766	766	67.46	0.3199	1.70	107.74	0.48	0.98	no	0.3726	0.210	0.28	2.0	1.70	7	0.188	4.77	23	24	no	zero	0.00
229.8	2.2	7.2	92	18	109	0.59	784	784	784	65.85	0.2848	1.70	105.14	0.44	0.98	no	0.3723	0.200	0.27	2.0	1.68	7	0.189	4.77	22	23	no	zero	0.00
229.6	2.2	7.4	92	18	109	0.59	801	801	801	65.09	0.2895	1.70	103.90	0.45	0.98	no	0.3720	0.200	0.27	2.0	1.69	7	0.188	4.77	22	23	no	zero	0.00
229.5	2.3	7.5	92	18	109	0.59	819	819	819	63.37	0.2795	1.70	101.13	0.44	0.98	no	0.3718	0.200	0.27	2.0	1.70	7	0.188	4.76	21	22	no	zero	0.00
229.3	2.3	7.7	92	18	109	0.60	837	837	837	62.4	0.2912	1.70	99.55	0.47	0.98	no	0.3715	0.193	0.26	2.0	1.72	8	0.188	4.76	21	22	no	zero	0.00
229.1	2.4	7.9	92	18	109	0.60	855	855	855	61.41	0.2712	1.70	97.95	0.44	0.98	no	0.3712	0.183	0.25	2.0	1.71	7	0.188	4.76	21	22	no	zero	0.00
229.0	2.4	8.0	92	18	109	0.60	873	873	873	61.59	0.2913	1.70	98.22	0.48	0.98	no	0.3710	0.193	0.26	2.0	1.73	8	0.187	4.76	21	22	no	zero	0.00
228.8	2.5	8.2	92	18	109	0.61	890	890	890	57.86	0.2878	1.70	92.09	0.50	0.98	no	0.3707	0.197	0.27	2.0	1.76	8	0.186	4.75	19	20	no	zero	0.00
228.6	2.5	8.4	92	18	109	0.62	908	908	908	55.3	0.2893	1.69	87.55	0.53	0.98	no	0.3704	0.183	0.25	2.0	1.79	9	0.185	4.74	18	19	no	zero	0.00
228.5	2.6	8.5	92	18	109	0.61	926	926	926	56.8	0.3554	1.66	88.48	0.63	0.98	no	0.3702	0.203	0.27	2.0	1.83	10	0.184	4.73	19	20	no	zero	0.00
228.3	2.6	8.7	92	18	109	0.59	944	944	944	63.18	0.4176	1.62	95.73	0.67	0.97	no	0.3699	0.217	0.29	2.0	1.82	10	0.184	4.74	20	21	no	zero	0.00
228.1	2.7	8.9	92	18	109	0.57	962	962	962	72.52	0.4792	1.56	106.42	0.67	0.97	no	0.3696	0.230	0.31	2.0	1.78	9	0.186	4.75	22	23	no	zero	0.00
228.0	2.7	9.0	92	18	109	0.54	979	979	979	81.09	0.459	1.52	115.76	0.57	0.97	no	0.3693	0.225	0.30	2.0	1.71	7	0.188	4.76	24	25	no	zero	0.00
227.8	2.8	9.2	92	18	109	0.53	997	997	997	84.68	0.4199	1.49	118.90	0.50	0.97	no	0.3691	0.217	0.29	2.0	1.67	7	0.189	4.77	25	26	no	zero	0.00
227.6	2.8	9.4	92	18	109	0.52	1015	1015	1015	88.52	0.3887	1.47	122.29	0.44	0.97	no	0.3688	0.213	0.29	2.0	1.63	6	0.190	4.78	26	27	no	zero	0.00
227.5	2.9	9.5	92	18	109	0.51	1033	1033	1033	92.66	0.4232	1.45	125.97	0.46	0.97	no	0.3685	0.223	0.30	2.0	1.63	6	0.190	4.78	26	27	no	zero	0.00
227.3	2.9	9.7	92	18	109	0.52	1051	1051	1051	92.02	0.4767	1.44	124.12	0.52	0.97	no	0.3682	0.223	0.30	2.0	1.66	6	0.189	4.77	26	27	no	zero	0.00
227.2	3.0	9.8	92	18	109	0.52	1069	1069	1069	89.18	0.4945	1.43	119.77	0.56	0.97	no	0.3679	0.225	0.30	2.0	1.69	7	0.188	4.77	25	26	no	zero	0.00
227.0	3.0	10.0	92	18	109	0.53	1086	1086	1086	86.34	0.4958	1.42	115.45	0.58	0.97	no	0.3676	0.225	0.30	2.0	1.72	7	0.188	4.76	24	25	no	zero	0.00
226.8	3.1	10.2	92	18	109	0.54	1104	1104	1104	83.51	0.4742	1.42	111.19	0.57	0.97	no	0.3674	0.225	0.30	2.0	1.73	8	0.187	4.76	23	24	no	zero	0.00
226.7	3.1	10.3	92	18	109	0.53	1122	1122	1122	85.27	0.4692	1.40	112.25	0.55	0.97	no	0.3671	0.225	0.30	2.0	1.72	7	0.188	4.76	24	25	no	zero	0.00
226.5	3.2	10.5	92	18	109	0.54	1140	1140	1140	83.42	0.398	1.39	109.18	0.48	0.97	no	0.3668	0.210	0.28	2.0	1.69	7	0.189	4.77	23	24	no	zero	0.00
226.3	3.2	10.7	92	18	109	0.55	1158	1158	1158	79.42	0.3597	1.39	103.68	0.46	0.97	no	0.3665	0.210	0.28	2.0	1.70	7	0.188	4.76	22	23	no	zero	0.00

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	✇		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0					(in)	(in)
226.2	3.3	10.8	92	18	109	0.58	1175	1175	1175	68.07	0.3618	1.41	89.65	0.54	0.96	no	0.3662	0.183	0.25	2.0	1.79	9	0.185	4.74	19	20	no	zero	0.00
226.0	3.3	11.0	92	18	109	0.63	1193	1193	1193	53.57	0.3965	1.43	71.65	0.75	0.96	no	0.3659	0.200	0.27	2.0	1.95	13	0.179	4.70	15	17	no	zero	0.00
225.8	3.4	11.2	92	18	109	0.66	1211	1211	1211	44.67	0.5499	1.44	60.16	1.25	0.96	no	0.3656	0.245	0.33	2.0	2.14	18	0.170	4.63	13	17	no	zero	0.00
225.7	3.4	11.3	92	18	109	0.66	1229	1229	1229	44.85	0.6935	1.43	59.79	1.57	0.96	no	0.3653	0.248	0.33	2.0	2.21	20	0.167	4.61	13	18	no	zero	0.00
225.5	3.5	11.5	92	18	109	0.66	1247	1247	1247	43.96	0.6525	1.42	58.13	1.51	0.96	no	0.3650	0.248	0.33	2.0	2.21	20	0.167	4.61	13	18	no	zero	0.00
225.4	3.5	11.6	92	18	109	0.66	1264	1264	1264	45.52	0.5122	1.40	59.46	1.14	0.96	no	0.3647	0.215	0.29	2.0	2.12	18	0.171	4.64	13	17	no	zero	0.00
225.2	3.6	11.8	92	18	109	0.65	1282	1282	1282	46.48	0.5043	1.39	60.05	1.10	0.96	no	0.3644	0.230	0.31	2.0	2.11	17	0.172	4.65	13	17	no	zero	0.00
225.0	3.6	12.0	92	18	109	0.66	1300	1300	1300	44.75	0.6355	1.38	57.45	1.44	0.96	no	0.3641	0.248	0.33	2.0	2.20	20	0.167	4.61	12	16	no	zero	0.00
224.9	3.7	12.1	92	18	109	0.65	1318	1318	1309	47.65	0.6074	1.36	60.34	1.29	0.96	no	0.3662	0.245	0.33	2.0	2.15	18	0.170	4.63	13	18	no	zero	0.00
224.7	3.7	12.3	92	18	109	0.65	1336	1336	1317	47.61	0.4318	1.35	59.76	0.92	0.96	no	0.3687	0.195	0.26	2.0	2.07	16	0.174	4.66	13	17	no	zero	0.00
224.5	3.8	12.5	92	18	109	0.67	1353	1353	1324	42.85	0.2865	1.35	53.68	0.68	0.96	no	0.3712	0.150	0.20	2.0	2.03	15	0.175	4.67	11	13	no	zero	0.00
224.4	3.8	12.6	92	18	109	0.68	1371	1371	1332	40.24	0.2846	1.34	50.15	0.72	0.96	no	0.3737	0.160	0.22	2.0	2.07	16	0.174	4.66	11	15	no	zero	0.00
224.2	3.9	12.8	92	18	109	0.68	1389	1389	1339	38.69	0.4679	1.33	47.90	1.23	0.96	no	0.3760	0.211	0.29	2.0	2.22	21	0.166	4.60	10	14	no	zero	0.00
224.0	3.9	13.0	92	18	109	0.70	1407	1407	1347	35.29	0.7602	1.33	43.50	2.20	0.95	no	0.3784	0.290	0.39	2.0	2.41	28	0.154	4.51	10	15	no	zero	0.00
223.9	4.0	13.1	92	18	109	0.69	1425	1425	1355	36.55	0.9741	1.32	44.57	2.72	0.95	no	0.3807	0.290	0.39	2.0	2.46	30	0.151	4.48	10	15	no	zero	0.00
223.7	4.0	13.3	92	18	109	0.67	1442	1442	1362	41.26	0.9433	1.29	49.59	2.33	0.95	no	0.3830	0.295	0.40	2.0	2.38	27	0.156	4.53	11	16	no	zero	0.00
223.5	4.1	13.5	92	18	109	0.65	1460	1460	1370	46.6	0.6994	1.27	55.20	1.52	0.95	no	0.3853	0.248	0.33	2.0	2.23	21	0.166	4.60	12	17	no	zero	0.00
223.4	4.1	13.6	92	18	109	0.64	1478	1478	1377	50.69	0.5968	1.26	59.31	1.19	0.95	no	0.3875	0.215	0.29	2.0	2.14	18	0.170	4.64	13	17	no	zero	0.00
223.2	4.2	13.8	92	18	109	0.64	1496	1496	1385	50.73	0.683	1.25	58.89	1.37	0.95	no	0.3897	0.233	0.31	2.0	2.17	19	0.168	4.62	13	17	no	zero	0.00
223.1	4.2	13.9	92	18	109	0.65	1514	1514	1392	48.12	0.8295	1.24	55.57	1.75	0.95	no	0.3918	0.265	0.36	2.0	2.26	22	0.163	4.58	12	17	no	zero	0.00
222.9	4.3	14.1	92	18	109	0.66	1532	1532	1400	45.34	1.0355	1.24	52.08	2.32	0.95	no	0.3940	0.300	0.41	2.0	2.36	26	0.157	4.54	11	17	no	zero	0.00
222.7	4.3	14.3	92	18	109	0.67	1549	1549	1408	42.96	1.3363	1.23	49.07	3.17	0.95	no	0.3960	0.295	0.40	2.0	2.48	31	0.150	4.47	11	17	no	zero	0.00
222.6	4.4	14.4	92	18	109	0.68	1567	1567	1415	40.8	1.4942	1.23	46.32	3.73	0.95	no	0.3981	0.295	0.40	2.0	2.54	34	0.144	4.43	10	16	no	zero	0.00
222.4	4.4	14.6	92	18	109	0.66	1585	1585	1423	44.4	1.5471	1.21	49.87	3.55	0.95	no	0.4001	0.295	0.40	2.0	2.50	32	0.147	4.46	11	17	no	zero	0.00
222.2	4.5	14.8	92	18	109	0.63	1603	1603	1430	52.75	1.4608	1.19	58.46	2.81	0.95	no	0.4021	0.300	0.41	2.0	2.38	27	0.156	4.52	13	19	no	zero	0.00
222.1	4.5	14.9	92	18	109	0.60	1621	1621	1438	60.13	1.0256	1.17	65.85	1.73	0.94	no	0.4041	0.275	0.37	2.0	2.20	20	0.167	4.61	14	19	no	zero	0.00
221.9	4.6	15.1	92	18	109	0.58	1638	1638	1445	66.22	0.6897	1.16	71.78	1.05	0.94	no	0.4060	0.260	0.35	2.0	2.04	15	0.175	4.67	15	17	no	zero	0.00
221.7	4.6	15.3	92	18	109	0.56	1656	1656	1453	74.01	0.5137	1.15	79.37	0.70	0.94	no	0.4079	0.200	0.27	2.0	1.90	11	0.181	4.72	17	19	no	zero	0.00
221.6	4.7	15.4	92	18	109	0.55	1674	1674	1461	80.42	0.4306	1.14	85.45	0.54	0.94	no	0.4098	0.183	0.25	2.0	1.81	9	0.185	4.74	18	19	no	zero	0.00
221.4	4.7	15.6	92	18	109	0.53	1692	1692	1468	86.35	0.4012	1.13	90.98	0.47	0.94	no	0.4117	0.193	0.26	2.0	1.75	8	0.187	4.75	19	20	no	zero	0.00
221.3	4.8	15.7	92	18	109	0.53	1710	1710	1476	84.5	0.3877	1.12	88.59	0.46	0.94	no	0.4135	0.177	0.24	2.0	1.76	8	0.186	4.75	19	20	no	zero	0.00
221.1	4.8	15.9	92	18	109	0.55	1727	1727	1483	78.11	0.4315	1.12	81.64	0.56	0.94	no	0.4153	0.193	0.26	2.0	1.83	10	0.184	4.73	17	18	no	zero	0.00
220.9	4.9	16.1	92	18	109	0.57	1745	1745	1491	71.21	0.5435	1.12	74.19	0.77	0.94	no	0.4171	0.210	0.28	2.0	1.95	13	0.179	4.70	16	18	no	zero	0.00
220.8	4.9	16.2	92	18	109	0.57	1763	1763	1498	69.94	0.7616	1.11	72.47	1.10	0.94	no	0.4188	0.260	0.35	2.0	2.05	15	0.175	4.67	16	21	no	zero	0.00
220.6	5.0	16.4	92	18	109	0.56	1781	1781	1506	73.05	0.7677	1.10	75.17	1.06	0.94	no	0.4205	0.260	0.35	2.0	2.02	15	0.176	4.68	16	18	no	zero	0.00
220.4	5.0	16.6	92	18	109	0.55	1799	1799	1514	78.08	0.5968	1.09	79.77	0.77	0.94	no	0.4222	0.210	0.28	2.0	1.92	12	0.180	4.71	17	19	no	zero	0.00
220.3	5.1	16.7	92	18	109	0.54	1816	1816	1521	81.77	0.4371	1.09	83.00	0.54	0.94	no	0.4239	0.183	0.25	2.0	1.82	10	0.184	4.74	18	19	no	zero	0.00
220.1	5.1	16.9	92	18	109	0.55	1834	1834	1529	78.02	0.3171	1.08	78.84	0.41	0.93	no	0.4255	0.150	0.20	2.0	1.78	9	0.186	4.75	17	18	no	zero	0.00
219.9	5.2	17.1	92	18	109	0.57	1852	1852	1536	72.65	0.3293	1.08	73.09	0.46	0.93	no	0.4271	0.160	0.22	2.0	1.83	10	0.184	4.73	15	16	no	zero	0.00
219.8	5.2	17.2	92	18	109	0.58	1870	1870	1544	67.06	0.4002	1.07	67.16	0.61	0.93	no	0.4287	0.177	0.24	2.0	1.92	12	0.180	4.71	14	16	no	zero	0.00
219.6	5.3	17.4	92	18	109	0.58	1888	1888	1551	66.54	0.5085	1.07	66.26	0.78	0.93	no	0.4303	0.200	0.27	2.0	1.99	14	0.178	4.69	14	16	no	zero	0.00
219.4	5.3	17.6	92	18	109	0.58	1905	1905	1559	66.38	0.6454	1.06	65.73	0.99	0.93	no	0.4318	0.235	0.32	2.0	2.05	15	0.175	4.67	14	19	no	zero	0.00
219.3	5.4	17.7	92	18	109	0.59	1923	1923	1567	63.29	0.7932	1.06	62.34	1.27	0.93	no	0.4333	0.245	0.33	2.0	2.14	18	0.170	4.64	13	18	no	zero	0.00
219.1	5.4	17.9	92	18	109	0.62	1941	1941	1574	54.65	0.9969	1.06	53.53	1.86	0.93	no	0.4348	0.280	0.38	2.0	2.29	23	0.162	4.57	12	17	no	zero	0.00
219.0	5.5	18.0	92	18	109	0.65	1959	1959	1582	45.89	1.2475	1.05	44.64	2.78	0.93	no	0.4363	0.290	0.39	2.0	2.47	30	0.150	4.48	10	16	no	zero	0.00
218.8	5.5	18.2	92	18	109	0.67	1977	1977	1589	42.01	1.479	1.05	40.58	3.61	0.93	no	0.4377	0.290	0.39	2.0	2.57	35	0.142	4.41	9	16	no	zero	0.00
218.6	5.6	18.4	92	18	109	0.69	1995	1995	1597	38.21	1.6646	1.04	36.63	4.47	0.93	no	0.4391	0.285	0.38	2.0	2.67	40	0.134	4.34	8	15	no	zero	0.00
218.5	5.6	18.5	92	18	109	0.71	2012	2012	1604	33.78	1.6157	1.04	32.09	4.93	0.93	no	0.4405	0.280	0.38	2.0	2.74	44	0.128	4.29	7	13	no	zero	0.00
218.3	5.7	18.7	92	18	109	0.71	2030	2030	1612	33.53	1.54	1.03	31.64	4.74	0.92	no	0.4419	0.280	0.38	2.0	2.73	43	0.129	4.29	7	13	no	zero	0.00
218.1	5.7	18.9	92	18	109	0.67	2048	2048	1620	41.17	1.3515	1.02	38.78	3.37	0.92	no	0.4433	0.285	0.38	2.0	2.57	35	0.143	4.42	9	15	no	zero	0.00
218.0	5.8	19.0	92	18	109	0.64	2066	2066	1627	49.85	1.1163	1.02	46.85	2.29	0.92	no	0.4446	0.295	0.40	2.0	2.39	27	0.155	4.52	10	15	no	zero	0.00
217.8	5.8	19.2	92	18	109	0.62	2084	2084	1635	56.14	0.9235	1.01	52.57	1.68	0.92	no	0.4459	0.260	0.35	2.0	2.27	22	0.163	4.58	11	16	no	zero	0.00
217.6	5.9	19.4	92	18	109	0.59	2101	2101	1642	63.61	0.8347	1.00	59.36	1.33	0.92	no	0.4472	0.233	0.31	2.0	2.17	19	0.169	4.63	13	17	no	zero	0.00
217.5	5.9	19.5	92	18	109	0.57	2119	2119	1650	72.14	0.7646	1.00	67.12	1.08	0.92	no	0.4485	0.245	0.33	2.0	2.07	16	0.174	4.66	14	19	no	zero	0.00
217.3	6.0	19.7	92	18	109	0.54	2137	2137	1657	80.48	0.659	0.99	74.64	0.83	0.92	no	0.4498	0.220	0.30	2.0	1.96	13	0.179	4.70	16	18	no	zero	0.00
217.2	6.0	19.8	92	18	109	0.51	2155	2155	1665	92.89	0.4953	0.99	85.96	0.54	0.92	no	0.4510	0.183	0.25	2.0	1.81	9	0.185	4.74	18	19	no	zero	0.00
217.0	6.1	20.0	92	18	109	0.50	2173	2173	1673	101.14	0.4736	0.99	93.32	0.47	0.92	no	0.4522	0.193	0.26	2.0	1.75	8	0.187	4.75	20	21	no	zero	0.00
216.8	6.1	20.2	92	18	109	0.49	2190	2190	1680	104.67	0.4741	0.98	96.24	0.46	0.92	no	0.4534	0.193	0.26	2.0	1.73	8	0.187	4.76	20	21	no	zero	0.00
216.7	6.2	20.3	92	18	109	0.48	2208	2208	1688	109.75	0.521	0.98	100.60	0.48	0.92	no	0.4546	0.210	0.28	2.0	1.72	8	0.188	4.76	21	22	no	zero	0.00
216.5	6.2	20.5	92	18	109	0.47	2226	2226	1695	114.36	0.5864	0.98	104.51	0.52	0.91	no	0.4557	0.210	0.28	2.0	1.73	8	0.187	4.76	22	23	no	zero	0.00
216.3	6.3	20.7	92	18	109	0.45	2244	2244	1703	124.29	0.6142	0.97	113.37	0.50	0.91	no	0.4569	0.217	0.29	2.0	1.69	7	0.189	4.77	24	25	no	zero	0.00
216.2	6.3	20.8	92	18	109	0.43	2262	2262	1710	135.9	0.6116	0.97	123.78	0.45	0.91	no	0.4580	0.223	0.30	2.0	1.63	6	0.190	4.78	26	27	no	zero	0.00
216.0	6.4	21.0	92	18	109	0.43	2279	2279	1718	135.47	0.6025	0.97	122.96	0.45	0.91	no	0.4591	0.213	0.29	2.0	1.63	6	0.190	4.78	26	27	no	zero	0.00
215.8	6.4	21.2	92	18	109	0.45	2297	2297	1726	125.95	0.5428	0.96	113.70	0.43	0.91	no	0.4602	0.207	0.28	2.0	1.65	6	0.190	4.77	24	25	no	zero	0.00
215.7	6.5	21.3	92	18	109	0.46	2315	2315	1733	118.67	0.5845	0.96	106.55	0.50	0.91	no	0.4613	0.210	0.28	2.0	1.71	7	0.188	4.76	22	23	no	zero	0.00
215.5	6.5	21.5	92	18	109	0.47	2333	2333	1741	114.46	0.6614	0.96	102.29	0.58	0.91	no	0.4623	0.220	0.30	2.0	1.76	8	0.186	4.75	22	23	no	zero	0.00
215.3	6.6	21.7	92	18	109	0.46	2351	2351	1748	117.01	0.7572	0.95	104.26	0.65	0.91	no	0.4633	0.230	0.31	2.0	1.78	9	0.186	4.75	22	23	no	zero	0.00
215.2	6.6	21.8	92	18	109	0.46	2369	2369	1756	118.43	0.8578	0.95	105.20	0.73	0.91	no	0.4644	0.240	0.32	2.0	1.81	9	0.185	4.74	22	23	no	zero	0.00
215.0	6.7	22.0	92	18	109	0.46	2386	2386	1763	118.96	0.8967	0.95	105.32	0.76	0.91	no	0.4653	0.240	0.32	2.0	1.82	10	0.184	4.74	22	23	no	zero	0.00
214.9	6.7	22.1	92	18	109	0.45	2404	2404	1771	123.43	0.9604	0.94	109.05	0.79	0.90	no	0.4663	0.240	0.32	2.0	1.82	9	0.184	4.74	23	24	no	zero	0.00
214.7	6.8	22.3	92	18	109	0.44	2422	2422	1779	129.8	0.9818	0.94	114.53	0.76	0.90	no	0.4673	0.243	0.33	2.0	1.79	9	0.185	4.74	24	25	no	zero	0.00
214.5	6.8	22.5	92	18	109	0.43	2440	2440	1786	135.98	0.9743	0.94	119.83	0.72	0.90	no	0.4682	0.243	0.33	2.0	1.76	8	0.186	4.75	25	26	no	zero	0.00
214.4	6.9	22.6	92	18	109	0.42	2458	2458	1794	142.79	0.9197	0.94	125.71	0.65	0.90	no	0.4692	0.237	0.32	2.0	1.72	7	0.188	4.76	26	27	no	zero	0.00
214.2	6.9	22.8	92	18	109	0.41	2475	2475	1801	146.79	0.8756	0.94	129.00	0.60	0.90	no	0.4701	0.237	0.32	2.0	1.69	7	0.189	4.77	27	28	no	zero	0.00
214.0	7.0	23.0	92	18	109	0.40	2493	2493	1809	154.54	0.8523	0.94	135.75	0.56	0.90	no	0.4710	0.235	0.32	2.0	1.65	6	0.190	4.77	28	29	no	zero	0.00
213.9	7.0	23.1	92	18	109	0.39	2511	2511	1816	156.88	0.9037	0.94	137.51	0.58	0.90	no	0.4719	0.235	0.32	2.0	1.66	6	0.190	4.77	29	30	no	zero	0.00

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	ε		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0					(in)	(in)
213.7	7.1	23.3	92	18	109	0.39	2529	2529	1824	155.5	1.1148	0.93	135.86	0.72	0.90	no	0.4727	0.250	0.34	2.0	1.72	7	0.188	4.76	29	30	no	zero	0.00
213.5	7.1	23.5	92	18	109	0.38	2547	2547	1832	161.87	1.2834	0.93	141.33	0.80	0.90	no	0.4736	0.253	0.34	2.0	1.73	8	0.187	4.76	30	31	no	zero	0.00
213.4	7.2	23.6	92	18	109	0.36	2564	2564	1839	175.11	1.2863	0.93	153.15	0.74	0.90	no	0.4744	0.257	0.35	2.0	1.68	7	0.189	4.77	32	33	no	zero	0.00
213.2	7.2	23.8	92	18	109	0.37	2582	2582	1847	171.39	1.1666	0.93	149.33	0.69	0.90	no	0.4753	0.250	0.34	2.0	1.67	7	0.189	4.77	31	32	no	zero	0.00
213.0	7.3	24.0	92	18	109	0.39	2600	2600	1854	157.84	0.9264	0.92	136.49	0.59	0.89	no	0.4761	0.235	0.32	2.0	1.66	6	0.189	4.77	29	30	no	zero	0.00
212.9	7.3	24.1	92	18	109	0.41	2618	2618	1862	147.37	0.777	0.92	126.55	0.53	0.89	no	0.4769	0.223	0.30	2.0	1.66	6	0.189	4.77	27	28	no	zero	0.00
212.7	7.4	24.3	92	18	109	0.42	2636	2636	1869	142.86	0.6983	0.91	122.10	0.49	0.89	no	0.4777	0.223	0.30	2.0	1.66	6	0.190	4.77	26	27	no	zero	0.00
212.6	7.4	24.4	92	18	109	0.42	2653	2653	1877	140.81	0.7533	0.91	119.89	0.54	0.89	no	0.4784	0.217	0.29	2.0	1.69	7	0.189	4.77	25	26	no	zero	0.00
212.4	7.5	24.6	92	18	109	0.41	2671	2671	1885	143.77	0.8072	0.91	122.23	0.57	0.89	no	0.4792	0.230	0.31	2.0	1.69	7	0.189	4.77	26	27	no	zero	0.00
212.2	7.5	24.8	92	18	109	0.41	2689	2689	1892	147.34	0.8745	0.91	125.12	0.60	0.89	no	0.4799	0.230	0.31	2.0	1.70	7	0.188	4.77	26	27	no	zero	0.00
212.1	7.6	24.9	92	18	109	0.41	2707	2707	1900	147.06	0.8741	0.90	124.52	0.60	0.89	no	0.4806	0.230	0.31	2.0	1.70	7	0.188	4.76	26	27	no	zero	0.00
211.9	7.6	25.1	92	18	109	0.41	2725	2725	1907	144.26	0.7911	0.90	121.65	0.55	0.89	no	0.4814	0.230	0.31	2.0	1.69	7	0.189	4.77	26	27	no	zero	0.00
211.7	7.7	25.3	92	18	109	0.41	2742	2742	1915	145.5	0.7848	0.90	122.43	0.54	0.89	no	0.4821	0.223	0.30	2.0	1.68	7	0.189	4.77	26	27	no	zero	0.00
211.6	7.7	25.4	92	18	109	0.40	2760	2760	1922	150.45	0.8154	0.90	126.57	0.55	0.89	no	0.4827	0.223	0.30	2.0	1.67	7	0.189	4.77	27	28	no	zero	0.00
211.4	7.8	25.6	92	18	109	0.40	2778	2778	1930	153.55	0.859	0.90	129.04	0.56	0.88	no	0.4834	0.230	0.31	2.0	1.67	7	0.189	4.77	27	28	no	zero	0.00
211.2	7.8	25.8	92	18	109	0.40	2796	2796	1938	149.75	0.8156	0.89	125.27	0.55	0.88	no	0.4841	0.223	0.30	2.0	1.67	7	0.189	4.77	26	27	no	zero	0.00
211.1	7.9	25.9	92	18	109	0.42	2814	2814	1945	141.98	0.6942	0.89	117.96	0.49	0.88	no	0.4847	0.217	0.29	2.0	1.67	7	0.189	4.77	25	26	no	zero	0.00
210.9	7.9	26.1	92	18	109	0.43	2832	2832	1953	134.98	0.6338	0.88	111.39	0.47	0.88	no	0.4854	0.217	0.29	2.0	1.68	7	0.189	4.77	23	24	no	zero	0.00
210.8	8.0	26.2	92	18	109	0.45	2849	2849	1960	126.1	0.6698	0.88	103.20	0.54	0.88	no	0.4860	0.210	0.28	2.0	1.74	8	0.187	4.76	22	23	no	zero	0.00
210.6	8.0	26.4	92	18	109	0.43	2867	2867	1968	136.77	0.7315	0.88	112.37	0.54	0.88	no	0.4866	0.217	0.29	2.0	1.71	7	0.188	4.76	24	25	no	zero	0.00
210.4	8.1	26.6	92	18	109	0.42	2885	2885	1975	141.71	0.833	0.88	116.47	0.59	0.88	no	0.4872	0.225	0.30	2.0	1.72	7	0.188	4.76	24	25	no	zero	0.00
210.3	8.1	26.7	92	18	109	0.41	2903	2903	1983	143.71	0.8107	0.88	117.95	0.57	0.88	no	0.4878	0.225	0.30	2.0	1.71	7	0.188	4.76	25	26	no	zero	0.00
210.1	8.2	26.9	92	18	109	0.43	2921	2921	1991	135.25	0.7216	0.87	110.12	0.54	0.88	no	0.4883	0.217	0.29	2.0	1.72	7	0.188	4.76	23	24	no	zero	0.00
209.9	8.2	27.1	92	18	109	0.45	2938	2938	1998	125.78	0.6674	0.86	101.48	0.54	0.88	no	0.4889	0.210	0.28	2.0	1.74	8	0.187	4.75	21	22	no	zero	0.00
209.8	8.3	27.2	92	18	109	0.46	2956	2956	2006	116.37	0.7391	0.86	92.97	0.64	0.87	no	0.4895	0.217	0.29	2.0	1.82	10	0.184	4.74	20	21	no	zero	0.00
209.6	8.3	27.4	92	18	109	0.46	2974	2974	2013	116.16	0.9677	0.85	92.52	0.84	0.87	no	0.4900	0.240	0.32	2.0	1.89	11	0.182	4.72	20	22	no	zero	0.00
209.4	8.4	27.6	92	18	109	0.47	2992	2992	2021	115.03	1.2858	0.85	91.28	1.13	0.87	no	0.4905	0.273	0.37	2.0	1.98	13	0.178	4.69	19	21	no	zero	0.00
209.3	8.4	27.7	92	18	109	0.44	3010	3010	2028	129.39	1.382	0.86	103.53	1.08	0.87	no	0.4910	0.280	0.38	2.0	1.92	12	0.180	4.71	22	24	no	zero	0.00
209.1	8.5	27.9	92	18	109	0.42	3027	3027	2036	137.81	1.3511	0.86	110.65	0.99	0.87	no	0.4915	0.273	0.37	2.0	1.87	11	0.182	4.72	23	25	no	zero	0.00
208.9	8.5	28.1	92	18	109	0.40	3045	3042	2044	154.05	1.2092	0.87	124.80	0.79	0.87	yes	0.4920	0.247	0.33	0.7	1.77	9	0.186	4.75	26	27	0.010	0.02	0.02
208.8	8.6	28.2	92	18	109	0.35	3063	3050	2051	183.47	1.1266	0.88	151.16	0.62	0.87	yes	0.4925	0.247	0.33	0.7	1.64	6	0.190	4.78	32	33	0.001	0.00	0.02
208.6	8.6	28.4	92	18	109	0.35	3081	3057	2059	183.48	1.2326	0.88	151.03	0.68	0.87	yes	0.4930	0.255	0.34	0.7	1.66	6	0.189	4.77	32	33	0.001	0.00	0.02
208.5	8.7	28.5	92	18	109	0.40	3099	3065	2066	151.89	1.4405	0.86	122.49	0.96	0.87	yes	0.4935	0.277	0.37	0.8	1.83	10	0.184	4.73	26	27	0.010	0.02	0.04
208.3	8.7	28.7	92	18	109	0.44	3116	3072	2074	126.61	1.8798	0.85	100.13	1.50	0.87	yes	0.4939	0.290	0.39	0.8	2.03	15	0.176	4.68	21	23	0.015	0.03	0.07
208.1	8.8	28.9	92	18	109	0.43	3134	3080	2082	133.54	2.2176	0.85	106.06	1.68	0.86	yes	0.4943	0.300	0.41	0.8	2.04	15	0.175	4.67	23	29	0.010	0.02	0.09
208.0	8.8	29.0	92	18	109	0.44	3152	3087	2089	131	2.9066	0.85	103.72	2.25	0.86	no	0.4948	0.330	0.45	2.0	2.14	18	0.170	4.64	22	28	no	zero	0.09
207.8	8.9	29.2	92	18	109	0.45	3170	3095	2097	122.51	3.2992	0.84	96.23	2.73	0.86	no	0.4952	0.320	0.43	2.0	2.23	21	0.166	4.60	21	27	no	zero	0.09
207.6	8.9	29.4	92	18	109	0.49	3188	3103	2104	104.71	3.7532	0.83	80.85	3.64	0.86	no	0.4956	0.310	0.42	2.0	2.37	26	0.157	4.53	18	25	no	zero	0.09
207.5	9.0	29.5	92	18	109	0.51	3206	3110	2112	95.81	3.8846	0.82	73.22	4.12	0.86	no	0.4960	0.300	0.41	2.0	2.44	29	0.152	4.50	16	22	no	zero	0.09
207.3	9.0	29.7	92	18	109	0.53	3223	3118	2119	87.48	3.6438	0.82	66.15	4.24	0.86	no	0.4964	0.300	0.41	2.0	2.48	31	0.149	4.47	15	22	no	zero	0.09
207.1	9.1	29.9	92	18	109	0.52	3241	3125	2127	90.16	3.4585	0.82	68.29	3.91	0.86	no	0.4968	0.300	0.41	2.0	2.44	29	0.152	4.49	15	21	no	zero	0.09
207.0	9.1	30.0	92	18	109	0.52	3259	3133	2135	89.04	2.6685	0.81	67.26	3.05	0.86	no	0.4972	0.300	0.41	2.0	2.37	26	0.157	4.53	15	21	no	zero	0.09
206.8	9.2	30.2	92	18	109	0.49	3277	3140	2142	102.12	2.1494	0.82	78.14	2.14	0.86	no	0.4975	0.300	0.41	2.0	2.21	20	0.166	4.61	17	22	no	zero	0.09
206.7	9.2	30.3	92	18	109	0.49	3295	3148	2150	103.41	1.7894	0.82	79.13	1.76	0.86	yes	0.4979	0.280	0.38	0.8	2.15	18	0.170	4.63	17	22	0.015	0.03	0.12
206.5	9.3	30.5	92	18	109	0.51	3312	3156	2157	94.88	2.14	0.82	71.86	2.30	0.85	no	0.4982	0.300	0.41	2.0	2.26	22	0.164	4.59	16	21	no	zero	0.12
206.3	9.3	30.7	92	18	109	0.59	3330	3163	2165	66.05	2.4562	0.79	48.09	3.81	0.85	no	0.4985	0.295	0.40	2.0	2.54	33	0.145	4.44	11	17	no	zero	0.12
206.2	9.4	30.8	92	18	109	0.65	3348	3171	2172	47.49	2.6024	0.77	33.32	5.68	0.85	no	0.4989	0.280	0.38	2.0	2.77	45	0.125	4.26	8	14	no	zero	0.12
206.0	9.4	31.0	92	18	109	0.66	3366	3178	2180	44.91	2.5177	0.77	31.26	5.82	0.85	no	0.4992	0.280	0.38	2.0	2.80	47	0.122	4.24	7	13	no	zero	0.12
205.8	9.5	31.2	92	18	109	0.68	3384	3186	2188	39.82	2.0508	0.76	27.29	5.38	0.85	no	0.4995	0.274	0.37	2.0	2.82	48	0.121	4.22	6	12	no	zero	0.12
205.7	9.5	31.3	92	18	109	0.67	3401	3193	2195	40.97	1.7783	0.76	28.12	4.53	0.85	no	0.4998	0.274	0.37	2.0	2.76	45	0.126	4.27	7	13	no	zero	0.12
205.5	9.6	31.5	92	18	109	0.68	3419	3201	2203	38.67	1.4272	0.75	26.31	3.86	0.85	no	0.5001	0.274	0.37	2.0	2.73	43	0.129	4.30	6	12	no	zero	0.12
205.3	9.6	31.7	92	18	109	0.71	3437	3209	2210	32.77	1.3894	0.74	21.81	4.47	0.85	no	0.5004	0.269	0.36	2.0	2.84	49	0.119	4.20	5	11	no	zero	0.12
205.2	9.7	31.8	92	18	109	0.69	3455	3216	2218	37.71	1.424	0.75	25.49	3.96	0.85	no	0.5006	0.274	0.37	2.0	2.75	44	0.127	4.28	6	12	no	zero	0.12
205.0	9.7	32.0	92	18	109	0.67	3473	3224	2225	41.57	1.5551	0.75	28.37	3.90	0.85	no	0.5009	0.274	0.37	2.0	2.71	42	0.131	4.31	7	13	no	zero	0.12
204.8	9.8	32.2	92	18	109	0.68	3490	3231	2233	38.66	1.7069	0.75	26.11	4.62	0.84	no	0.5012	0.274	0.37	2.0	2.79	46	0.124	4.25	6	12	no	zero	0.12
204.7	9.8	32.3	92	18	109	0.70	3508	3239	2241	35.75	1.6996	0.74	23.87	5.00	0.84	no	0.5014	0.269	0.36	2.0	2.84	49	0.119	4.20	6	12	no	zero	0.12
204.5	9.9	32.5	92	18	109	0.70	3526	3246	2248	35.74	1.8692	0.74	23.82	5.50	0.84	no	0.5016	0.269	0.36	2.0	2.87	51	0.116	4.17	6	12	no	zero	0.12
204.4	9.9	32.6	92	18	109	0.65	3544	3254	2256	45.96	2.0212	0.75	31.52	4.57	0.84	no	0.5019	0.280	0.38	2.0	2.72	43	0.129	4.30	7	13	no	zero	0.12
204.2	10.0	32.8	92	18	109	0.66	3562	3262	2263	44.73	2.199	0.75	30.52	5.12	0.84	no	0.5021	0.280	0.38	2.0	2.77	45	0.125	4.27	7	13	no	zero	0.12
204.0	10.0	33.0	92	18	109	0.63	3579	3269	2271	51.96	2.3743	0.76	36.02	4.73	0.84	no	0.5023	0.285	0.38	2.0	2.69	41	0.132	4.33	8	15	no	zero	0.12
203.9	10.1	33.1	92	18	109	0.61	3597	3277	2278	58.21	2.5178	0.77	40.83	4.46	0.84	no	0.5025	0.290	0.39	2.0	2.64	38	0.137	4.37	9	16	no	zero	0.12
203.7	10.1	33.3	92	18	109	0.62	3615	3284	2286	55.89	2.4682	0.76	38.95	4.56	0.84	no	0.5027	0.285	0.38	2.0	2.66	39	0.135	4.35	9	16	no	zero	0.12
203.5	10.2	33.5	92	18	109	0.56	3633	3292	2294	74.58	2.2767	0.78	53.67	3.13	0.84	no	0.5029	0.300	0.41	2.0	2.44	29	0.152	4.49	12	18	no	zero	0.12
203.4	10.2	33.6	92	18	109	0.48	3651	3299	2301	107.07	2.4636	0.81	80.25	2.34	0.84	no	0.5031	0.310	0.42	2.0	2.23	21	0.165	4.60	17	23	no	zero	0.12
203.2	10.3	33.8	92	18	109	0.55	3669	3307	2309	77.69	2.8154	0.78	56.02	3.71	0.83	no	0.5033	0.300	0.41	2.0	2.48	31	0.149	4.47	13	20	no	zero	0.12
203.0	10.3	34.0	92	18	109	0.65	3686	3315	2316	48.07	2.3137	0.75	32.69	5.01	0.83	no	0.5034	0.280	0.38	2.0	2.74	44	0.128	4.29	8	14	no	zero	0.12
202.9	10.4	34.1	92	18	109	0.72	3704	3322	2324	31.91	1.6496	0.72	20.56	5.49	0.83	no	0.5036	0.269	0.36	2.0	2.91	54	0.111	4.13	5	10	no	zero	0.12
202.7	10.4	34.3	92	18	109	0.75	3722	3330	2331	25.42	1.2315	0.71	15.83	5.23	0.83	no	0.5038	0.251	0.34	2.0	2.99	59	0.103	4.05	4	9	no	zero	0.12
202.6	10.5	34.4	92	18	109	0.73	3740	3337	2339	29.63	1.0404	0.72	18.82	3.75	0.83	no	0.5039	0.263	0.35	2.0	2.83	49	0.119	4.21	4	9	no	zero	0.12
202.4	10.5	34.6	92	18	109	0.70	3758	3345	2347	34.32	0.7596	0.72	22.20	2.34	0.83	no	0.5041	0.269	0.36	2.0	2.65	39	0.136	4.36	5	11	no	zero	0.12
202.2	10.6	34.8	92	18	109	0.74	3775	3353	2354	27.54	0.8757	0.71	17.24	3.41	0.83	no	0.5042	0.257	0.35	2.0	2.84	49	0.119	4.20	4	9	no	zero	0.12
202.1	10.6	34.9	92	18	109	0.74	3793	3360	2362	27.77	1.1417	0.71	17.37	4.41	0.83	no	0.5043	0.257	0.35	2.0	2.91	53	0.112	4.13	4	9	no	zero	0.12
201.9	10.7	35.1	92	18	109	0.70	3811	3368	2369	35.54	1.5804	0.72	22.97	4.70	0.83	no	0.5044	0.269	0.36	2.0	2.83	49	0.119	4.21	5	11	no	zero	0.12
201.7	10.7	35.3	92	18	109	0.67	3829	3375	2377	41.88	1.7029	0.73	27.62	4.26	0.83	no	0.5045	0.274	0.37	2.0	2.75	44	0.128	4.28	6	12	no	zero	0.12
201.6	10.8	35.4	92	18	109	0.70	3847	3383	2384	34.84	1.4865	0.72	22.38	4.52	0.82	no	0.5047	0.269	0.36	2.0	2.83	49	0.120	4.21	5	11	no	zero	0.12
201.4	10.8	35.6	92	18	109	0.71	3864	3390	2392	33.47	1.2943	0.72	21.34	4.10	0.82	no	0.5048	0.269	0.36	2.0	2.82	48	0.121	4.22	5	11	no	zero	0.12

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	ε		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0					(in)	(in)
201.2	10.9	35.8	92	18	109	0.71	3882	3398	2400	33.19	1.1823	0.71	21.10	3.78	0.82	no	0.5048	0.269	0.36	2.0	2.80	47	0.123	4.24	5	10	no	zero	0.12
201.1	10.9	35.9	92	18	109	0.72	3900	3406	2407	31.73	1.2072	0.71	20.00	4.05	0.82	no	0.5049	0.269	0.36	2.0	2.84	49	0.119	4.20	5	10	no	zero	0.12
200.9	11.0	36.1	92	18	109	0.71	3918	3413	2415	32.32	1.2007	0.71	20.39	3.95	0.82	no	0.5050	0.269	0.36	2.0	2.82	48	0.120	4.22	5	10	no	zero	0.12
200.7	11.0	36.3	92	18	109	0.74	3936	3421	2422	27.62	1.0538	0.70	16.99	4.11	0.82	no	0.5051	0.257	0.35	2.0	2.89	53	0.113	4.15	4	9	no	zero	0.12
200.6	11.1	36.4	92	18	109	0.76	3953	3428	2430	25.05	1.1623	0.69	15.15	5.04	0.82	no	0.5052	0.251	0.34	2.0	2.99	59	0.103	4.04	4	9	no	zero	0.12
200.4	11.1	36.6	92	18	109	0.75	3971	3436	2437	25.93	1.2552	0.70	15.73	5.24	0.82	no	0.5052	0.251	0.34	2.0	2.99	59	0.103	4.04	4	9	no	zero	0.12
200.3	11.2	36.7	92	18	109	0.74	3989	3443	2445	27.58	1.4533	0.70	16.86	5.68	0.82	no	0.5053	0.257	0.35	2.0	2.99	59	0.103	4.04	4	9	no	zero	0.12
200.1	11.2	36.9	92	18	109	0.70	4007	3451	2453	35.51	1.6608	0.71	22.50	4.96	0.81	no	0.5053	0.269	0.36	2.0	2.86	50	0.117	4.19	5	11	no	zero	0.12
199.9	11.3	37.1	92	18	109	0.69	4025	3459	2460	37.62	1.8612	0.71	23.99	5.23	0.81	no	0.5054	0.269	0.36	2.0	2.85	50	0.118	4.19	6	12	no	zero	0.12
199.8	11.3	37.2	92	18	109	0.67	4043	3466	2468	41.35	2.0358	0.72	26.67	5.18	0.81	no	0.5054	0.274	0.37	2.0	2.81	48	0.121	4.22	6	12	no	zero	0.12
199.6	11.4	37.4	92	18	109	0.66	4060	3474	2475	44.67	2.1489	0.72	29.07	5.04	0.81	no	0.5054	0.274	0.37	2.0	2.78	46	0.124	4.26	7	13	no	zero	0.12
199.4	11.4	37.6	92	18	109	0.67	4078	3481	2483	41.84	2.2602	0.72	26.94	5.68	0.81	no	0.5055	0.274	0.37	2.0	2.84	49	0.119	4.20	6	12	no	zero	0.12
199.3	11.5	37.7	92	18	109	0.71	4096	3489	2490	33.54	1.8972	0.70	20.88	6.02	0.81	no	0.5055	0.269	0.36	2.0	2.94	55	0.109	4.10	5	11	no	zero	0.12
199.1	11.5	37.9	92	18	109	0.73	4114	3496	2498	28.67	1.255	0.69	17.40	4.72	0.81	no	0.5055	0.257	0.35	2.0	2.93	55	0.110	4.11	4	9	no	zero	0.12
198.9	11.6	38.1	92	18	109	0.70	4132	3504	2506	35.88	1.6401	0.70	22.48	4.85	0.81	no	0.5055	0.269	0.36	2.0	2.85	50	0.118	4.19	5	11	no	zero	0.12
198.8	11.6	38.2	92	18	109	0.68	4149	3512	2513	40.42	2.0018	0.71	25.72	5.22	0.81	no	0.5055	0.274	0.37	2.0	2.83	49	0.120	4.21	6	12	no	zero	0.12
198.6	11.7	38.4	92	18	109	0.72	4167	3519	2521	31.55	1.6643	0.69	19.32	5.65	0.81	no	0.5055	0.263	0.35	2.0	2.94	56	0.108	4.10	5	10	no	zero	0.12
198.5	11.7	38.5	92	18	109	0.77	4185	3527	2528	22.07	1.1166	0.67	12.71	5.59	0.80	no	0.5055	0.246	0.33	2.0	3.08	65	0.093	3.93	3	8	no	zero	0.12
198.3	11.8	38.7	92	18	109	0.80	4203	3534	2536	18.99	0.8497	0.66	10.61	5.03	0.80	no	0.5055	0.240	0.32	2.0	3.11	67	0.089	3.89	3	8	no	zero	0.12
198.1	11.8	38.9	92	18	109	0.80	4221	3542	2543	18.35	0.9429	0.66	10.16	5.81	0.80	no	0.5055	0.240	0.32	2.0	3.16	71	0.083	3.81	3	8	no	zero	0.12
198.0	11.9	39.0	92	18	109	0.75	4238	3549	2551	26.09	1.3422	0.68	15.38	5.60	0.80	no	0.5054	0.251	0.34	2.0	3.01	60	0.100	4.01	4	9	no	zero	0.12
197.8	11.9	39.2	92	18	109	0.66	4256	3557	2559	43.67	1.8778	0.71	27.82	4.52	0.80	no	0.5054	0.274	0.37	2.0	2.76	45	0.126	4.27	7	13	no	zero	0.12
197.6	12.0	39.4	92	18	109	0.62	4274	3565	2566	53.86	2.4414	0.72	35.29	4.72	0.80	no	0.5054	0.285	0.38	2.0	2.70	41	0.132	4.32	8	15	no	zero	0.12
197.5	12.0	39.5	92	18	109	0.58	4292	3572	2574	67.92	2.4512	0.74	45.89	3.73	0.80	no	0.5053	0.295	0.40	2.0	2.55	34	0.144	4.43	10	16	no	zero	0.12
197.3	12.1	39.7	92	18	109	0.51	4310	3580	2581	94.62	1.9465	0.76	66.82	2.11	0.80	no	0.5053	0.300	0.41	2.0	2.26	22	0.164	4.59	15	20	no	zero	0.12
197.1	12.1	39.9	92	18	109	0.46	4327	3587	2589	117.96	1.3453	0.78	85.80	1.16	0.80	yes	0.5053	0.267	0.36	0.7	2.00	14	0.177	4.68	18	20	0.015	0.03	0.15
197.0	12.2	40.0	92	18	109	0.45	4345	3595	2596	121.3	0.8353	0.79	88.49	0.70	0.80	yes	0.5052	0.213	0.29	0.6	1.86	10	0.183	4.73	19	21	0.015	0.03	0.18
196.8	12.2	40.2	92	18	109	0.49	4363	3602	2604	102.24	1.0823	0.77	72.73	1.08	0.79	yes	0.5051	0.260	0.35	0.7	2.04	15	0.175	4.67	16	21	0.015	0.03	0.21
196.6	12.3	40.4	92	18	109	0.59	4381	3610	2612	66.09	1.8966	0.73	44.18	2.97	0.79	no	0.5051	0.290	0.39	2.0	2.49	31	0.149	4.47	10	16	no	zero	0.21
196.5	12.3	40.5	92	18	109	0.67	4399	3618	2619	41.83	2.0579	0.70	26.14	5.19	0.79	no	0.5050	0.274	0.37	2.0	2.82	48	0.120	4.22	6	12	no	zero	0.21
196.3	12.4	40.7	92	18	109	0.74	4416	3625	2627	27.41	1.5249	0.67	15.98	6.05	0.79	no	0.5049	0.251	0.34	2.0	3.02	61	0.099	4.00	4	9	no	zero	0.21
196.2	12.4	40.8	92	18	109	0.80	4434	3633	2634	18.88	0.8334	0.65	10.24	5.00	0.79	no	0.5049	0.240	0.32	2.0	3.12	68	0.088	3.87	3	8	no	zero	0.21
196.0	12.5	41.0	92	18	109	0.77	4452	3640	2642	22.06	0.8322	0.66	12.31	4.20	0.79	no	0.5048	0.246	0.33	2.0	3.01	60	0.101	4.02	3	8	no	zero	0.21
195.8	12.5	41.2	92	18	109	0.74	4470	3648	2649	28.49	1.1924	0.67	16.63	4.54	0.79	no	0.5047	0.257	0.35	2.0	2.93	55	0.109	4.11	4	9	no	zero	0.21
195.7	12.6	41.3	92	18	109	0.71	4488	3655	2657	33.28	1.2071	0.68	19.90	3.89	0.79	no	0.5046	0.263	0.35	2.0	2.83	49	0.120	4.21	5	10	no	zero	0.21
195.5	12.6	41.5	92	18	109	0.59	4506	3663	2665	64.73	0.9532	0.72	42.73	1.53	0.79	yes	0.5045	0.220	0.30	0.6	2.31	24	0.160	4.56	9	13	0.020	0.04	0.25
195.3	12.7	41.7	92	18	109	0.51	4523	3671	2672	95.72	1.0909	0.76	66.77	1.17	0.78	yes	0.5044	0.245	0.33	0.7	2.09	16	0.173	4.65	14	19	0.015	0.03	0.28
195.2	12.7	41.8	92	18	109	0.57	4541	3678	2680	69.98	1.4572	0.73	46.60	2.15	0.78	no	0.5043	0.295	0.40	2.0	2.38	27	0.156	4.53	10	15	no	zero	0.28
195.0	12.8	42.0	92	18	109	0.65	4559	3686	2687	47.34	1.5344	0.70	29.71	3.41	0.78	no	0.5042	0.274	0.37	2.0	2.66	39	0.135	4.35	7	13	no	zero	0.28
194.8	12.8	42.2	92	18	109	0.72	4577	3693	2695	30.82	1.684	0.67	18.03	5.90	0.78	no	0.5041	0.263	0.35	2.0	2.98	58	0.104	4.06	4	9	no	zero	0.28
194.7	12.9	42.3	92	18	109	0.63	4595	3701	2702	53.36	1.9662	0.70	34.00	3.85	0.78	no	0.5040	0.280	0.38	2.0	2.65	39	0.136	4.36	8	14	no	zero	0.28
194.5	12.9	42.5	92	18	109	0.65	4612	3708	2710	45.71	1.9515	0.69	28.40	4.50	0.78	no	0.5038	0.274	0.37	2.0	2.75	44	0.127	4.28	7	13	no	zero	0.28
194.3	13.0	42.7	92	18	109	0.70	4630	3716	2718	34.72	1.3255	0.67	20.62	4.09	0.78	no	0.5037	0.269	0.36	2.0	2.83	49	0.120	4.21	5	10	no	zero	0.28
194.2	13.0	42.8	92	18	109	0.75	4648	3724	2725	26.26	0.7237	0.66	14.82	3.02	0.78	no	0.5036	0.251	0.34	2.0	2.86	51	0.117	4.18	4	9	no	zero	0.28
194.0	13.1	43.0	92	18	109	0.78	4666	3731	2733	21.29	0.7152	0.64	11.51	3.77	0.78	no	0.5035	0.240	0.32	2.0	3.01	60	0.101	4.02	3	8	no	zero	0.28
193.9	13.1	43.1	92	18	109	0.76	4684	3739	2740	24.68	1.2792	0.65	13.72	5.73	0.78	no	0.5033	0.246	0.33	2.0	3.06	64	0.095	3.96	3	8	no	zero	0.28
193.7	13.2	43.3	92	18	109	0.65	4701	3746	2748	45.78	1.7558	0.69	28.24	4.04	0.77	no	0.5032	0.274	0.37	2.0	2.72	43	0.130	4.30	7	13	no	zero	0.28
193.5	13.2	43.5	92	18	109	0.53	4719	3754	2755	86.16	2.1863	0.74	58.43	2.61	0.77	no	0.5030	0.300	0.41	2.0	2.36	26	0.157	4.54	13	19	no	zero	0.28
193.4	13.3	43.6	92	18	109	0.49	4737	3761	2763	102.33	2.9026	0.75	71.14	2.90	0.77	no	0.5029	0.300	0.41	2.0	2.33	25	0.159	4.55	16	21	no	zero	0.28
193.2	13.3	43.8	92	18	109	0.55	4755	3769	2771	76.69	1.5583	0.73	50.98	2.10	0.77	no	0.5027	0.300	0.41	2.0	2.34	25	0.159	4.55	11	17	no	zero	0.28
193.0	13.4	44.0	92	18	109	0.64	4773	3777	2778	49.08	1.3551	0.69	30.42	2.90	0.77	no	0.5026	0.280	0.38	2.0	2.60	37	0.140	4.39	7	13	no	zero	0.28
192.9	13.4	44.1	92	18	109	0.72	4790	3784	2786	30.99	1.7304	0.66	17.77	6.05	0.77	no	0.5024	0.257	0.35	2.0	2.99	59	0.103	4.04	4	9	no	zero	0.28
192.7	13.5	44.3	92	18	109	0.71	4808	3792	2793	32.66	1.8648	0.66	18.87	6.16	0.77	no	0.5023	0.263	0.35	2.0	2.98	58	0.105	4.06	5	10	no	zero	0.28
192.5	13.5	44.5	92	18	109	0.66	4826	3799	2801	44	2.3198	0.68	26.68	5.58	0.77	no	0.5021	0.274	0.37	2.0	2.84	49	0.119	4.20	6	12	no	zero	0.28
192.4	13.6	44.6	92	18	109	0.64	4844	3807	2808	50.1	2.5117	0.69	30.97	5.27	0.77	no	0.5019	0.280	0.38	2.0	2.77	45	0.125	4.26	7	13	no	zero	0.28
192.2	13.6	44.8	92	18	109	0.66	4862	3814	2816	43.4	2.7086	0.68	26.18	6.61	0.77	no	0.5017	0.274	0.37	2.0	2.89	53	0.113	4.15	6	12	no	zero	0.28
192.1	13.7	44.9	92	18	109	0.67	4880	3822	2824	41.89	2.4266	0.67	25.08	6.15	0.76	no	0.5016	0.274	0.37	2.0	2.89	52	0.114	4.16	6	12	no	zero	0.28
191.9	13.7	45.1	92	18	109	0.65	4897	3830	2831	46.24	2.1878	0.68	28.10	5.00	0.76	no	0.5014	0.274	0.37	2.0	2.79	46	0.124	4.25	7	13	no	zero	0.28
191.7	13.8	45.3	92	18	109	0.68	4915	3837	2839	39.3	2.1395	0.67	23.21	5.81	0.76	no	0.5012	0.269	0.36	2.0	2.89	53	0.113	4.15	6	12	no	zero	0.28
191.6	13.8	45.4	92	18	109	0.69	4933	3845	2846	38.11	2.1012	0.66	22.35	5.90	0.76	no	0.5010	0.269	0.36	2.0	2.91	54	0.112	4.13	5	11	no	zero	0.28
191.4	13.9	45.6	92	18	109	0.67	4951	3852	2854	41.89	2.4534	0.67	24.93	6.22	0.76	no	0.5008	0.269	0.36	2.0	2.89	52	0.114	4.15	6	12	no	zero	0.28
191.2	13.9	45.8	92	18	109	0.64	4969	3860	2861	50.59	2.8106	0.68	31.01	5.84	0.76	no	0.5006	0.280	0.38	2.0	2.80	47	0.122	4.23	7	13	no	zero	0.28
191.1	14.0	45.9	92	18	109	0.60	4986	3867	2869	62.22	3.1574	0.70	39.38	5.29	0.76	no	0.5004	0.285	0.38	2.0	2.70	41	0.132	4.32	9	16	no	zero	0.28
190.9	14.0	46.1	92	18	109	0.52	5004	3875	2877	91.26	3.0659	0.73	61.30	3.45	0.76	no	0.5002	0.300	0.41	2.0	2.43	29	0.152	4.50	14	20	no	zero	0.28
190.7	14.1	46.3	92	18	109	0.41	5022	3883	2884	144.77	3.5297	0.78	104.69	2.48	0.76	no	0.5000	0.330	0.45	2.0	2.17	19	0.169	4.62	23	29	no	zero	0.28
190.6	14.1	46.4	92	18	109	0.41	5040	3890	2892	143.34	4.3679	0.78	103.39	3.10	0.76	no	0.4998	0.330	0.45	2.0	2.25	22	0.164	4.59	23	29	no	zero	0.28
190.4	14.2	46.6	92	18	109	0.47	5058	3898	2899	111.53	4.6278	0.75	77.13	4.25	0.75	no	0.4996	0.300	0.41	2.0	2.43	29	0.153	4.50	17	24	no	zero	0.28
190.2	14.2	46.8	92	18	109	0.51	5075	3905	2907	95.13	5.6058	0.73	64.05	6.05	0.75	no	0.4994	0.300	0.41	2.0	2.60	37	0.140	4.39	15	23	no	zero	0.28
190.1	14.3	46.9	92	18	109	0.46	5093	3913	2914	118.36	5.3552	0.75	82.49	4.62	0.75	no	0.4992	0.310	0.42	2.0	2.44	29	0.152	4.49	18	25	no	zero	0.28
189.9	14.3	47.1	92	18	109	0.45	5111	3920	2922	122.34	4.4238	0.76	85.65	3.69	0.75	no	0.4990	0.310	0.42	2.0	2.36	26	0.158	4.54	19	26	no	zero	0.28
189.8	14.4	47.2	92	18	109	0.43	5129	3928	2930	136.23	5.2067	0.77	97.01	3.90	0.75	no	0.4987	0.320	0.43	2.0	2.34	25	0.159	4.55	21	28	no	zero	0.28
189.6	14.4	47.4	92	18	109	0.31	5147	3936	2937	211.29	5.8723	0.82	162.23	2.81	0.75	no	0.4985	0.340	0.46	2.0	2.09	17	0.173	4.65	35	41	no	zero	0.28
189.4	14.5	47.6	92	18	109	0.25	5164	3943	2945	262.28	4.944	0.85	209.42	1.90	0.75	no	0.4983	0.340	0.46	2.0	1.89	11	0.182	4.72	44	46	no	zero	0.28
189.3	14.5	47.7	92	18	109	0.23	5182	3951	2952	289.27	3.8161	0.87	235.19	1.33	0.75	no	0.4981	0.310	0.42	2.0	1.74	8	0.187	4.76	49	50	no	zero	0.28
189.1	14.6	47.9	92	18	109	0.20	5200	3958	2960	315.62	3.2212	0.88	260.88	1.03	0.75	no	0.4978	0.300	0.41	2.0	1.62	6	0.191	4.78	55	56	no	zero	0.28
188.9	14.6	48.1	92	18	109	0.19	5218	3966	2967	330.54	3.2347	0.89	275.61	0.99	0.75	no	0.4976	0.290	0.39	2.0	1.59	5	0.191	4.79	58	59	no	zero	0.28

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	ε		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0					(in)	(in)
188.8	14.7	48.2	92	18	109	0.19	5236	3973	2975	328.55	3.0504	0.89	273.51	0.94	0.74	no	0.4974	0.280	0.38	2.0	1.58	5	0.192	4.79	57	57	no	zero	0.28
188.6	14.7	48.4	92	18	109	0.19	5253	3981	2983	323.56	2.5252	0.89	268.43	0.79	0.74	no	0.4971	0.260	0.35	2.0	1.53	4	0.193	4.80	56	56	no	zero	0.28
188.4	14.8	48.6	92	18	109	0.20	5271	3989	2990	314.49	1.8843	0.88	259.33	0.60	0.74	no	0.4969	0.250	0.34	2.0	1.46	3	0.195	4.81	54	54	no	zero	0.28
188.3	14.8	48.7	92	18	109	0.21	5289	3996	2998	303.09	1.883	0.87	248.01	0.63	0.74	no	0.4966	0.250	0.34	2.0	1.48	4	0.194	4.80	52	52	no	zero	0.28
188.1	14.9	48.9	92	18	109	0.22	5307	4004	3005	292.67	2.1567	0.87	237.73	0.74	0.74	no	0.4964	0.260	0.35	2.0	1.55	4	0.193	4.79	50	50	no	zero	0.28
188.0	14.9	49.0	92	18	109	0.24	5325	4011	3013	278.15	2.3639	0.86	223.59	0.86	0.74	no	0.4961	0.270	0.36	2.0	1.61	5	0.191	4.78	47	48	no	zero	0.28
187.8	15.0	49.2	92	18	109	0.25	5343	4019	3020	264	2.4895	0.85	209.97	0.95	0.74	no	0.4959	0.290	0.39	2.0	1.66	6	0.189	4.77	44	45	no	zero	0.28
187.6	15.0	49.4	92	18	109	0.26	5360	4026	3028	253.92	2.4009	0.84	200.33	0.96	0.74	no	0.4956	0.290	0.39	2.0	1.67	7	0.189	4.77	42	43	no	zero	0.28
187.5	15.1	49.5	92	18	109	0.28	5378	4034	3036	243.52	2.5726	0.84	190.48	1.07	0.74	no	0.4954	0.300	0.41	2.0	1.72	8	0.187	4.76	40	41	no	zero	0.28
187.3	15.1	49.7	92	18	109	0.29	5396	4042	3043	232.15	2.9016	0.83	179.83	1.26	0.74	no	0.4951	0.310	0.42	2.0	1.80	9	0.185	4.74	38	39	no	zero	0.28
187.1	15.2	49.9	92	18	109	0.30	5414	4049	3051	226.59	2.6498	0.83	174.61	1.18	0.73	no	0.4948	0.300	0.41	2.0	1.78	9	0.186	4.75	37	38	no	zero	0.28
187.0	15.2	50.0	92	18	109	0.30	5432	4057	3058	225.61	0.9371	0.82	173.61	0.42	0.73	no	0.4946	0.240	0.32	2.0	1.49	4	0.194	4.80	36	36	no	zero	0.28
186.8	15.3	50.2	92	18	109	0.31	5449	4064	3066	217.73	1.326	0.82	166.31	0.62	0.73	no	0.4943	0.250	0.34	2.0	1.61	5	0.191	4.78	35	36	no	zero	0.28
186.6	15.3	50.4	92	18	109	0.32	5467	4072	3073	207.3	1.8421	0.81	156.78	0.90	0.73	yes	0.4940	0.277	0.37	0.8	1.73	8	0.187	4.76	33	34	0.001	0.00	0.28
186.5	15.4	50.5	92	18	109	0.33	5485	4079	3081	197.09	2.1237	0.80	147.55	1.09	0.73	yes	0.4938	0.293	0.40	0.8	1.81	9	0.185	4.74	31	32	0.001	0.00	0.28
186.3	15.4	50.7	92	18	109	0.37	5503	4087	3089	172.8	2.4346	0.79	126.14	1.43	0.73	yes	0.4935	0.300	0.41	0.8	1.94	12	0.180	4.70	27	29	0.010	0.02	0.30
186.1	15.5	50.9	92	18	109	0.42	5521	4095	3096	138.02	3.4483	0.76	96.64	2.55	0.73	no	0.4932	0.320	0.43	2.0	2.20	20	0.167	4.61	21	27	no	zero	0.30
186.0	15.5	51.0	92	18	109	0.49	5538	4102	3104	105.31	3.7598	0.72	70.22	3.67	0.73	no	0.4930	0.300	0.41	2.0	2.41	28	0.154	4.51	16	22	no	zero	0.30
185.8	15.6	51.2	92	18	109	0.50	5556	4110	3111	99.41	3.7523	0.72	65.55	3.88	0.73	no	0.4927	0.300	0.41	2.0	2.45	30	0.151	4.49	15	21	no	zero	0.30
185.7	15.6	51.3	92	18	109	0.44	5574	4117	3119	131.15	4.2607	0.75	90.75	3.32	0.73	no	0.4924	0.320	0.43	2.0	2.31	24	0.161	4.56	20	26	no	zero	0.30
185.5	15.7	51.5	92	18	109	0.48	5592	4125	3126	108.14	3.7976	0.73	72.23	3.60	0.72	no	0.4921	0.300	0.41	2.0	2.40	27	0.155	4.52	16	22	no	zero	0.30
185.3	15.7	51.7	92	18	109	0.54	5610	4132	3134	83.01	3.6415	0.70	52.86	4.54	0.72	no	0.4918	0.300	0.41	2.0	2.56	35	0.143	4.42	12	18	no	zero	0.30
185.2	15.8	51.8	92	18	109	0.51	5627	4140	3142	92.97	4.3682	0.71	60.33	4.85	0.72	no	0.4915	0.300	0.41	2.0	2.55	34	0.144	4.43	14	21	no	zero	0.30
185.0	15.8	52.0	92	18	109	0.46	5645	4148	3149	115.9	4.5551	0.73	78.15	4.03	0.72	no	0.4912	0.300	0.41	2.0	2.41	28	0.154	4.51	17	24	no	zero	0.30
184.8	15.9	52.2	92	18	109	0.47	5663	4155	3157	112.03	4.433	0.73	75.01	4.06	0.72	no	0.4910	0.300	0.41	2.0	2.43	28	0.153	4.50	17	23	no	zero	0.30
184.7	15.9	52.3	92	18	109	0.43	5681	4163	3164	137.19	4.1204	0.75	95.23	3.07	0.72	no	0.4907	0.320	0.43	2.0	2.27	22	0.163	4.58	21	27	no	zero	0.30
184.5	16.0	52.5	92	18	109	0.38	5699	4170	3172	164.44	3.7518	0.77	117.97	2.32	0.72	no	0.4904	0.332	0.45	2.0	2.11	17	0.172	4.65	25	31	no	zero	0.30
184.3	16.0	52.7	92	18	109	0.36	5716	4178	3179	177.47	3.3653	0.78	129.09	1.93	0.72	yes	0.4901	0.323	0.44	0.9	2.03	15	0.176	4.68	28	30	0.010	0.02	0.32
184.2	16.1	52.8	92	18	109	0.32	5734	4185	3187	205.16	3.085	0.80	153.39	1.53	0.72	yes	0.4898	0.315	0.43	0.9	1.90	11	0.181	4.71	33	35	0.001	0.00	0.32
184.0	16.1	53.0	92	18	109	0.29	5752	4193	3195	228.68	2.4243	0.82	174.60	1.07	0.72	no	0.4895	0.300	0.41	2.0	1.75	8	0.187	4.75	37	38	no	zero	0.32
183.9	16.2	53.1	92	18	109	0.28	5770	4201	3202	240.52	0.6828	0.83	185.43	0.29	0.72	no	0.4892	0.230	0.31	2.0	1.38	2	0.196	4.82	38	38	no	zero	0.32
183.7	16.2	53.3	92	18	109	0.28	5788	4208	3210	243.16	1.014	0.83	187.78	0.42	0.71	no	0.4889	0.240	0.32	2.0	1.46	3	0.194	4.81	39	39	no	zero	0.32
183.5	16.3	53.5	92	18	109	0.29	5806	4216	3217	233.65	1.137	0.82	178.87	0.49	0.71	no	0.4886	0.250	0.34	2.0	1.52	4	0.193	4.80	37	37	no	zero	0.32
183.4	16.3	53.6	92	18	109	0.31	5823	4223	3225	216.05	1.5345	0.81	162.70	0.72	0.71	no	0.4883	0.260	0.35	2.0	1.66	6	0.190	4.77	34	35	no	zero	0.32
183.2	16.4	53.8	92	18	109	0.33	5841	4231	3232	196.64	2.1612	0.79	145.23	1.12	0.71	yes	0.4880	0.293	0.40	0.8	1.82	10	0.184	4.74	31	32	0.001	0.00	0.33
183.0	16.4	54.0	92	18	109	0.32	5859	4238	3240	208.48	2.5073	0.80	155.69	1.22	0.71	yes	0.4876	0.305	0.41	0.8	1.83	10	0.184	4.73	33	34	0.001	0.00	0.33
182.9	16.5	54.1	92	18	109	0.32	5877	4246	3248	206.63	2.8698	0.80	153.94	1.41	0.71	yes	0.4873	0.315	0.43	0.9	1.88	11	0.182	4.72	33	35	0.001	0.00	0.33
182.7	16.5	54.3	92	18	109	0.37	5895	4254	3255	170.9	2.8766	0.77	122.53	1.71	0.71	yes	0.4870	0.310	0.42	0.9	2.01	14	0.177	4.68	26	28	0.010	0.02	0.35
182.5	16.6	54.5	92	18	109	0.38	5912	4261	3263	163.73	3.3006	0.77	116.33	2.05	0.71	no	0.4867	0.332	0.45	2.0	2.08	16	0.173	4.66	25	31	no	zero	0.35
182.4	16.6	54.6	92	18	109	0.37	5930	4269	3270	174.02	3.7584	0.77	125.03	2.20	0.71	no	0.4864	0.333	0.45	2.0	2.08	16	0.173	4.66	27	33	no	zero	0.35
182.2	16.7	54.8	92	18	109	0.39	5948	4276	3278	160.23	3.7693	0.76	113.19	2.40	0.71	no	0.4861	0.332	0.45	2.0	2.14	18	0.170	4.64	24	30	no	zero	0.35
182.0	16.7	55.0	92	18	109	0.47	5966	4284	3285	112.68	4.5225	0.72	74.35	4.12	0.70	no	0.4858	0.300	0.41	2.0	2.43	29	0.152	4.50	17	23	no	zero	0.35
181.9	16.8	55.1	92	18	109	0.57	5984	4291	3293	69.77	3.965	0.67	42.05	5.94	0.70	no	0.4854	0.290	0.39	2.0	2.72	42	0.130	4.31	10	17	no	zero	0.35
181.7	16.8	55.3	92	18	109	0.67	6001	4299	3301	42.77	3.0587	0.62	23.43	7.69	0.70	no	0.4851	0.269	0.36	2.0	2.97	58	0.105	4.06	6	12	no	zero	0.35
181.6	16.9	55.4	92	18	109	0.67	6019	4307	3308	41.28	2.7069	0.62	22.42	7.07	0.70	no	0.4848	0.269	0.36	2.0	2.96	57	0.106	4.07	6	12	no	zero	0.35
181.4	16.9	55.6	92	18	109	0.65	6037	4314	3316	46.61	2.1601	0.63	25.90	4.96	0.70	no	0.4845	0.274	0.37	2.0	2.81	48	0.121	4.23	6	12	no	zero	0.35
181.2	17.0	55.8	92	18	109	0.67	6055	4322	3323	42.7	2.0468	0.62	23.28	5.16	0.70	no	0.4842	0.269	0.36	2.0	2.86	50	0.117	4.19	6	12	no	zero	0.35
181.1	17.0	55.9	92	18	109	0.67	6073	4329	3331	42.19	1.5605	0.62	22.92	3.99	0.70	no	0.4838	0.269	0.36	2.0	2.79	46	0.124	4.25	5	11	no	zero	0.35
180.9	17.1	56.1	92	18	109	0.66	6090	4337	3338	43.35	1.6092	0.62	23.64	3.99	0.70	no	0.4835	0.269	0.36	2.0	2.78	46	0.125	4.26	6	12	no	zero	0.35
180.7	17.1	56.3	92	18	109	0.67	6108	4344	3346	42.58	1.7203	0.62	23.11	4.35	0.70	no	0.4832	0.269	0.36	2.0	2.81	48	0.122	4.23	5	11	no	zero	0.35
180.6	17.2	56.4	92	18	109	0.55	6126	4352	3354	77.86	3.2851	0.67	47.48	4.39	0.70	no	0.4828	0.295	0.40	2.0	2.59	36	0.141	4.40	11	18	no	zero	0.35
180.4	17.2	56.6	92	18	109	0.48	6144	4360	3361	107.68	5.0124	0.71	69.79	4.79	0.70	no	0.4825	0.300	0.41	2.0	2.50	32	0.148	4.46	16	23	no	zero	0.35
180.2	17.3	56.8	92	18	109	0.55	6162	4367	3369	79.65	5.2092	0.67	48.68	6.80	0.69	no	0.4822	0.295	0.40	2.0	2.72	42	0.130	4.31	11	18	no	zero	0.35
180.1	17.3	56.9	92	18	109	0.61	6180	4375	3376	57.44	3.6394	0.64	32.92	6.70	0.69	no	0.4818	0.280	0.38	2.0	2.83	49	0.120	4.21	8	14	no	zero	0.35
179.9	17.4	57.1	92	18	109	0.65	6197	4382	3384	46.61	3.2988	0.62	25.59	7.58	0.69	no	0.4815	0.274	0.37	2.0	2.94	56	0.108	4.10	6	12	no	zero	0.35
179.7	17.4	57.3	92	18	109	0.61	6215	4390	3391	57.26	3.0778	0.64	32.72	5.68	0.69	no	0.4812	0.280	0.38	2.0	2.78	46	0.124	4.26	8	14	no	zero	0.35
179.6	17.5	57.4	92	18	109	0.61	6233	4397	3399	56.84	3.1621	0.64	32.39	5.89	0.69	no	0.4808	0.280	0.38	2.0	2.79	47	0.123	4.24	8	14	no	zero	0.35
179.4	17.5	57.6	92	18	109	0.62	6251	4405	3407	55.39	3.2737	0.64	31.36	6.26	0.69	no	0.4805	0.280	0.38	2.0	2.82	48	0.120	4.22	7	13	no	zero	0.35
179.3	17.6	57.7	92	18	109	0.61	6269	4413	3414	57.14	3.2957	0.64	32.51	6.10	0.69	no	0.4802	0.280	0.38	2.0	2.80	47	0.122	4.24	8	14	no	zero	0.35
179.1	17.6	57.9	92	18	109	0.61	6286	4420	3422	57.9	3.3004	0.64	32.99	6.03	0.69	no	0.4798	0.280	0.38	2.0	2.79	47	0.123	4.24	8	14	no	zero	0.35
178.9	17.7	58.1	92	18	109	0.63	6304	4428	3429	52.91	3.1916	0.63	29.57	6.41	0.69	no	0.4795	0.274	0.37	2.0	2.85	50	0.118	4.19	7	13	no	zero	0.35
178.8	17.7	58.2	92	18	109	0.61	6322	4435	3437	57.37	3.3798	0.64	32.55	6.23	0.69	no	0.4792	0.280	0.38	2.0	2.81	48	0.122	4.23	8	14	no	zero	0.35
178.6	17.8	58.4	92	18	109	0.61	6340	4443	3444	58.55	3.5937	0.64	33.32	6.49	0.69	no	0.4788	0.280	0.38	2.0	2.81	48	0.121	4.22	8	14	no	zero	0.35
178.4	17.8	58.6	92	18	109	0.60	6358	4450	3452	59.97	4.1303	0.64	34.25	7.27	0.68	no	0.4785	0.280	0.38	2.0	2.84	49	0.118	4.20	8	15	no	zero	0.35
178.3	17.9	58.7	92	18	109	0.57	6375	4458	3460	72.69	5.0199	0.66	43.08	7.22	0.68	no	0.4781	0.290	0.39	2.0	2.77	45	0.125	4.26	10	17	no	zero	0.35
178.1	17.9	58.9	92	18	109	0.53	6393	4466	3467	86.74	5.9547	0.67	53.18	7.13	0.68	no	0.4778	0.300	0.41	2.0	2.71	42	0.131	4.31	12	19	no	zero	0.35
177.9	18.0	59.1	92	18	109	0.49	6411	4473	3475	102.75	7.0045	0.69	65.08	7.04	0.68	no	0.4774	0.300	0.41	2.0	2.65	39	0.136	4.36	15	23	no	zero	0.35
177.8	18.0	59.2	92	18	109	0.47	6429	4481	3482	110.93	7.621	0.70	71.28	7.08	0.68	no	0.4771	0.300	0.41	2.0	2.63	38	0.138	4.38	16	24	no	zero	0.35
177.6	18.1	59.4	92	18	109	0.47	6447	4488	3490	115.43	8.0407	0.70	74.71	7.17	0.68	no	0.4768	0.300	0.41	2.0	2.62	37	0.139	4.38	17	25	no	zero	0.35
177.5	18.1	59.5	92	18	109	0.46	6464	4496	3498	117.06	7.7992	0.71	75.91	6.85	0.68	no	0.4764	0.300	0.41	2.0	2.60	36	0.140	4.40	17	25	no	zero	0.35
177.3	18.2	59.7	92	18	109	0.45	6482	4503	3505	123.16	7.736	0.71	80.63	6.45	0.68	no	0.4761	0.310	0.42	2.0	2.56	35	0.143	4.42	18	26	no	zero	0.35
177.1	18.2	59.9	92	18	109	0.46	6500	4511	3513	115.89	7.4854	0.70	74.87	6.65	0.68	no	0.4757	0.300	0.41	2.0	2.59	36	0.141	4.40	17	25	no	zero	0.35

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	ε		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0						(in)	(in)

Project: Proposed Mixed Use Development
Probe ID: CPT-2
Date: 2/3/2011

Design Earthquake Magnitude	6.66	MW
Magnitude Scaling Factor (MSF)	1.35	%
pga	0.584	g
Groundwater Depth:	47	ft
Elevation at GS	253.0	ft
HHGWL	28.0	ft

total settlement (inch)	total settlement below BOF (inch)
0.98	0.98

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective Current GW	Effective HHGWL	Tip Resistance	Sleeve Friction																	
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	✇		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0						(in)	(in)
252.8	0.0	0.2	92	18	109	0.49	18	18	18	101.58	0	1.70	163.14	0.01	1.000	no	0.3796	0.207	0.28	2.0	1.48	4	0.194	4.80	34	34	no	zero	0.00
252.7	0.1	0.3	92	18	109	0.44	36	36	36	129.21	1.5224	1.70	207.51	1.18	1.00	no	0.3796	0.300	0.41	2.0	1.73	8	0.187	4.76	44	45	no	zero	0.00
252.5	0.1	0.5	92	18	109	0.41	53	53	53	148.1	2.1314	1.70	237.84	1.44	1.00	no	0.3796	0.320	0.43	2.0	1.76	8	0.186	4.75	50	51	no	zero	0.00
252.3	0.2	0.7	92	18	109	0.38	71	71	71	163.04	2.3959	1.70	261.82	1.47	1.00	no	0.3796	0.320	0.43	2.0	1.74	8	0.187	4.76	55	56	no	zero	0.00
252.2	0.2	0.8	92	18	109	0.48	89	89	89	106.18	1.863	1.70	170.47	1.76	1.00	no	0.3796	0.330	0.45	2.0	1.92	12	0.180	4.71	36	38	no	zero	0.00
252.0	0.3	1.0	92	18	109	0.59	107	107	107	64.77	1.1304	1.70	103.95	1.75	1.00	no	0.3796	0.300	0.41	2.0	2.06	16	0.174	4.66	22	28	no	zero	0.00
251.9	0.3	1.1	92	18	109	0.67	125	125	125	42.02	0.9321	1.70	67.39	2.22	1.00	no	0.3796	0.300	0.41	2.0	2.27	22	0.163	4.58	15	20	no	zero	0.00
251.7	0.4	1.3	92	18	109	0.73	142	142	142	29.51	0.7338	1.70	47.28	2.49	1.00	no	0.3796	0.295	0.40	2.0	2.42	28	0.154	4.51	10	15	no	zero	0.00
251.5	0.4	1.5	92	18	109	0.77	160	160	160	22.68	0.5931	1.70	36.30	2.62	1.00	no	0.3796	0.285	0.38	2.0	2.52	32	0.146	4.45	8	14	no	zero	0.00
251.4	0.5	1.6	92	18	109	0.80	178	178	178	18.55	0.502	1.70	29.65	2.72	1.00	no	0.3796	0.274	0.37	2.0	2.59	36	0.140	4.40	7	13	no	zero	0.00
251.2	0.5	1.8	92	18	109	0.83	196	196	196	15.03	0.421	1.70	23.98	2.82	1.00	no	0.3796	0.269	0.36	2.0	2.68	40	0.134	4.34	6	12	no	zero	0.00
251.0	0.6	2.0	92	18	109	0.84	214	214	214	13.89	0.3957	1.70	22.14	2.87	1.00	no	0.3796	0.269	0.36	2.0	2.71	42	0.131	4.32	5	11	no	zero	0.00
250.9	0.6	2.1	92	18	109	0.82	232	232	232	16	0.4103	1.70	25.51	2.58	1.00	no	0.3796	0.274	0.37	2.0	2.63	38	0.138	4.37	6	12	no	zero	0.00
250.7	0.7	2.3	92	18	109	0.78	249	249	249	21.6	0.4846	1.70	34.49	2.26	1.00	no	0.3795	0.280	0.38	2.0	2.49	31	0.148	4.46	8	13	no	zero	0.00
250.5	0.7	2.5	92	18	109	0.77	267	267	267	22.42	0.5956	1.70	35.80	2.67	1.00	no	0.3793	0.285	0.38	2.0	2.53	33	0.146	4.44	8	14	no	zero	0.00
250.4	0.8	2.6	92	18	109	0.79	285	285	285	20.38	0.6757	1.70	32.51	3.34	1.00	no	0.3791	0.280	0.38	2.0	2.62	37	0.138	4.38	7	13	no	zero	0.00
250.2	0.8	2.8	92	18	109	0.80	303	303	303	18.05	0.6911	1.70	28.75	3.86	1.00	no	0.3789	0.274	0.37	2.0	2.70	42	0.131	4.32	7	13	no	zero	0.00
250.0	0.9	3.0	92	18	109	0.82	321	321	321	16.07	0.6561	1.70	25.55	4.12	1.00	no	0.3786	0.274	0.37	2.0	2.76	45	0.126	4.27	6	12	no	zero	0.00
249.9	0.9	3.1	92	18	109	0.85	338	338	338	12.44	0.5533	1.70	19.71	4.51	1.00	no	0.3784	0.263	0.35	2.0	2.87	51	0.115	4.17	5	10	no	zero	0.00
249.7	1.0	3.3	92	18	109	0.87	356	356	356	11.09	0.5269	1.70	17.53	4.83	1.00	no	0.3782	0.257	0.35	2.0	2.93	55	0.109	4.11	4	9	no	zero	0.00
249.6	1.0	3.4	92	18	109	0.88	374	374	374	10.03	0.4544	1.70	15.81	4.62	1.00	no	0.3780	0.251	0.34	2.0	2.95	56	0.107	4.09	4	9	no	zero	0.00
249.4	1.1	3.6	92	18	109	0.90	392	392	392	8.71	0.3611	1.70	13.68	4.24	1.00	no	0.3777	0.246	0.33	2.0	2.98	58	0.104	4.06	3	8	no	zero	0.00
249.2	1.1	3.8	92	18	109	0.90	410	410	410	8.36	0.2982	1.70	13.10	3.66	0.99	no	0.3775	0.246	0.33	2.0	2.95	56	0.107	4.09	3	8	no	zero	0.00
249.1	1.2	3.9	92	18	109	0.89	427	427	427	9.62	0.2333	1.70	15.11	2.48	0.99	no	0.3773	0.251	0.34	2.0	2.80	47	0.122	4.24	4	9	no	zero	0.00
248.9	1.2	4.1	92	18	109	0.87	445	445	445	10.73	0.2181	1.70	16.88	2.08	0.99	no	0.3770	0.257	0.35	2.0	2.72	42	0.130	4.31	4	9	no	zero	0.00
248.7	1.3	4.3	92	18	109	0.88	463	463	463	10.02	0.223	1.70	15.72	2.28	0.99	no	0.3768	0.251	0.34	2.0	2.77	45	0.126	4.27	4	9	no	zero	0.00
248.6	1.3	4.4	92	18	109	0.89	481	481	481	9.18	0.2406	1.70	14.36	2.69	0.99	no	0.3766	0.251	0.34	2.0	2.84	49	0.118	4.20	3	8	no	zero	0.00
248.4	1.4	4.6	92	18	109	0.91	499	499	499	7.82	0.2514	1.70	12.16	3.32	0.99	no	0.3763	0.246	0.33	2.0	2.95	56	0.107	4.08	3	8	no	zero	0.00
248.2	1.4	4.8	92	18	109	0.90	516	516	516	8.29	0.2212	1.70	12.90	2.75	0.99	no	0.3761	0.246	0.33	2.0	2.88	52	0.114	4.16	3	8	no	zero	0.00
248.1	1.5	4.9	92	18	109	0.91	534	534	534	7.92	0.1849	1.70	12.29	2.42	0.99	no	0.3758	0.246	0.33	2.0	2.87	51	0.116	4.17	3	8	no	zero	0.00
247.9	1.5	5.1	92	18	109	0.93	552	552	552	6.34	0.1589	1.70	9.74	2.62	0.99	no	0.3756	0.238	0.32	2.0	2.97	58	0.105	4.06	2	7	no	zero	0.00
247.8	1.6	5.2	92	18	109	0.94	570	570	570	5.95	0.1461	1.70	9.10	2.58	0.99	no	0.3753	0.238	0.32	2.0	2.99	59	0.102	4.04	2	7	no	zero	0.00
247.6	1.6	5.4	92	18	109	0.93	588	588	588	6.23	0.1693	1.70	9.53	2.85	0.99	no	0.3751	0.238	0.32	2.0	3.00	60	0.102	4.03	2	7	no	zero	0.00
247.4	1.7	5.6	92	18	109	0.92	605	605	605	7.14	0.1727	1.70	10.98	2.53	0.99	no	0.3749	0.240	0.32	2.0	2.92	54	0.110	4.12	3	8	no	zero	0.00
247.3	1.7	5.7	92	18	109	0.90	623	623	623	8.44	0.1874	1.70	13.06	2.31	0.99	no	0.3746	0.246	0.33	2.0	2.84	49	0.119	4.20	3	8	no	zero	0.00
247.1	1.8	5.9	92	18	109	0.90	641	641	641	8.7	0.2156	1.70	13.46	2.57	0.99	no	0.3744	0.246	0.33	2.0	2.85	50	0.117	4.19	3	8	no	zero	0.00
246.9	1.8	6.1	92	18	109	0.87	659	659	659	10.57	0.2593	1.70	16.45	2.53	0.99	no	0.3741	0.257	0.35	2.0	2.78	46	0.125	4.26	4	9	no	zero	0.00
246.8	1.9	6.2	92	18	109	0.86	677	677	677	11.71	0.305	1.70	18.27	2.68	0.98	no	0.3739	0.263	0.35	2.0	2.76	44	0.127	4.28	4	9	no	zero	0.00
246.6	1.9	6.4	92	18	109	0.84	695	695	695	13.64	0.406	1.70	21.35	3.05	0.98	no	0.3736	0.269	0.36	2.0	2.74	43	0.128	4.29	5	10	no	zero	0.00
246.4	2.0	6.6	92	18	109	0.81	712	712	712	16.75	0.4772	1.70	26.33	2.91	0.98	no	0.3733	0.274	0.37	2.0	2.65	39	0.136	4.36	6	12	no	zero	0.00
246.3	2.0	6.7	92	18	109	0.80	730	730	730	18.67	0.4724	1.70	29.40	2.58	0.98	no	0.3731	0.274	0.37	2.0	2.58	36	0.141	4.41	7	13	no	zero	0.00
246.1	2.1	6.9	92	18	109	0.81	748	748	748	17.2	0.401	1.70	27.03	2.38	0.98	no	0.3728	0.274	0.37	2.0	2.59	36	0.141	4.40	6	12	no	zero	0.00
245.9	2.1	7.1	92	18	109	0.84	766	766	766	14.04	0.3309	1.70	21.94	2.42	0.98	no	0.3726	0.269	0.36	2.0	2.67	40	0.135	4.35	5	11	no	zero	0.00
245.8	2.2	7.2	92	18	109	0.84	784	784	784	13.38	0.3369	1.70	20.86	2.59	0.98	no	0.3723	0.269	0.36	2.0	2.70	42	0.132	4.32	5	10	no	zero	0.00
245.6	2.2	7.4	92	18	109	0.83	801	801	801	14.79	0.4082	1.70	23.11	2.84	0.98	no	0.3720	0.269	0.36	2.0	2.69	41	0.133	4.33	5	11	no	zero	0.00
245.5	2.3	7.5	92	18	109	0.83	819	819	819	15.39	0.3696	1.70	24.06	2.47	0.98	no	0.3718	0.269	0.36	2.0	2.64	38	0.137	4.37	6	12	no	zero	0.00
245.3	2.3	7.7	92	18	109	0.83	837	837	837	14.39	0.2998	1.70	22.44	2.15	0.98	no	0.3715	0.269	0.36	2.0	2.63	38	0.138	4.38	5	11	no	zero	0.00
245.1	2.4	7.9	92	18	109	0.85	855	855	855	12.44	0.2046	1.70	19.29	1.70	0.98	no	0.3712	0.211	0.28	2.0	2.62	37	0.138	4.38	4	9	no	zero	0.00
245.0	2.4	8.0	92	18	109	0.85	873	873	873	12.97	0.2079	1.70	20.13	1.66	0.98	no	0.3710	0.217	0.29	2.0	2.60	36	0.140	4.39	5	10	no	zero	0.00
244.8	2.5	8.2	92	18	109	0.84	890	890	890	13.59	0.2187	1.70	21.11	1.66	0.98	no	0.3707	0.217	0.29	2.0	2.58	36	0.141	4.41	5	10	no	zero	0.00
244.6	2.5	8.4	92	18	109	0.82	908	908	908	15.76	0.329	1.70	24.58	2.15	0.98	no	0.3704	0.269	0.36	2.0	2.59	36	0.140	4.40	6	12	no	zero	0.00
244.5	2.6	8.5	92	18	109	0.80	926	926	926	18.7	0.3584	1.70	29.29	1.97	0.98	no	0.3702	0.243	0.33	2.0	2.51	32	0.147	4.45	7	12	no	zero	0.00
244.3	2.6	8.7	92	18	109	0.82	944	944	944	15.72	0.3318	1.70	24.49	2.18	0.97	no	0.3699	0.269	0.36	2.0	2.60	36	0.140	4.40	6	12	no	zero	0.00
244.1	2.7	8.9	92	18	109	0.83	962	962	962	14.56	0.2406	1.70	22.61	1.71	0.97	no	0.3696	0.217	0.29	2.0	2.57	35	0.143	4.42	5	10	no	zero	0.00
244.0	2.7	9.0	92	18	109	0.84	979	979	979	14.24	0.2462	1.70	22.09	1.79	0.97	no	0.3693	0.217	0.29	2.0	2.59	36	0.141	4.40	5	11	no	zero	0.00
243.8	2.8	9.2	92	18	109	0.83	997	997	997	14.75	0.2793	1.70	22.89	1.96	0.97	no	0.3691	0.236	0.32	2.0	2.60	36	0.140	4.40	5	11	no	zero	0.00
243.6	2.8	9.4	92	18	109	0.83	1015	1015	1015	14.54	0.3169	1.70	22.54	2.26	0.97	no	0.3688	0.269	0.36	2.0	2.64	38	0.137	4.37	5	11	no	zero	0.00
243.5	2.9	9.5	92	18	109	0.84	1033	1033	1033	14.3	0.312	1.70	22.14	2.26	0.97	no	0.3685	0.269	0.36	2.0	2.64	39	0.136	4.36	5	11	no	zero	0.00
243.3	2.9	9.7	92	18	109	0.84	1051	1051	1051	14.27	0.3264	1.70	22.08	2.37	0.97	no	0.3682	0.269	0.36	2.0	2.66	39	0.135	4.35	5	11	no	zero	0.00
243.2	3.0	9.8	92	18	109	0.84	1069	1069	1069	13.69	0.3643	1.70	21.13	2.77	0.97	no	0.3679	0.269	0.36	2.0	2.71	42	0.130	4.31	5	10	no	zero	0.00
243.0	3.0	10.0	92	18	109	0.83	1086	1086	1086	15.16	0.427	1.70	23.48	2.92	0.97	no	0.3676	0.269	0.36	2.0	2.69	41	0.132	4.33	5	11	no	zero	0.00
242.8	3.1	10.2	92	18	109	0.83	1104	1104	1104	15.27	0.5018	1.70	23.64	3.41	0.97	no	0.3674	0.269	0.36	2.0	2.73	43	0.129	4.30	6	12	no	zero	0.00
242.7	3.1	10.3	92	18	109	0.83	1122	1122	1122	14.64	0.51	1.70	22.56	3.62	0.97	no	0.3671	0.269	0.36	2.0	2.76	45	0.126	4.27	5	11	no	zero	0.00
242.5	3.2	10.5	92	18	109	0.83	1140	1140	1140	14.72	0.5066	1.67	22.37	3.58	0.97	no	0.3668	0.269	0.36	2.0	2.76	45	0.126	4.27	5	11	no	zero	0.00
242.3	3.2	10.7	92	18	109	0.83	1158	1158	1158	15.38	0.5013	1.65	23.02	3.39	0.97	no	0.3665	0.269	0.36	2.0	2.74	44	0.128	4.29	5	11	no	zero	0.00

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	✇		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0					(in)	(in)
242.2	3.3	10.8	92	18	109	0.82	1175	1175	1175	16.49	0.4284	1.62	24.29	2.69	0.96	no	0.3662	0.269	0.36	2.0	2.66	39	0.135	4.35	6	12	no	zero	0.00
242.0	3.3	11.0	92	18	109	0.81	1193	1193	1193	17.62	0.3334	1.59	25.55	1.96	0.96	no	0.3659	0.243	0.33	2.0	2.56	34	0.143	4.42	6	11	no	zero	0.00
241.8	3.4	11.2	92	18	109	0.80	1211	1211	1211	18.27	0.3079	1.56	26.12	1.74	0.96	no	0.3656	0.224	0.30	2.0	2.52	33	0.146	4.45	6	11	no	zero	0.00
241.7	3.4	11.3	92	18	109	0.79	1229	1229	1229	19.41	0.3077	1.54	27.34	1.64	0.96	no	0.3653	0.224	0.30	2.0	2.49	31	0.149	4.47	6	11	no	zero	0.00
241.5	3.5	11.5	92	18	109	0.79	1247	1247	1247	19.58	0.3191	1.52	27.24	1.68	0.96	no	0.3650	0.224	0.30	2.0	2.50	32	0.148	4.46	6	11	no	zero	0.00
241.4	3.5	11.6	92	18	109	0.80	1264	1264	1264	18.92	0.3237	1.51	26.05	1.77	0.96	no	0.3647	0.224	0.30	2.0	2.52	33	0.146	4.44	6	11	no	zero	0.00
241.2	3.6	11.8	92	18	109	0.80	1282	1282	1282	18.34	0.3244	1.49	24.99	1.83	0.96	no	0.3644	0.236	0.32	2.0	2.55	34	0.144	4.43	6	11	no	zero	0.00
241.0	3.6	12.0	92	18	109	0.80	1300	1300	1300	18.36	0.317	1.48	24.73	1.79	0.96	no	0.3641	0.217	0.29	2.0	2.55	34	0.144	4.43	6	11	no	zero	0.00
240.9	3.7	12.1	92	18	109	0.80	1318	1318	1318	18.2	0.3274	1.46	24.24	1.87	0.96	no	0.3638	0.236	0.32	2.0	2.56	35	0.143	4.42	5	10	no	zero	0.00
240.7	3.7	12.3	92	18	109	0.81	1336	1336	1336	16.67	0.386	1.46	22.00	2.41	0.96	no	0.3635	0.269	0.36	2.0	2.66	40	0.135	4.35	5	11	no	zero	0.00
240.5	3.8	12.5	92	18	109	0.82	1353	1353	1353	16.07	0.4047	1.44	20.98	2.63	0.96	no	0.3632	0.269	0.36	2.0	2.70	42	0.131	4.32	5	10	no	zero	0.00
240.4	3.8	12.6	92	18	109	0.82	1371	1371	1371	15.51	0.3492	1.43	20.04	2.36	0.96	no	0.3629	0.269	0.36	2.0	2.69	41	0.132	4.33	5	10	no	zero	0.00
240.2	3.9	12.8	92	18	109	0.83	1389	1389	1389	14.98	0.2759	1.42	19.14	1.93	0.96	no	0.3626	0.229	0.31	2.0	2.66	39	0.135	4.35	4	9	no	zero	0.00
240.0	3.9	13.0	92	18	109	0.83	1407	1407	1407	15.32	0.242	1.40	19.35	1.66	0.95	no	0.3623	0.211	0.28	2.0	2.61	37	0.139	4.38	4	9	no	zero	0.00
239.9	4.0	13.1	92	18	109	0.81	1425	1425	1425	17.17	0.2477	1.38	21.43	1.51	0.95	no	0.3620	0.191	0.26	2.0	2.56	34	0.144	4.43	5	10	no	zero	0.00
239.7	4.0	13.3	92	18	109	0.80	1442	1442	1442	18.53	0.2547	1.36	22.87	1.43	0.95	no	0.3617	0.191	0.26	2.0	2.52	33	0.146	4.45	5	10	no	zero	0.00
239.5	4.1	13.5	92	18	109	0.79	1460	1460	1460	19.59	0.2343	1.34	23.91	1.24	0.95	no	0.3614	0.175	0.24	2.0	2.47	30	0.150	4.48	5	10	no	zero	0.00
239.4	4.1	13.6	92	18	109	0.78	1478	1478	1478	21.84	0.2314	1.32	26.34	1.10	0.95	no	0.3611	0.166	0.22	2.0	2.41	28	0.154	4.51	6	10	no	zero	0.00
239.2	4.2	13.8	92	18	109	0.77	1496	1496	1496	23.14	0.2843	1.31	27.61	1.27	0.95	no	0.3608	0.180	0.24	2.0	2.42	28	0.153	4.50	6	10	no	zero	0.00
239.1	4.2	13.9	92	18	109	0.76	1514	1514	1514	23.84	0.3064	1.29	28.17	1.33	0.95	no	0.3604	0.180	0.24	2.0	2.43	28	0.153	4.50	6	10	no	zero	0.00
238.9	4.3	14.1	92	18	109	0.76	1532	1532	1532	23.51	0.2961	1.28	27.53	1.30	0.95	no	0.3601	0.180	0.24	2.0	2.43	29	0.153	4.50	6	10	no	zero	0.00
238.7	4.3	14.3	92	18	109	0.75	1549	1549	1549	25.13	0.2967	1.27	29.12	1.22	0.95	no	0.3598	0.180	0.24	2.0	2.39	27	0.155	4.52	6	10	no	zero	0.00
238.6	4.4	14.4	92	18	109	0.77	1567	1567	1567	22.79	0.2824	1.26	26.21	1.28	0.95	no	0.3595	0.180	0.24	2.0	2.44	29	0.152	4.49	6	10	no	zero	0.00
238.4	4.4	14.6	92	18	109	0.76	1585	1585	1585	24.94	0.3129	1.24	28.39	1.30	0.95	no	0.3592	0.180	0.24	2.0	2.42	28	0.154	4.51	6	10	no	zero	0.00
238.2	4.5	14.8	92	18	109	0.74	1603	1603	1603	27.24	0.2753	1.23	30.71	1.04	0.95	no	0.3589	0.170	0.23	2.0	2.34	25	0.159	4.55	7	11	no	zero	0.00
238.1	4.5	14.9	92	18	109	0.74	1621	1621	1621	28.39	0.2958	1.22	31.72	1.07	0.94	no	0.3585	0.170	0.23	2.0	2.33	25	0.159	4.55	7	11	no	zero	0.00
237.9	4.6	15.1	92	18	109	0.75	1638	1638	1638	26.04	0.2572	1.21	28.87	1.02	0.94	no	0.3582	0.166	0.22	2.0	2.36	26	0.158	4.54	6	10	no	zero	0.00
237.7	4.6	15.3	92	18	109	0.75	1656	1656	1656	25.6	0.2648	1.20	28.15	1.07	0.94	no	0.3579	0.166	0.22	2.0	2.38	26	0.156	4.53	6	10	no	zero	0.00
237.6	4.7	15.4	92	18	109	0.76	1674	1674	1674	24.09	0.2863	1.20	26.27	1.23	0.94	no	0.3576	0.180	0.24	2.0	2.43	29	0.152	4.50	6	10	no	zero	0.00
237.4	4.7	15.6	92	18	109	0.76	1692	1692	1692	24.59	0.3176	1.19	26.59	1.34	0.94	no	0.3572	0.180	0.24	2.0	2.45	29	0.151	4.49	6	10	no	zero	0.00
237.3	4.8	15.7	92	18	109	0.76	1710	1710	1710	24.18	0.3095	1.18	25.93	1.33	0.94	no	0.3569	0.180	0.24	2.0	2.46	30	0.151	4.49	6	10	no	zero	0.00
237.1	4.8	15.9	92	18	109	0.76	1727	1727	1727	23.97	0.3103	1.17	25.49	1.34	0.94	no	0.3566	0.180	0.24	2.0	2.46	30	0.150	4.48	6	11	no	zero	0.00
236.9	4.9	16.1	92	18	109	0.76	1745	1745	1745	23.79	0.2892	1.16	25.09	1.26	0.94	no	0.3563	0.180	0.24	2.0	2.46	30	0.151	4.49	6	10	no	zero	0.00
236.8	4.9	16.2	92	18	109	0.75	1763	1763	1763	25.6	0.2588	1.15	26.80	1.05	0.94	no	0.3559	0.166	0.22	2.0	2.39	27	0.156	4.52	6	10	no	zero	0.00
236.6	5.0	16.4	92	18	109	0.75	1781	1781	1781	26.52	0.2456	1.14	27.55	0.96	0.94	no	0.3556	0.156	0.21	2.0	2.36	26	0.157	4.54	6	10	no	zero	0.00
236.4	5.0	16.6	92	18	109	0.75	1799	1799	1799	26.69	0.2398	1.13	27.51	0.93	0.94	no	0.3553	0.146	0.20	2.0	2.35	26	0.158	4.54	6	10	no	zero	0.00
236.3	5.1	16.7	92	18	109	0.73	1816	1816	1816	28.73	0.2312	1.12	29.41	0.83	0.94	no	0.3550	0.127	0.17	2.0	2.30	24	0.161	4.57	6	10	no	zero	0.00
236.1	5.1	16.9	92	18	109	0.72	1834	1834	1834	30.55	0.2569	1.11	31.06	0.87	0.93	no	0.3546	0.140	0.19	2.0	2.29	23	0.162	4.57	7	11	no	zero	0.00
235.9	5.2	17.1	92	18	109	0.70	1852	1852	1852	35.48	0.2733	1.10	35.84	0.79	0.93	no	0.3543	0.140	0.19	2.0	2.22	21	0.166	4.60	8	12	no	zero	0.00
235.8	5.2	17.2	92	18	109	0.69	1870	1870	1870	36.67	0.2712	1.09	36.80	0.76	0.93	no	0.3540	0.140	0.19	2.0	2.20	20	0.167	4.61	8	12	no	zero	0.00
235.6	5.3	17.4	92	18	109	0.71	1888	1888	1888	33.6	0.2405	1.08	33.46	0.74	0.93	no	0.3536	0.120	0.16	2.0	2.23	21	0.165	4.60	7	11	no	zero	0.00
235.4	5.3	17.6	92	18	109	0.72	1905	1905	1905	31.83	0.2564	1.08	31.46	0.83	0.93	no	0.3533	0.130	0.18	2.0	2.28	23	0.163	4.58	7	11	no	zero	0.00
235.3	5.4	17.7	92	18	109	0.73	1923	1923	1923	30.08	0.2847	1.07	29.50	0.98	0.93	no	0.3529	0.156	0.21	2.0	2.34	25	0.159	4.55	6	10	no	zero	0.00
235.1	5.4	17.9	92	18	109	0.73	1941	1941	1941	30.02	0.2872	1.06	29.23	0.99	0.93	no	0.3526	0.156	0.21	2.0	2.34	25	0.158	4.55	6	10	no	zero	0.00
235.0	5.5	18.0	92	18	109	0.71	1959	1959	1959	32.39	0.2495	1.06	31.37	0.79	0.93	no	0.3523	0.130	0.18	2.0	2.27	22	0.163	4.58	7	11	no	zero	0.00
234.8	5.5	18.2	92	18	109	0.71	1977	1977	1977	32.38	0.2323	1.05	31.15	0.74	0.93	no	0.3519	0.120	0.16	2.0	2.26	22	0.164	4.59	7	11	no	zero	0.00
234.6	5.6	18.4	92	18	109	0.73	1995	1995	1995	30.19	0.2122	1.04	28.80	0.73	0.93	no	0.3516	0.117	0.16	2.0	2.28	23	0.162	4.57	6	10	no	zero	0.00
234.5	5.6	18.5	92	18	109	0.72	2012	2012	2012	31.58	0.2302	1.04	29.96	0.75	0.93	no	0.3512	0.126	0.17	2.0	2.28	23	0.163	4.58	7	11	no	zero	0.00
234.3	5.7	18.7	92	18	109	0.69	2030	2030	2030	37.51	0.2547	1.03	35.49	0.70	0.92	no	0.3509	0.120	0.16	2.0	2.19	20	0.167	4.61	8	12	no	zero	0.00
234.1	5.7	18.9	92	18	109	0.65	2048	2048	2048	46.25	0.2875	1.02	43.66	0.64	0.92	no	0.3506	0.119	0.16	2.0	2.10	17	0.172	4.65	9	13	no	zero	0.00
234.0	5.8	19.0	92	18	109	0.63	2066	2066	2066	53.17	0.3327	1.02	50.02	0.64	0.92	no	0.3502	0.138	0.19	2.0	2.05	15	0.175	4.67	11	15	no	zero	0.00
233.8	5.8	19.2	92	18	109	0.61	2084	2084	2084	59.64	0.3623	1.01	55.90	0.62	0.92	no	0.3499	0.151	0.20	2.0	2.00	14	0.177	4.69	12	14	no	zero	0.00
233.6	5.9	19.4	92	18	109	0.58	2101	2101	2101	67.83	0.3864	1.00	63.36	0.58	0.92	no	0.3495	0.153	0.21	2.0	1.94	12	0.180	4.70	13	15	no	zero	0.00
233.5	5.9	19.5	92	18	109	0.56	2119	2119	2119	74.76	0.4363	1.00	69.59	0.59	0.92	no	0.3492	0.167	0.22	2.0	1.91	12	0.181	4.71	15	17	no	zero	0.00
233.3	6.0	19.7	92	18	109	0.54	2137	2137	2137	81.59	0.3862	0.99	75.69	0.48	0.92	no	0.3488	0.160	0.22	2.0	1.83	10	0.184	4.73	16	17	no	zero	0.00
233.2	6.0	19.8	92	18	109	0.53	2155	2155	2155	87.68	0.4862	0.99	81.06	0.56	0.92	no	0.3485	0.193	0.26	2.0	1.84	10	0.184	4.73	17	18	no	zero	0.00
233.0	6.1	20.0	92	18	109	0.52	2173	2173	2173	89.22	0.5325	0.99	82.14	0.60	0.92	no	0.3481	0.203	0.27	2.0	1.85	10	0.183	4.73	17	19	no	zero	0.00
232.8	6.1	20.2	92	18	109	0.52	2190	2190	2190	91.88	0.5467	0.98	84.27	0.60	0.92	no	0.3478	0.203	0.27	2.0	1.84	10	0.184	4.73	18	19	no	zero	0.00
232.7	6.2	20.3	92	18	109	0.52	2208	2208	2208	91.76	0.5118	0.98	83.80	0.56	0.92	no	0.3474	0.193	0.26	2.0	1.83	10	0.184	4.73	18	19	no	zero	0.00
232.5	6.2	20.5	92	18	109	0.52	2226	2226	2226	91.92	0.4526	0.97	83.59	0.50	0.91	no	0.3471	0.177	0.24	2.0	1.80	9	0.185	4.74	18	19	no	zero	0.00
232.3	6.3	20.7	92	18	109	0.52	2244	2244	2244	89.69	0.3907	0.97	81.17	0.44	0.91	no	0.3467	0.167	0.23	2.0	1.78	9	0.186	4.75	17	18	no	zero	0.00
232.2	6.3	20.8	92	18	109	0.54	2262	2262	2262	81.45	0.3674	0.96	73.21	0.46	0.91	no	0.3464	0.160	0.22	2.0	1.83	10	0.184	4.73	15	16	no	zero	0.00
232.0	6.4	21.0	92	18	109	0.58	2279	2279	2279	67.91	0.3741	0.96	60.44	0.56	0.91	no	0.3460	0.153	0.21	2.0	1.95	13	0.179	4.70	13	15	no	zero	0.00
231.8	6.4	21.2	92	18	109	0.62	2297	2297	2297	54.43	0.3807	0.95	47.84	0.71	0.91	no	0.3457	0.150	0.20	2.0	2.09	16	0.173	4.65	10	14	no	zero	0.00
231.7	6.5	21.3	92	18	109	0.64	2315	2315	2315	48.31	0.3791	0.94	42.05	0.80	0.91	no	0.3453	0.150	0.20	2.0	2.16	19	0.169	4.63	9	13	no	zero	0.00
231.5	6.5	21.5	92	18	109	0.65	2333	2333	2333	48.05	0.3885	0.94	41.60	0.83	0.91	no	0.3450	0.150	0.20	2.0	2.17	19	0.168	4.62	9	13	no	zero	0.00
231.3	6.6	21.7	92	18	109	0.65	2351	2351	2351	47.37	0.4076	0.93	40.78	0.88	0.91	no	0.3446	0.160	0.22	2.0	2.19	20	0.167	4.61	9	13	no	zero	0.00
231.2	6.6	21.8	92	18	109	0.64	2369	2369	2369	50.81	0.4589	0.93	43.66	0.92	0.91	no	0.3442	0.165	0.22	2.0	2.18	19	0.168	4.62	9	13	no	zero	0.00
231.0	6.7	22.0	92	18	109	0.61	2386	2386	2386	58.25	0.4728	0.93	50.11	0.83	0.91	no	0.3439	0.170	0.23	2.0	2.10	17	0.172	4.65	11	15	no	zero	0.00
230.9	6.7	22.1	92	18	109	0.59	2404	2404	2404	63.55	0.4698	0.93	54.63	0.75	0.90	no	0.3435	0.170	0.23	2.0	2.05	15	0.175	4.67	12	16	no	zero	0.00
230.7	6.8	22.3	92	18	109	0.58	2422	2422	2422	66.2	0.4585	0.92	56.75	0.71	0.90	no	0.3432	0.170	0.23	2.0	2.02	15	0.176	4.68	12	14	no	zero	0.00
230.5	6.8	22.5	92	18	109	0.58	2440	2440	2440	68.96	0.4275	0.92	58.97	0.63	0.90	no	0.3428	0.151	0.20	2.0	1.98	13	0.178	4.69	13	15	no	zero	0.00
230.4	6.9	22.6	92	18	109	0.57	2458	2458	2458	71.41	0.3248	0.92	60.90	0.46	0.90	no	0.3424	0.130	0.18	2.0	1.90	11	0.181	4.71	13	15	no	zero	0.00
230.2	6.9	22.8	92	18	109	0.57	2475	2475	2475	71.23	0.3747	0.91	60.49	0.54	0.90	no	0.3421	0.142	0.19	2.0	1.94	12	0.180	4.70	13	15	no	zero	0.00
230.0	7.0	23.0	92	18	109	0.59	2493	2493	2493	66.01	0.3799	0.91	55.60	0.59	0.90	no	0.3417	0.140	0.19	2.0	1.99	14	0.178	4.69	12	14	no	zero	0.00
229.9	7.0	23.1	92	18	109	0.60	2511	2511	2511	60.49	0.3547	0.90	50.49	0.60	0.90	no	0.3414	0.126	0.17	2.0	2.03	15	0.176	4.68	11	13	no	zero	0.00

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	✇		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0					(in)	(in)
229.7	7.1	23.3	92	18	109	0.61	2529	2529	2529	57.94	0.3449	0.90	48.04	0.61	0.90	no	0.3410	0.129	0.17	2.0	2.05	15	0.175	4.67	10	14	no	zero	0.00
229.5	7.1	23.5	92	18	109	0.62	2547	2547	2547	54.31	0.3507	0.89	44.66	0.66	0.90	no	0.3406	0.130	0.18	2.0	2.10	17	0.172	4.65	10	14	no	zero	0.00
229.4	7.2	23.6	92	18	109	0.63	2564	2564	2564	51.78	0.3857	0.89	42.26	0.76	0.90	no	0.3403	0.150	0.20	2.0	2.15	18	0.170	4.63	9	13	no	zero	0.00
229.2	7.2	23.8	92	18	109	0.63	2582	2582	2582	52.71	0.3923	0.88	42.87	0.76	0.90	no	0.3399	0.150	0.20	2.0	2.14	18	0.170	4.63	9	13	no	zero	0.00
229.0	7.3	24.0	92	18	109	0.62	2600	2600	2600	54.32	0.3973	0.88	44.07	0.75	0.89	no	0.3395	0.140	0.19	2.0	2.13	18	0.171	4.64	9	13	no	zero	0.00
228.9	7.3	24.1	92	18	109	0.62	2618	2618	2618	54.71	0.3836	0.88	44.21	0.72	0.89	no	0.3392	0.140	0.19	2.0	2.12	17	0.171	4.64	10	14	no	zero	0.00
228.7	7.4	24.3	92	18	109	0.62	2636	2636	2636	54.94	0.3585	0.87	44.22	0.67	0.89	no	0.3388	0.130	0.18	2.0	2.10	17	0.172	4.65	10	14	no	zero	0.00
228.6	7.4	24.4	92	18	109	0.61	2653	2653	2653	57.11	0.3573	0.87	45.88	0.64	0.89	no	0.3384	0.129	0.17	2.0	2.08	16	0.173	4.66	10	14	no	zero	0.00
228.4	7.5	24.6	92	18	109	0.62	2671	2671	2671	56.23	0.3428	0.87	44.93	0.62	0.89	no	0.3381	0.119	0.16	2.0	2.08	16	0.173	4.66	10	14	no	zero	0.00
228.2	7.5	24.8	92	18	109	0.62	2689	2689	2689	55.8	0.3486	0.86	44.38	0.64	0.89	no	0.3377	0.119	0.16	2.0	2.09	17	0.173	4.65	10	14	no	zero	0.00
228.1	7.6	24.9	92	18	109	0.61	2707	2707	2707	57.9	0.3744	0.86	45.97	0.66	0.89	no	0.3373	0.140	0.19	2.0	2.09	16	0.173	4.66	10	14	no	zero	0.00
227.9	7.6	25.1	92	18	109	0.60	2725	2725	2725	60.05	0.4117	0.86	47.61	0.70	0.89	no	0.3370	0.150	0.20	2.0	2.09	16	0.173	4.66	10	14	no	zero	0.00
227.7	7.7	25.3	92	18	109	0.60	2742	2742	2742	62.13	0.4355	0.86	49.18	0.72	0.89	no	0.3366	0.150	0.20	2.0	2.08	16	0.173	4.66	11	15	no	zero	0.00
227.6	7.7	25.4	92	18	109	0.59	2760	2760	2760	64.7	0.4249	0.86	51.16	0.67	0.89	no	0.3362	0.150	0.20	2.0	2.05	15	0.175	4.67	11	15	no	zero	0.00
227.4	7.8	25.6	92	18	109	0.58	2778	2778	2778	66.5	0.4303	0.85	52.49	0.66	0.88	no	0.3358	0.150	0.20	2.0	2.04	15	0.175	4.67	11	13	no	zero	0.00
227.2	7.8	25.8	92	18	109	0.58	2796	2796	2796	67.64	0.347	0.85	53.25	0.52	0.88	no	0.3355	0.113	0.15	2.0	1.98	13	0.178	4.69	11	13	no	zero	0.00
227.1	7.9	25.9	92	18	109	0.58	2814	2814	2814	67.03	0.3705	0.85	52.53	0.56	0.88	no	0.3351	0.126	0.17	2.0	2.00	14	0.177	4.68	11	13	no	zero	0.00
226.9	7.9	26.1	92	18	109	0.58	2832	2832	2832	69.14	0.3786	0.85	54.11	0.56	0.88	no	0.3347	0.126	0.17	2.0	1.99	14	0.178	4.69	12	14	no	zero	0.00
226.8	8.0	26.2	92	18	109	0.57	2849	2849	2849	72.35	0.419	0.84	56.62	0.59	0.88	no	0.3344	0.140	0.19	2.0	1.98	13	0.178	4.69	12	14	no	zero	0.00
226.6	8.0	26.4	92	18	109	0.56	2867	2867	2867	75.49	0.4364	0.84	59.07	0.59	0.88	no	0.3340	0.140	0.19	2.0	1.97	13	0.178	4.70	13	15	no	zero	0.00
226.4	8.1	26.6	92	18	109	0.55	2885	2885	2885	78.65	0.4816	0.84	61.53	0.62	0.88	no	0.3336	0.164	0.22	2.0	1.96	13	0.179	4.70	13	15	no	zero	0.00
226.3	8.1	26.7	92	18	109	0.55	2903	2903	2903	79.29	0.4955	0.84	61.86	0.64	0.88	no	0.3332	0.164	0.22	2.0	1.97	13	0.178	4.70	13	15	no	zero	0.00
226.1	8.2	26.9	92	18	109	0.55	2921	2921	2921	77.64	0.485	0.84	60.25	0.64	0.88	no	0.3328	0.164	0.22	2.0	1.98	13	0.178	4.69	13	15	no	zero	0.00
225.9	8.2	27.1	92	18	109	0.55	2938	2938	2938	76.75	0.474	0.83	59.29	0.63	0.88	no	0.3325	0.151	0.20	2.0	1.98	13	0.178	4.69	13	15	no	zero	0.00
225.8	8.3	27.2	92	18	109	0.55	2956	2956	2956	80.28	0.4936	0.83	62.05	0.63	0.87	no	0.3321	0.164	0.22	2.0	1.96	13	0.179	4.70	13	15	no	zero	0.00
225.6	8.3	27.4	92	18	109	0.55	2974	2974	2974	80.16	0.4933	0.83	61.74	0.63	0.87	no	0.3317	0.164	0.22	2.0	1.96	13	0.179	4.70	13	15	no	zero	0.00
225.4	8.4	27.6	92	18	109	0.56	2992	2992	2992	75.31	0.5087	0.82	57.48	0.69	0.87	no	0.3313	0.160	0.22	2.0	2.01	14	0.176	4.68	12	14	no	zero	0.00
225.3	8.4	27.7	92	18	109	0.57	3010	3010	3010	69.64	0.4937	0.82	52.59	0.72	0.87	no	0.3310	0.160	0.22	2.0	2.06	16	0.174	4.67	11	15	no	zero	0.00
225.1	8.5	27.9	92	18	109	0.57	3027	3027	3027	71.09	0.531	0.82	53.60	0.76	0.87	no	0.3306	0.170	0.23	2.0	2.06	16	0.174	4.66	11	15	no	zero	0.00
224.9	8.5	28.1	92	18	109	0.57	3045	3045	3042	72.29	0.5447	0.81	54.40	0.77	0.87	no	0.3306	0.170	0.23	2.0	2.06	16	0.174	4.67	12	16	no	zero	0.00
224.8	8.6	28.2	92	18	109	0.56	3063	3063	3050	73.56	0.5211	0.81	55.26	0.72	0.87	no	0.3313	0.170	0.23	2.0	2.04	15	0.175	4.67	12	14	no	zero	0.00
224.6	8.6	28.4	92	18	109	0.57	3081	3081	3057	72.67	0.5025	0.81	54.34	0.71	0.87	no	0.3320	0.160	0.22	2.0	2.04	15	0.175	4.67	12	14	no	zero	0.00
224.5	8.7	28.5	92	18	109	0.57	3099	3099	3065	72.13	0.4662	0.81	53.72	0.66	0.87	no	0.3327	0.150	0.20	2.0	2.03	15	0.176	4.68	11	13	no	zero	0.00
224.3	8.7	28.7	92	18	109	0.57	3116	3116	3072	71.94	0.3549	0.80	53.38	0.50	0.87	no	0.3334	0.113	0.15	2.0	1.97	13	0.178	4.69	11	13	no	zero	0.00
224.1	8.8	28.9	92	18	109	0.56	3134	3134	3080	74.76	0.4087	0.80	55.50	0.56	0.86	no	0.3341	0.140	0.19	2.0	1.98	13	0.178	4.69	12	14	no	zero	0.00
224.0	8.8	29.0	92	18	109	0.56	3152	3152	3087	75.45	0.4453	0.80	55.88	0.60	0.86	no	0.3348	0.151	0.20	2.0	1.99	14	0.177	4.69	12	14	no	zero	0.00
223.8	8.9	29.2	92	18	109	0.56	3170	3170	3095	75.72	0.4667	0.80	55.92	0.63	0.86	no	0.3355	0.151	0.20	2.0	2.00	14	0.177	4.68	12	14	no	zero	0.00
223.6	8.9	29.4	92	18	109	0.55	3188	3188	3103	77.19	0.5047	0.80	56.94	0.67	0.86	no	0.3361	0.160	0.22	2.0	2.01	14	0.177	4.68	12	14	no	zero	0.00
223.5	9.0	29.5	92	18	109	0.56	3206	3206	3110	73.71	0.5614	0.79	53.93	0.78	0.86	no	0.3368	0.170	0.23	2.0	2.06	16	0.174	4.66	12	16	no	zero	0.00
223.3	9.0	29.7	92	18	109	0.58	3223	3223	3118	67.06	0.6986	0.78	48.41	1.07	0.86	no	0.3374	0.193	0.26	2.0	2.18	19	0.168	4.62	10	14	no	zero	0.00
223.1	9.1	29.9	92	18	109	0.60	3241	3241	3125	62.25	0.8444	0.78	44.42	1.39	0.86	no	0.3381	0.203	0.27	2.0	2.28	23	0.163	4.58	10	14	no	zero	0.00
223.0	9.1	30.0	92	18	109	0.61	3259	3259	3133	59.49	0.96	0.77	42.09	1.66	0.86	no	0.3387	0.245	0.33	2.0	2.34	25	0.159	4.55	9	14	no	zero	0.00
222.8	9.2	30.2	92	18	109	0.61	3277	3277	3140	59.35	1.0399	0.77	41.84	1.80	0.86	no	0.3394	0.265	0.36	2.0	2.37	26	0.157	4.53	9	14	no	zero	0.00
222.7	9.2	30.3	92	18	109	0.61	3295	3295	3148	57.01	1.0194	0.76	39.87	1.84	0.86	no	0.3400	0.258	0.35	2.0	2.39	27	0.156	4.52	9	14	no	zero	0.00
222.5	9.3	30.5	92	18	109	0.62	3312	3312	3156	56.48	0.9476	0.76	39.32	1.73	0.85	no	0.3406	0.238	0.32	2.0	2.38	26	0.156	4.53	9	14	no	zero	0.00
222.3	9.3	30.7	92	18	109	0.61	3330	3330	3163	57.26	0.9509	0.76	39.79	1.71	0.85	no	0.3412	0.238	0.32	2.0	2.37	26	0.157	4.53	9	14	no	zero	0.00
222.2	9.4	30.8	92	18	109	0.62	3348	3348	3171	55.53	1.1354	0.75	38.31	2.11	0.85	no	0.3418	0.285	0.38	2.0	2.44	29	0.152	4.50	9	14	no	zero	0.00
222.0	9.4	31.0	92	18	109	0.63	3366	3366	3178	53.17	1.2355	0.75	36.37	2.40	0.85	no	0.3424	0.285	0.38	2.0	2.49	31	0.148	4.47	8	14	no	zero	0.00
221.8	9.5	31.2	92	18	109	0.63	3384	3384	3186	51.37	1.3562	0.74	34.87	2.73	0.85	no	0.3430	0.280	0.38	2.0	2.54	34	0.145	4.43	8	13	no	zero	0.00
221.7	9.5	31.3	92	18	109	0.65	3401	3401	3193	45.81	1.3463	0.73	30.55	3.05	0.85	no	0.3435	0.280	0.38	2.0	2.62	37	0.139	4.38	7	13	no	zero	0.00
221.5	9.6	31.5	92	18	109	0.65	3419	3419	3201	46.44	1.2558	0.73	30.91	2.81	0.85	no	0.3441	0.280	0.38	2.0	2.59	36	0.141	4.40	7	13	no	zero	0.00
221.3	9.6	31.7	92	18	109	0.65	3437	3437	3209	47.95	0.9848	0.73	31.93	2.13	0.85	no	0.3447	0.280	0.38	2.0	2.50	32	0.148	4.46	7	12	no	zero	0.00
221.2	9.7	31.8	92	18	109	0.64	3455	3455	3216	49.95	0.8672	0.73	33.32	1.80	0.85	no	0.3452	0.230	0.31	2.0	2.44	29	0.152	4.49	7	11	no	zero	0.00
221.0	9.7	32.0	92	18	109	0.62	3473	3473	3224	56.33	0.7876	0.74	38.02	1.44	0.85	no	0.3458	0.210	0.28	2.0	2.34	25	0.159	4.55	8	13	no	zero	0.00
220.8	9.8	32.2	92	18	109	0.60	3490	3490	3231	61.86	0.7262	0.74	42.11	1.21	0.84	no	0.3463	0.203	0.27	2.0	2.26	22	0.164	4.59	9	13	no	zero	0.00
220.7	9.8	32.3	92	18	109	0.59	3508	3508	3239	64.83	0.6762	0.74	44.26	1.07	0.84	no	0.3468	0.185	0.25	2.0	2.21	20	0.166	4.61	10	14	no	zero	0.00
220.5	9.9	32.5	92	18	109	0.59	3526	3526	3246	64.53	0.7026	0.74	43.89	1.12	0.84	no	0.3474	0.185	0.25	2.0	2.22	21	0.166	4.60	10	14	no	zero	0.00
220.4	9.9	32.6	92	18	109	0.59	3544	3544	3254	63.92	0.7454	0.74	43.29	1.20	0.84	no	0.3479	0.185	0.25	2.0	2.25	22	0.164	4.59	9	13	no	zero	0.00
220.2	10.0	32.8	92	18	109	0.59	3562	3562	3262	64.55	0.7652	0.74	43.63	1.22	0.84	no	0.3484	0.203	0.27	2.0	2.25	22	0.164	4.59	10	14	no	zero	0.00
220.0	10.0	33.0	92	18	109	0.58	3579	3579	3269	66.21	0.7469	0.74	44.77	1.16	0.84	no	0.3489	0.185	0.25	2.0	2.23	21	0.166	4.60	10	14	no	zero	0.00
219.9	10.1	33.1	92	18	109	0.57	3597	3597	3277	70.71	0.6975	0.74	48.08	1.01	0.84	no	0.3494	0.193	0.26	2.0	2.17	19	0.169	4.62	10	14	no	zero	0.00
219.7	10.1	33.3	92	18	109	0.55	3615	3615	3284	79.2	0.6763	0.75	54.53	0.87	0.84	no	0.3499	0.180	0.24	2.0	2.09	16	0.173	4.66	12	16	no	zero	0.00
219.5	10.2	33.5	92	18	109	0.52	3633	3633	3292	88.72	0.6796	0.75	61.86	0.78	0.84	no	0.3504	0.190	0.26	2.0	2.01	14	0.176	4.68	13	15	no	zero	0.00
219.4	10.2	33.6	92	18	109	0.50	3651	3651	3299	97.47	0.7227	0.76	68.67	0.76	0.84	no	0.3509	0.200	0.27	2.0	1.97	13	0.178	4.69	15	17	no	zero	0.00
219.2	10.3	33.8	92	18	109	0.49	3669	3669	3307	104.73	0.7003	0.76	74.34	0.68	0.83	no	0.3513	0.190	0.26	2.0	1.91	12	0.181	4.71	16	18	no	zero	0.00
219.0	10.3	34.0	92	18	109	0.48	3686	3686	3315	110.05	0.8409	0.77	78.48	0.78	0.83	no	0.3518	0.210	0.28	2.0	1.93	12	0.180	4.71	17	19	no	zero	0.00
218.9	10.4	34.1	92	18	109	0.47	3704	3704	3322	114.88	0.9094	0.77	82.24	0.80	0.83	no	0.3523	0.230	0.31	2.0	1.92	12	0.180	4.71	17	19	no	zero	0.00
218.7	10.4	34.3	92	18	109	0.46	3722	3722	3330	120.27	0.8718	0.77	86.48	0.74	0.83	no	0.3527	0.213	0.29	2.0	1.88	11	0.182	4.72	18	20	no	zero	0.00
218.6	10.5	34.4	92	18	109	0.45	3740	3740	3337	121.95	0.9028	0.77	87.67	0.75	0.83	no	0.3532	0.220	0.30	2.0	1.88	11	0.182	4.72	19	21	no	zero	0.00
218.4	10.5	34.6	92	18	109	0.45	3758	3758	3345	121.17	0.6733	0.77	86.83	0.56	0.83	no	0.3536	0.193	0.26	2.0	1.81	9	0.184	4.74	18	19	no	zero	0.00
218.2	10.6	34.8	92	18	109	0.46	3775	3775	3353	120.14	0.6298	0.77	85.79	0.53	0.83	no	0.3540	0.183	0.25	2.0	1.80	9	0.185	4.74	18	19	no	zero	0.00
218.1	10.6	34.9	92	18	109	0.45	3793	3793	3360	121.14	0.6931	0.77	86.42	0.58	0.83	no	0.3545	0.193	0.26	2.0	1.82	10	0.184	4.74	18	19	no	zero	0.00
217.9	10.7	35.1	92	18	109	0.45	3811	3811	3368	122.82	0.7447	0.77	87.62	0.62	0.83	no	0.3549	0.203	0.27	2.0	1.83	10	0.184	4.73	19	20	no	zero	0.00
217.7	10.7	35.3	92	18	109	0.44	3829	3829	3375	126.88	0.7607	0.77	90.77	0.61	0.83	no	0.3553	0.217	0.29	2.0	1.82	9	0.184	4.74	19	20	no	zero	0.00
217.6	10.8	35.4	92	18	109	0.44	3847	3847	3383	129.03	0.7703	0.77	92.36	0.61	0.82	no	0.3557	0.217	0.29	2.0	1.81	9	0.185	4.74	19	20	no	zero	0.00
217.4	10.8	35.6	92	18	109	0.44	3864	3864	3390	130.58	0.7396	0.77	93.44	0.57	0.82	no	0.3561	0.207	0.28	2.0	1.79	9	0.185	4.74	20	21	no	zero	0.00

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	ε		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0					(in)	(in)
217.2	10.9	35.8	92	18	109	0.44	3882	3882	3398	129.69	0.7321	0.77	92.51	0.57	0.82	no	0.3565	0.207	0.28	2.0	1.79	9	0.185	4.74	20	21	no	zero	0.00
217.1	10.9	35.9	92	18	109	0.44	3900	3900	3406	127.49	0.7104	0.76	90.51	0.57	0.82	no	0.3569	0.207	0.28	2.0	1.80	9	0.185	4.74	19	20	no	zero	0.00
216.9	11.0	36.1	92	18	109	0.44	3918	3918	3413	127.33	0.7258	0.76	90.19	0.58	0.82	no	0.3573	0.207	0.28	2.0	1.81	9	0.185	4.74	19	20	no	zero	0.00
216.7	11.0	36.3	92	18	109	0.44	3936	3936	3421	130.03	0.7804	0.76	92.22	0.61	0.82	no	0.3577	0.217	0.29	2.0	1.81	9	0.185	4.74	19	20	no	zero	0.00
216.6	11.1	36.4	92	18	109	0.42	3953	3953	3428	137.58	0.8406	0.77	98.29	0.62	0.82	no	0.3580	0.217	0.29	2.0	1.79	9	0.185	4.74	21	22	no	zero	0.00
216.4	11.1	36.6	92	18	109	0.40	3971	3971	3436	149.07	0.9167	0.78	107.72	0.62	0.82	no	0.3584	0.230	0.31	2.0	1.76	8	0.186	4.75	23	24	no	zero	0.00
216.3	11.2	36.7	92	18	109	0.39	3989	3989	3443	161.12	0.9496	0.78	117.76	0.60	0.82	no	0.3588	0.225	0.30	2.0	1.72	7	0.188	4.76	25	26	no	zero	0.00
216.1	11.2	36.9	92	18	109	0.37	4007	4007	3451	170.68	1.0268	0.79	125.79	0.61	0.81	no	0.3591	0.237	0.32	2.0	1.70	7	0.188	4.76	26	27	no	zero	0.00
215.9	11.3	37.1	92	18	109	0.36	4025	4025	3459	175.04	1.0787	0.79	129.35	0.62	0.81	no	0.3595	0.237	0.32	2.0	1.70	7	0.188	4.77	27	28	no	zero	0.00
215.8	11.3	37.2	92	18	109	0.36	4043	4043	3466	179.17	1.1435	0.79	132.74	0.65	0.81	no	0.3598	0.240	0.32	2.0	1.70	7	0.188	4.77	28	29	no	zero	0.00
215.6	11.4	37.4	92	18	109	0.35	4060	4060	3474	184.31	1.1548	0.80	137.02	0.63	0.81	no	0.3602	0.240	0.32	2.0	1.68	7	0.189	4.77	29	30	no	zero	0.00
215.4	11.4	37.6	92	18	109	0.35	4078	4078	3481	183.04	0.8735	0.79	135.69	0.48	0.81	no	0.3605	0.230	0.31	2.0	1.61	6	0.191	4.78	28	29	no	zero	0.00
215.3	11.5	37.7	92	18	109	0.37	4096	4096	3489	172.3	0.7466	0.78	126.13	0.44	0.81	no	0.3608	0.213	0.29	2.0	1.62	6	0.191	4.78	26	27	no	zero	0.00
215.1	11.5	37.9	92	18	109	0.39	4114	4114	3496	155.13	0.7156	0.77	111.25	0.47	0.81	no	0.3612	0.217	0.29	2.0	1.68	7	0.189	4.77	23	24	no	zero	0.00
214.9	11.6	38.1	92	18	109	0.42	4132	4132	3504	141.35	0.7605	0.76	99.52	0.55	0.81	no	0.3615	0.197	0.27	2.0	1.76	8	0.186	4.75	21	22	no	zero	0.00
214.8	11.6	38.2	92	18	109	0.42	4149	4149	3512	138.9	0.8866	0.75	97.31	0.65	0.81	no	0.3618	0.217	0.29	2.0	1.81	9	0.185	4.74	21	22	no	zero	0.00
214.6	11.7	38.4	92	18	109	0.42	4167	4167	3519	140.02	0.9384	0.75	98.05	0.68	0.81	no	0.3621	0.217	0.29	2.0	1.82	9	0.184	4.74	21	22	no	zero	0.00
214.5	11.7	38.5	92	18	109	0.43	4185	4185	3527	131.71	0.9887	0.74	91.06	0.76	0.80	no	0.3624	0.230	0.31	2.0	1.87	11	0.182	4.72	19	21	no	zero	0.00
214.3	11.8	38.7	92	18	109	0.45	4203	4203	3534	125.79	1.2355	0.74	86.08	1.00	0.80	no	0.3627	0.257	0.35	2.0	1.96	13	0.179	4.70	18	20	no	zero	0.00
214.1	11.8	38.9	92	18	109	0.43	4221	4221	3542	136.04	1.3884	0.74	94.24	1.04	0.80	no	0.3630	0.273	0.37	2.0	1.94	12	0.180	4.70	20	22	no	zero	0.00
214.0	11.9	39.0	92	18	109	0.40	4238	4238	3549	152.15	1.3027	0.76	107.40	0.87	0.80	no	0.3633	0.260	0.35	2.0	1.85	10	0.183	4.73	23	25	no	zero	0.00
213.8	11.9	39.2	92	18	109	0.39	4256	4256	3557	155.57	0.9016	0.76	110.08	0.59	0.80	no	0.3636	0.225	0.30	2.0	1.74	8	0.187	4.76	23	24	no	zero	0.00
213.6	12.0	39.4	92	18	109	0.40	4274	4274	3565	150.86	0.7148	0.75	105.95	0.48	0.80	no	0.3638	0.210	0.28	2.0	1.70	7	0.188	4.76	22	23	no	zero	0.00
213.5	12.0	39.5	92	18	109	0.41	4292	4292	3572	145.37	0.6961	0.75	101.21	0.49	0.80	no	0.3641	0.210	0.28	2.0	1.72	8	0.188	4.76	21	22	no	zero	0.00
213.3	12.1	39.7	92	18	109	0.40	4310	4310	3580	151.19	0.8317	0.75	105.86	0.56	0.80	no	0.3644	0.220	0.30	2.0	1.74	8	0.187	4.76	22	23	no	zero	0.00
213.1	12.1	39.9	92	18	109	0.37	4327	4327	3587	173.84	1.0261	0.77	124.84	0.60	0.80	no	0.3646	0.230	0.31	2.0	1.70	7	0.188	4.76	26	27	no	zero	0.00
213.0	12.2	40.0	92	18	109	0.34	4345	4345	3595	192.19	1.1227	0.78	140.58	0.59	0.80	no	0.3649	0.240	0.32	2.0	1.65	6	0.190	4.77	29	30	no	zero	0.00
212.8	12.2	40.2	92	18	109	0.36	4363	4363	3602	180.92	1.0948	0.77	130.55	0.61	0.79	no	0.3651	0.240	0.32	2.0	1.69	7	0.189	4.77	27	28	no	zero	0.00
212.6	12.3	40.4	92	18	109	0.37	4381	4381	3610	172.47	1.0748	0.77	123.09	0.63	0.79	no	0.3654	0.237	0.32	2.0	1.72	7	0.188	4.76	26	27	no	zero	0.00
212.5	12.3	40.5	92	18	109	0.35	4399	4399	3618	186.73	1.2122	0.78	135.21	0.66	0.79	no	0.3656	0.245	0.33	2.0	1.69	7	0.188	4.77	28	29	no	zero	0.00
212.3	12.4	40.7	92	18	109	0.33	4416	4416	3625	200.25	0.8687	0.78	146.88	0.44	0.79	no	0.3659	0.227	0.31	2.0	1.56	5	0.192	4.79	31	31	no	zero	0.00
212.2	12.4	40.8	92	18	109	0.35	4434	4434	3633	187.2	0.9521	0.77	135.22	0.51	0.79	no	0.3661	0.230	0.31	2.0	1.63	6	0.190	4.78	28	29	no	zero	0.00
212.0	12.5	41.0	92	18	109	0.34	4452	4452	3640	193.51	0.9963	0.78	140.54	0.52	0.79	no	0.3663	0.237	0.32	2.0	1.62	6	0.191	4.78	29	30	no	zero	0.00
211.8	12.5	41.2	92	18	109	0.35	4470	4470	3648	187.6	1.0639	0.77	135.18	0.57	0.79	no	0.3666	0.235	0.32	2.0	1.66	6	0.190	4.77	28	29	no	zero	0.00
211.7	12.6	41.3	92	18	109	0.33	4488	4488	3655	200.82	1.0184	0.78	146.59	0.51	0.79	no	0.3668	0.237	0.32	2.0	1.60	5	0.191	4.78	31	32	no	zero	0.00
211.5	12.6	41.5	92	18	109	0.34	4506	4506	3663	195.1	0.8778	0.78	141.35	0.46	0.79	no	0.3670	0.237	0.32	2.0	1.59	5	0.192	4.79	30	31	no	zero	0.00
211.3	12.7	41.7	92	18	109	0.40	4523	4523	3671	151.38	0.7072	0.74	103.91	0.47	0.78	no	0.3672	0.210	0.28	2.0	1.71	7	0.188	4.76	22	23	no	zero	0.00
211.2	12.7	41.8	92	18	109	0.46	4541	4541	3678	117.21	0.5607	0.70	76.31	0.49	0.78	no	0.3674	0.160	0.22	2.0	1.83	10	0.184	4.73	16	17	no	zero	0.00
211.0	12.8	42.0	92	18	109	0.53	4559	4559	3686	85.83	0.6202	0.67	52.51	0.74	0.78	no	0.3676	0.160	0.22	2.0	2.06	16	0.174	4.66	11	15	no	zero	0.00
210.8	12.8	42.2	92	18	109	0.57	4577	4577	3693	71.31	0.9227	0.64	42.02	1.34	0.78	no	0.3678	0.203	0.27	2.0	2.29	23	0.162	4.57	9	13	no	zero	0.00
210.7	12.9	42.3	92	18	109	0.57	4595	4595	3701	71.22	1.2301	0.64	41.86	1.78	0.78	no	0.3680	0.245	0.33	2.0	2.36	26	0.157	4.54	9	14	no	zero	0.00
210.5	12.9	42.5	92	18	109	0.55	4612	4612	3708	80.23	1.3268	0.65	48.14	1.70	0.78	no	0.3682	0.253	0.34	2.0	2.30	24	0.161	4.57	11	15	no	zero	0.00
210.3	13.0	42.7	92	18	109	0.52	4630	4630	3716	92.51	1.0323	0.67	56.94	1.14	0.78	no	0.3684	0.215	0.29	2.0	2.14	18	0.170	4.64	12	16	no	zero	0.00
210.2	13.0	42.8	92	18	109	0.56	4648	4648	3724	73.73	1.2871	0.64	43.33	1.80	0.78	no	0.3686	0.265	0.36	2.0	2.35	26	0.158	4.54	10	15	no	zero	0.00
210.0	13.1	43.0	92	18	109	0.60	4666	4666	3731	60.56	1.3638	0.62	34.18	2.34	0.78	no	0.3687	0.280	0.38	2.0	2.51	32	0.147	4.46	8	13	no	zero	0.00
209.9	13.1	43.1	92	18	109	0.57	4684	4684	3739	69.56	1.4921	0.63	40.23	2.22	0.78	no	0.3689	0.290	0.39	2.0	2.44	29	0.152	4.50	9	14	no	zero	0.00
209.7	13.2	43.3	92	18	109	0.40	4701	4701	3746	150.64	1.5521	0.73	101.64	1.05	0.77	no	0.3691	0.280	0.38	2.0	1.92	12	0.180	4.71	22	24	no	zero	0.00
209.5	13.2	43.5	92	18	109	0.32	4719	4719	3754	203.76	1.2658	0.77	146.69	0.63	0.77	no	0.3692	0.243	0.33	2.0	1.65	6	0.190	4.77	31	32	no	zero	0.00
209.4	13.3	43.6	92	18	109	0.30	4737	4737	3761	219.08	0.9575	0.78	160.16	0.44	0.77	no	0.3694	0.240	0.32	2.0	1.53	4	0.193	4.80	33	33	no	zero	0.00
209.2	13.3	43.8	92	18	109	0.36	4755	4755	3769	181.5	1.0447	0.75	126.98	0.58	0.77	no	0.3696	0.230	0.31	2.0	1.68	7	0.189	4.77	27	28	no	zero	0.00
209.0	13.4	44.0	92	18	109	0.37	4773	4773	3777	169.76	0.9404	0.74	116.85	0.56	0.77	no	0.3697	0.225	0.30	2.0	1.70	7	0.188	4.76	25	26	no	zero	0.00
208.9	13.4	44.1	92	18	109	0.43	4790	4790	3784	135.01	0.8967	0.70	88.27	0.68	0.77	no	0.3699	0.203	0.27	2.0	1.85	10	0.183	4.73	19	21	no	zero	0.00
208.7	13.5	44.3	92	18	109	0.48	4808	4808	3792	109.22	0.8333	0.68	68.16	0.78	0.77	no	0.3700	0.200	0.27	2.0	1.98	13	0.178	4.69	15	17	no	zero	0.00
208.5	13.5	44.5	92	18	109	0.50	4826	4826	3799	100.62	0.8157	0.66	61.62	0.83	0.77	no	0.3701	0.195	0.26	2.0	2.03	15	0.176	4.67	13	15	no	zero	0.00
208.4	13.6	44.6	92	18	109	0.49	4844	4844	3807	103.81	0.8639	0.67	63.86	0.85	0.77	no	0.3703	0.205	0.28	2.0	2.02	15	0.176	4.68	14	16	no	zero	0.00
208.2	13.6	44.8	92	18	109	0.45	4862	4862	3814	121.16	0.8979	0.69	76.87	0.76	0.77	no	0.3704	0.210	0.28	2.0	1.93	12	0.180	4.71	16	18	no	zero	0.00
208.1	13.7	44.9	92	18	109	0.43	4880	4880	3822	132.87	0.8472	0.70	85.86	0.65	0.76	no	0.3705	0.203	0.27	2.0	1.85	10	0.183	4.73	18	20	no	zero	0.00
207.9	13.7	45.1	92	18	109	0.43	4897	4897	3830	132.25	0.7829	0.69	85.23	0.60	0.76	no	0.3707	0.203	0.27	2.0	1.84	10	0.184	4.73	18	19	no	zero	0.00
207.7	13.8	45.3	92	18	109	0.44	4915	4915	3837	131.42	0.7353	0.69	84.44	0.57	0.76	no	0.3708	0.193	0.26	2.0	1.83	10	0.184	4.73	18	19	no	zero	0.00
207.6	13.8	45.4	92	18	109	0.44	4933	4933	3845	130.36	0.7473	0.69	83.47	0.58	0.76	no	0.3709	0.193	0.26	2.0	1.84	10	0.184	4.73	18	19	no	zero	0.00
207.4	13.9	45.6	92	18	109	0.45	4951	4951	3852	125.03	0.7747	0.68	79.19	0.63	0.76	no	0.3710	0.190	0.26	2.0	1.87	11	0.182	4.72	17	19	no	zero	0.00
207.2	13.9	45.8	92	18	109	0.44	4969	4969	3860	127.05	0.8984	0.69	80.62	0.72	0.76	no	0.3711	0.213	0.29	2.0	1.90	11	0.181	4.72	17	19	no	zero	0.00
207.1	14.0	45.9	92	18	109	0.39	4986	4986	3867	158.98	1.0693	0.72	105.96	0.68	0.76	no	0.3712	0.230	0.31	2.0	1.79	9	0.185	4.74	22	23	no	zero	0.00
206.9	14.0	46.1	92	18	109	0.33	5004	5004	3875	201.11	1.2134	0.75	141.51	0.61	0.76	no	0.3713	0.243	0.33	2.0	1.66	6	0.189	4.77	30	31	no	zero	0.00
206.7	14.1	46.3	92	18	109	0.30	5022	5022	3883	221.79	1.6091	0.77	159.66	0.73	0.76	no	0.3714	0.257	0.35	2.0	1.67	7	0.189	4.77	33	34	no	zero	0.00
206.6	14.1	46.4	92	18	109	0.37	5040	5040	3890	172.91	2.4189	0.73	117.04	1.42	0.76	no	0.3715	0.295	0.40	2.0	1.96	13	0.179	4.70	25	27	no	zero	0.00
206.4	14.2	46.6	92	18	109	0.46	5058	5058	3898	116.57	2.1931	0.67	71.96	1.92	0.75	no	0.3716	0.290	0.39	2.0	2.21	20	0.167	4.61	16	21	no	zero	0.00
206.2	14.2	46.8	92	18	109	0.46	5075	5075	3905	116.05	2.1683	0.67	71.45	1.91	0.75	no	0.3717	0.290	0.39	2.0	2.21	20	0.167	4.61	16	21	no	zero	0.00
206.1	14.3	46.9	92	18	109	0.44	5093	5093	3913	128.59	2.0015	0.68	80.89	1.59	0.75	no	0.3718	0.277	0.37	2.0	2.11	17	0.172	4.65	17	22	no	zero	0.00
205.9	14.3	47.1	92	18	109	0.43	5111	5106	3920	133.95	1.1793	0.68	84.96	0.90	0.75	yes	0.3719	0.240	0.32	0.9	1.94	12	0.180	4.70	18	20	0.015	0.03	0.03
205.8	14.4	47.2	92	18	109	0.43	5129	5114	3928	134.39	0.8312	0.68	85.24	0.63	0.75	yes	0.3720	0.203	0.27	0.7	1.85	10	0.183	4.73	18	20	0.015	0.03	0.06
205.6	14.4	47.4	92	18	109	0.44	5147	5121	3936	131.01	0.8089	0.68	82.55	0.63	0.75	yes	0.3721	0.203	0.27	0.7	1.86	10	0.183	4.73	17	19	0.015	0.03	0.09
205.4	14.5	47.6	92	18	109	0.43	5164	5129	3943	132.9	0.8529	0.68	83.96	0.65	0.75	yes	0.3721	0.203	0.27	0.7	1.86	10	0.183	4.73	18	20	0.015	0.03	0.12
205.3	14.5	47.7	92	18	109	0.42	5182	5136	3951	139.09	0.8841	0.69	88.74	0.65	0.75	yes	0.3722	0.203	0.27	0.7	1.84	10	0.184	4.73	19	20	0.015	0.03	0.15
205.1	14.6	47.9	92	18	109	0.42	5200	5144	3958	142.6	0.8511	0.69	91.45	0.61	0.75	yes	0.3723	0.217	0.29	0.8	1.81	9	0.185	4.74	19	20	0.015	0.03	0.18
204.9	14.6	48.1	92	18	109	0.41	5218	5151	3966	143.5	0.754	0.69	92.10	0.54	0.75	yes	0.3723	0.197	0.27	0.7	1.78	9	0.186	4.75	19	20	0.015	0.03	0.21

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	✇		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0					(in)	(in)
204.8	14.7	48.2	92	18	109	0.43	5236	5159	3973	134.44	1.0778	0.68	84.92	0.82	0.74	yes	0.3724	0.230	0.31	0.8	1.91	12	0.181	4.71	18	20	0.015	0.03	0.24
204.6	14.7	48.4	92	18	109	0.50	5253	5167	3981	100.23	1.7438	0.64	59.15	1.79	0.74	yes	0.3724	0.265	0.36	1.0	2.25	22	0.164	4.59	13	18	0.020	0.04	0.28
204.4	14.8	48.6	92	18	109	0.57	5271	5174	3989	70.25	1.9552	0.60	38.28	2.89	0.74	no	0.3725	0.285	0.38	2.0	2.53	33	0.146	4.44	9	15	no	zero	0.28
204.3	14.8	48.7	92	18	109	0.58	5289	5182	3996	66.29	2.622	0.59	35.63	4.12	0.74	no	0.3726	0.285	0.38	2.0	2.65	39	0.136	4.36	8	15	no	zero	0.28
204.1	14.9	48.9	92	18	109	0.61	5307	5189	4004	58.72	2.6871	0.58	30.70	4.79	0.74	no	0.3726	0.280	0.38	2.0	2.75	44	0.127	4.28	7	13	no	zero	0.28
204.0	14.9	49.0	92	18	109	0.69	5325	5197	4011	38.45	1.9508	0.54	18.27	5.45	0.74	no	0.3726	0.263	0.35	2.0	2.95	56	0.107	4.09	4	9	no	zero	0.28
203.8	15.0	49.2	92	18	109	0.72	5343	5204	4019	32.15	1.7633	0.53	14.63	5.98	0.74	no	0.3727	0.251	0.34	2.0	3.05	63	0.096	3.97	4	9	no	zero	0.28
203.6	15.0	49.4	92	18	109	0.64	5360	5212	4026	49.03	2.2543	0.56	24.55	4.86	0.74	no	0.3727	0.269	0.36	2.0	2.82	48	0.120	4.22	6	12	no	zero	0.28
203.5	15.1	49.5	92	18	109	0.62	5378	5220	4034	56.32	2.276	0.57	29.05	4.24	0.74	no	0.3728	0.274	0.37	2.0	2.73	43	0.129	4.30	7	13	no	zero	0.28
203.3	15.1	49.7	92	18	109	0.68	5396	5227	4042	39.58	1.4272	0.54	18.84	3.87	0.74	no	0.3728	0.263	0.35	2.0	2.84	50	0.118	4.20	4	9	no	zero	0.28
203.1	15.2	49.9	92	18	109	0.63	5414	5235	4049	51.37	0.955	0.56	25.91	1.96	0.73	yes	0.3728	0.243	0.33	0.9	2.55	34	0.144	4.43	6	11	0.025	0.05	0.32
203.0	15.2	50.0	92	18	109	0.48	5432	5242	4057	106.16	1.0782	0.64	62.97	1.04	0.73	yes	0.3729	0.230	0.31	0.8	2.08	16	0.173	4.66	14	19	0.015	0.03	0.35
202.8	15.3	50.2	92	18	109	0.46	5449	5250	4064	120.14	1.1206	0.66	73.28	0.95	0.73	yes	0.3729	0.250	0.34	0.9	2.00	14	0.177	4.68	16	18	0.020	0.04	0.39
202.6	15.3	50.4	92	18	109	0.47	5467	5257	4072	114.62	1.3464	0.65	69.10	1.20	0.73	yes	0.3729	0.258	0.35	0.9	2.09	16	0.173	4.66	15	20	0.015	0.03	0.42
202.5	15.4	50.5	92	18	109	0.48	5485	5265	4079	108.88	1.4195	0.65	64.81	1.34	0.73	yes	0.3729	0.245	0.33	0.9	2.14	18	0.170	4.64	14	19	0.015	0.03	0.45
202.3	15.4	50.7	92	18	109	0.47	5503	5273	4087	113.52	1.3211	0.65	68.18	1.19	0.73	yes	0.3729	0.245	0.33	0.9	2.09	16	0.173	4.65	15	20	0.015	0.03	0.48
202.1	15.5	50.9	92	18	109	0.45	5521	5280	4095	122.18	1.0727	0.66	74.61	0.90	0.73	yes	0.3730	0.230	0.31	0.8	1.98	13	0.178	4.69	16	18	0.020	0.04	0.52
202.0	15.5	51.0	92	18	109	0.44	5538	5288	4102	131.06	0.9378	0.67	81.32	0.73	0.73	yes	0.3730	0.213	0.29	0.8	1.90	11	0.181	4.72	17	19	0.015	0.03	0.55
201.8	15.6	51.2	92	18	109	0.43	5556	5295	4110	136.3	0.8981	0.68	85.31	0.67	0.73	yes	0.3730	0.203	0.27	0.7	1.86	10	0.183	4.73	18	20	0.015	0.03	0.58
201.7	15.6	51.3	92	18	109	0.42	5574	5303	4117	138.42	0.8336	0.68	86.91	0.61	0.73	yes	0.3730	0.203	0.27	0.7	1.83	10	0.184	4.73	18	19	0.015	0.03	0.61
201.5	15.7	51.5	92	18	109	0.44	5592	5310	4125	130.34	0.9917	0.67	80.60	0.78	0.72	yes	0.3730	0.220	0.30	0.8	1.92	12	0.180	4.71	17	19	0.015	0.03	0.64
201.3	15.7	51.7	92	18	109	0.47	5610	5318	4132	112.14	1.3854	0.65	66.85	1.27	0.72	yes	0.3730	0.258	0.35	0.9	2.11	17	0.172	4.65	14	19	0.015	0.03	0.67
201.2	15.8	51.8	92	18	109	0.50	5627	5326	4140	96.98	1.8653	0.63	55.84	1.98	0.72	yes	0.3730	0.283	0.38	1.0	2.30	23	0.161	4.57	12	17	0.020	0.04	0.71
201.0	15.8	52.0	92	18	109	0.51	5645	5333	4148	96.29	2.4621	0.63	55.30	2.63	0.72	no	0.3730	0.300	0.41	2.0	2.38	27	0.156	4.53	12	18	no	zero	0.71
200.8	15.9	52.2	92	18	109	0.57	5663	5341	4155	72.5	2.8458	0.59	38.97	4.08	0.72	no	0.3730	0.285	0.38	2.0	2.62	38	0.138	4.38	9	16	no	zero	0.71
200.7	15.9	52.3	92	18	109	0.66	5681	5348	4163	44.23	1.7102	0.54	21.19	4.13	0.72	no	0.3730	0.269	0.36	2.0	2.82	48	0.120	4.22	5	11	no	zero	0.71
200.5	16.0	52.5	92	18	109	0.75	5699	5356	4170	25.71	1.1738	0.50	10.75	5.13	0.72	no	0.3730	0.240	0.32	2.0	3.11	67	0.089	3.89	3	8	no	zero	0.71
200.3	16.0	52.7	92	18	109	0.77	5716	5363	4178	22.33	0.6842	0.49	8.97	3.51	0.72	no	0.3730	0.236	0.32	2.0	3.07	65	0.093	3.93	2	7	no	zero	0.71
200.2	16.1	52.8	92	18	109	0.78	5734	5371	4185	21.94	0.5086	0.49	8.75	2.67	0.72	no	0.3729	0.236	0.32	2.0	3.02	61	0.100	4.01	2	7	no	zero	0.71
200.0	16.1	53.0	92	18	109	0.77	5752	5379	4193	22.52	0.4469	0.49	9.04	2.28	0.72	no	0.3729	0.238	0.32	2.0	2.97	57	0.105	4.07	2	7	no	zero	0.71
199.9	16.2	53.1	92	18	109	0.77	5770	5386	4201	22.42	0.6052	0.49	8.97	3.10	0.72	no	0.3729	0.236	0.32	2.0	3.04	62	0.097	3.98	2	7	no	zero	0.71
199.7	16.2	53.3	92	18	109	0.77	5788	5394	4208	22.52	0.5867	0.49	9.01	2.99	0.71	no	0.3729	0.238	0.32	2.0	3.03	62	0.098	3.99	2	7	no	zero	0.71
199.5	16.3	53.5	92	18	109	0.78	5806	5401	4216	21.56	0.4872	0.48	8.51	2.61	0.71	no	0.3729	0.236	0.32	2.0	3.02	61	0.099	4.00	2	7	no	zero	0.71
199.4	16.3	53.6	92	18	109	0.79	5823	5409	4223	19.52	0.4759	0.48	7.46	2.87	0.71	no	0.3728	0.233	0.32	2.0	3.09	66	0.091	3.91	2	6	no	zero	0.71
199.2	16.4	53.8	92	18	109	0.79	5841	5416	4231	19.95	0.486	0.48	7.66	2.85	0.71	no	0.3728	0.233	0.32	2.0	3.08	65	0.093	3.93	2	6	no	zero	0.71
199.0	16.4	54.0	92	18	109	0.78	5859	5424	4238	21.67	0.6425	0.48	8.52	3.43	0.71	no	0.3728	0.236	0.32	2.0	3.09	66	0.092	3.92	2	7	no	zero	0.71
198.9	16.5	54.1	92	18	109	0.77	5877	5432	4246	23.19	0.8242	0.49	9.29	4.07	0.71	no	0.3727	0.238	0.32	2.0	3.10	66	0.090	3.90	2	7	no	zero	0.71
198.7	16.5	54.3	92	18	109	0.75	5895	5439	4254	25.67	0.7977	0.49	10.56	3.51	0.71	no	0.3727	0.240	0.32	2.0	3.02	61	0.100	4.01	3	8	no	zero	0.71
198.5	16.6	54.5	92	18	109	0.76	5912	5447	4261	24.71	0.6622	0.49	10.05	3.04	0.71	no	0.3727	0.240	0.32	2.0	3.00	59	0.102	4.03	2	7	no	zero	0.71
198.4	16.6	54.6	92	18	109	0.77	5930	5454	4269	23.21	0.78	0.48	9.26	3.85	0.71	no	0.3726	0.238	0.32	2.0	3.09	66	0.092	3.92	2	7	no	zero	0.71
198.2	16.7	54.8	92	18	109	0.76	5948	5462	4276	24.81	1.0621	0.49	10.07	4.86	0.71	no	0.3726	0.240	0.32	2.0	3.12	68	0.088	3.87	3	8	no	zero	0.71
198.0	16.7	55.0	92	18	109	0.72	5966	5469	4284	30.59	1.64	0.50	13.12	5.94	0.70	no	0.3725	0.246	0.33	2.0	3.08	65	0.092	3.92	3	8	no	zero	0.71
197.9	16.8	55.1	92	18	109	0.67	5984	5477	4291	41.29	1.9082	0.53	19.08	4.98	0.70	no	0.3725	0.263	0.35	2.0	2.91	54	0.111	4.13	5	10	no	zero	0.71
197.7	16.8	55.3	92	18	109	0.59	6001	5485	4299	64.59	2.6979	0.57	33.19	4.38	0.70	no	0.3725	0.280	0.38	2.0	2.70	41	0.132	4.33	8	14	no	zero	0.71
197.6	16.9	55.4	92	18	109	0.59	6019	5492	4307	64.14	2.8207	0.57	32.88	4.61	0.70	no	0.3724	0.280	0.38	2.0	2.71	42	0.130	4.31	8	14	no	zero	0.71
197.4	16.9	55.6	92	18	109	0.64	6037	5500	4314	48.87	2.4213	0.54	23.45	5.28	0.70	no	0.3724	0.269	0.36	2.0	2.86	51	0.117	4.18	6	12	no	zero	0.71
197.2	17.0	55.8	92	18	109	0.65	6055	5507	4322	46.07	2.5598	0.54	21.77	5.95	0.70	no	0.3723	0.269	0.36	2.0	2.92	54	0.111	4.12	5	11	no	zero	0.71
197.1	17.0	55.9	92	18	109	0.65	6073	5515	4329	46.32	1.9046	0.54	21.89	4.40	0.70	no	0.3722	0.269	0.36	2.0	2.83	49	0.120	4.21	5	11	no	zero	0.71
196.9	17.1	56.1	92	18	109	0.71	6090	5522	4337	34.12	1.4632	0.51	14.92	4.71	0.70	no	0.3722	0.251	0.34	2.0	2.98	58	0.105	4.06	4	9	no	zero	0.71
196.7	17.1	56.3	92	18	109	0.74	6108	5530	4344	27.35	1.8924	0.49	11.26	7.79	0.70	no	0.3721	0.240	0.32	2.0	3.21	75	0.077	3.73	3	8	no	zero	0.71
196.6	17.2	56.4	92	18	109	0.68	6126	5538	4352	40.22	2.3148	0.52	18.30	6.23	0.70	no	0.3721	0.263	0.35	2.0	2.99	59	0.103	4.04	5	10	no	zero	0.71
196.4	17.2	56.6	92	18	109	0.67	6144	5545	4360	42.49	2.3563	0.53	19.57	5.98	0.70	no	0.3720	0.263	0.35	2.0	2.95	56	0.107	4.08	5	10	no	zero	0.71
196.2	17.3	56.8	92	18	109	0.70	6162	5553	4367	34.77	1.9356	0.51	15.21	6.11	0.69	no	0.3719	0.251	0.34	2.0	3.04	62	0.097	3.98	4	9	no	zero	0.71
196.1	17.3	56.9	92	18	109	0.72	6180	5560	4375	30.87	1.8277	0.50	13.07	6.58	0.69	no	0.3719	0.246	0.33	2.0	3.11	67	0.089	3.88	3	8	no	zero	0.71
195.9	17.4	57.1	92	18	109	0.66	6197	5568	4382	43.8	2.1795	0.53	20.26	5.35	0.69	no	0.3718	0.269	0.36	2.0	2.91	54	0.111	4.13	5	10	no	zero	0.71
195.7	17.4	57.3	92	18	109	0.62	6215	5575	4390	54.02	2.8035	0.55	26.28	5.51	0.69	no	0.3717	0.274	0.37	2.0	2.84	49	0.119	4.20	6	12	no	zero	0.71
195.6	17.5	57.4	92	18	109	0.68	6233	5583	4397	39.65	1.5305	0.52	17.85	4.19	0.69	no	0.3717	0.257	0.35	2.0	2.88	52	0.114	4.16	4	9	no	zero	0.71
195.4	17.5	57.6	92	18	109	0.74	6251	5591	4405	27.8	1.5641	0.49	11.37	6.34	0.69	no	0.3716	0.240	0.32	2.0	3.15	70	0.084	3.83	3	8	no	zero	0.71
195.3	17.6	57.7	92	18	109	0.71	6269	5598	4413	32.32	1.742	0.50	13.76	5.97	0.69	no	0.3715	0.246	0.33	2.0	3.07	64	0.094	3.94	3	8	no	zero	0.71
195.1	17.6	57.9	92	18	109	0.56	6286	5606	4420	74.15	2.0286	0.58	38.81	2.86	0.69	no	0.3715	0.285	0.38	2.0	2.52	33	0.146	4.45	9	15	no	zero	0.71
194.9	17.7	58.1	92	18	109	0.45	6304	5613	4428	123.03	2.5343	0.64	72.96	2.11	0.69	no	0.3714	0.300	0.41	2.0	2.23	21	0.165	4.60	16	21	no	zero	0.71
194.8	17.7	58.2	92	18	109	0.42	6322	5621	4435	138.76	2.757	0.66	84.82	2.03	0.69	no	0.3713	0.310	0.42	2.0	2.17	19	0.169	4.62	18	23	no	zero	0.71
194.6	17.8	58.4	92	18	109	0.41	6340	5628	4443	148.56	2.8697	0.67	92.39	1.97	0.69	yes	0.3712	0.307	0.41	1.1	2.14	18	0.170	4.64	20	26	0.010	0.02	0.73
194.4	17.8	58.6	92	18	109	0.38	6358	5636	4450	166.31	2.5923	0.69	106.50	1.59	0.68	yes	0.3711	0.290	0.39	1.1	2.03	15	0.176	4.68	23	25	0.015	0.03	0.76
194.3	17.9	58.7	92	18	109	0.35	6375	5644	4458	187.08	2.0914	0.71	123.62	1.14	0.68	yes	0.3711	0.287	0.39	1.0	1.88	11	0.182	4.72	26	28	0.010	0.02	0.78
194.1	17.9	58.9	92	18	109	0.33	6393	5651	4466	200.81	1.8641	0.72	135.24	0.94	0.68	yes	0.3710	0.270	0.36	1.0	1.79	9	0.185	4.74	29	30	0.010	0.02	0.80
193.9	18.0	59.1	92	18	109	0.32	6411	5659	4473	205.6	1.7847	0.73	139.31	0.88	0.68	yes	0.3709	0.265	0.36	1.0	1.77	8	0.186	4.75	29	30	0.001	0.00	0.80
193.8	18.0	59.2	92	18	109	0.33	6429	5666	4481	200.56	0.7445	0.72	134.89	0.38	0.68	yes	0.3708	0.215	0.29	0.8	1.56	5	0.192	4.79	28	28	0.010	0.02	0.82
193.6	18.1	59.4	92	18	109	0.36	6447	5674	4488	176.18	1.0392	0.70	114.28	0.60	0.68	yes	0.3707	0.233	0.32	0.8	1.73	8	0.187	4.76	24	25	0.010	0.02	0.84
193.5	18.1	59.5	92	18	109	0.47	6464	5682	4496	115.32	2.0057	0.63	66.85	1.79	0.68	yes	0.3706	0.275	0.37	1.0	2.21	20	0.167	4.61	15	20	0.015	0.03	0.87
193.3	18.2	59.7	92	18	109	0.58	6482	5689	4503	68.93	2.1702	0.57	35.09	3.30	0.68	no	0.3705	0.285	0.38	2.0	2.59	36	0.140	4.40	8	14	no	zero	0.87
193.1	18.2	59.9	92	18	109	0.64	6500	5697	4511	49.69	2.406	0.53	23.29	5.18	0.68	no	0.3704	0.269	0.36	2.0	2.86	50	0.117	4.18	6	12	no	zero	0.87
193.0	18.3	60.0	92	18	109	0.61	6518	5704	4519	58.09	2.9639	0.55	28.29	5.41	0.68	no	0.3703	0.274	0.37	2.0	2.81	47	0.122	4.23	7	13	no	zero	0.87
192.8	18.3	60.2	92	18	109	0.61	6536	5712	4526	58.19	2.8424	0.55	28.32	5.18	0.68	no	0.3702	0.274	0.37	2.0	2.79	47	0.123	4.24	7	13	no	zero	0.87
192.6	18.4	60.4	92	18	109	0.67	6553	5719	4534	43.19	1.7309	0.52	19.47	4.34	0.67	no	0.3701	0.263	0.35	2.0	2.86	51	0.116	4.18	5	10	no	zero	0.87
192.5	18.4	60.5	92	18	109	0.73	6571	5727	4541	29.75	1.4011	0.48	12.11	5.29	0.67	no	0.3700	0.246	0.33	2.0	3.08	65	0.093	3.93	3	8	no	zero	0.87

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	ε		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0					(in)	(in)
192.3	18.5	60.7	92	18	109	0.73	6589	5735	4549	28.72	1.6585	0.48	11.56	6.52	0.67	no	0.3699	0.240	0.32	2.0	3.15	70	0.084	3.82	3	8	no	zero	0.87
192.1	18.5	60.9	92	18	109	0.65	6607	5742	4556	46.01	2.1754	0.52	21.01	5.09	0.67	no	0.3698	0.269	0.36	2.0	2.89	52	0.114	4.16	5	11	no	zero	0.87
192.0	18.6	61.0	92	18	109	0.64	6625	5750	4564	50.95	2.3797	0.53	23.86	5.00	0.67	no	0.3697	0.269	0.36	2.0	2.84	49	0.119	4.20	6	12	no	zero	0.87
191.8	18.6	61.2	92	18	109	0.67	6643	5757	4572	42.04	1.848	0.51	18.71	4.77	0.67	no	0.3696	0.263	0.35	2.0	2.90	53	0.112	4.14	5	10	no	zero	0.87
191.6	18.7	61.4	92	18	109	0.71	6660	5765	4579	33.5	1.5699	0.49	14.01	5.20	0.67	no	0.3695	0.251	0.34	2.0	3.02	61	0.099	4.00	4	9	no	zero	0.87
191.5	18.7	61.5	92	18	109	0.72	6678	5772	4587	30.43	1.5199	0.48	12.37	5.61	0.67	no	0.3694	0.246	0.33	2.0	3.09	66	0.092	3.92	3	8	no	zero	0.87
191.3	18.8	61.7	92	18	109	0.70	6696	5780	4594	35.89	1.817	0.50	15.26	5.58	0.67	no	0.3693	0.251	0.34	2.0	3.02	61	0.100	4.01	4	9	no	zero	0.87
191.2	18.8	61.8	92	18	109	0.64	6714	5788	4602	50.6	2.6126	0.53	23.53	5.53	0.67	no	0.3692	0.269	0.36	2.0	2.87	51	0.115	4.17	6	12	no	zero	0.87
191.0	18.9	62.0	92	18	109	0.54	6732	5795	4609	82.98	3.3284	0.58	43.73	4.18	0.67	no	0.3691	0.290	0.39	2.0	2.60	36	0.140	4.40	10	17	no	zero	0.87
190.8	18.9	62.2	92	18	109	0.41	6749	5803	4617	143.49	3.985	0.66	87.19	2.84	0.66	no	0.3690	0.310	0.42	2.0	2.27	22	0.163	4.58	19	25	no	zero	0.87
190.7	19.0	62.3	92	18	109	0.34	6767	5810	4625	195.42	3.8683	0.71	129.28	2.01	0.66	no	0.3689	0.333	0.45	2.0	2.04	15	0.175	4.67	28	34	no	zero	0.87
190.5	19.0	62.5	92	18	109	0.33	6785	5818	4632	202	3.6052	0.72	134.84	1.82	0.66	yes	0.3688	0.328	0.44	1.2	2.00	14	0.177	4.69	29	31	0.001	0.00	0.87
190.3	19.1	62.7	92	18	109	0.32	6803	5825	4640	205.64	3.5482	0.72	137.92	1.75	0.66	yes	0.3687	0.315	0.43	1.2	1.98	13	0.178	4.69	29	31	0.001	0.00	0.87
190.2	19.1	62.8	92	18	109	0.31	6821	5833	4647	213.6	1.8834	0.73	144.77	0.90	0.66	yes	0.3685	0.267	0.36	1.0	1.76	8	0.186	4.75	30	31	0.001	0.00	0.87
190.0	19.2	63.0	92	18	109	0.32	6838	5841	4655	206.09	1.4902	0.72	138.18	0.74	0.66	yes	0.3684	0.250	0.34	0.9	1.72	7	0.188	4.76	29	30	0.001	0.00	0.88
189.8	19.2	63.2	92	18	109	0.33	6856	5848	4662	201.8	1.4632	0.72	134.42	0.74	0.66	yes	0.3683	0.250	0.34	0.9	1.73	8	0.187	4.76	28	29	0.010	0.02	0.90
189.7	19.3	63.3	92	18	109	0.41	6874	5856	4670	146.17	2.4168	0.66	88.89	1.69	0.66	yes	0.3682	0.287	0.39	1.1	2.10	17	0.172	4.65	19	25	0.010	0.02	0.92
189.5	19.3	63.5	92	18	109	0.56	6892	5863	4678	76.03	2.9566	0.57	38.89	4.07	0.66	no	0.3681	0.285	0.38	2.0	2.62	38	0.138	4.38	9	16	no	zero	0.92
189.4	19.4	63.6	92	18	109	0.64	6910	5871	4685	50.52	2.7845	0.52	23.23	5.92	0.66	no	0.3679	0.269	0.36	2.0	2.90	53	0.113	4.14	6	12	no	zero	0.92
189.2	19.4	63.8	92	18	109	0.69	6927	5878	4693	37.91	1.9968	0.50	16.12	5.80	0.66	no	0.3678	0.257	0.35	2.0	3.01	60	0.101	4.02	4	9	no	zero	0.92
189.0	19.5	64.0	92	18	109	0.71	6945	5886	4700	33.51	1.4301	0.48	13.75	4.76	0.66	no	0.3677	0.246	0.33	2.0	3.01	60	0.101	4.02	3	8	no	zero	0.92
188.9	19.5	64.1	92	18	109	0.70	6963	5894	4708	34.82	1.8161	0.49	14.42	5.80	0.65	no	0.3676	0.251	0.34	2.0	3.05	63	0.097	3.97	4	9	no	zero	0.92
188.7	19.6	64.3	92	18	109	0.67	6981	5901	4715	42.69	2.0624	0.50	18.69	5.26	0.65	no	0.3675	0.263	0.35	2.0	2.93	55	0.109	4.11	5	10	no	zero	0.92
188.5	19.6	64.5	92	18	109	0.65	6999	5909	4723	48.18	2.6607	0.52	21.76	5.95	0.65	no	0.3673	0.269	0.36	2.0	2.92	54	0.110	4.12	5	11	no	zero	0.92
188.4	19.7	64.6	92	18	109	0.61	7017	5916	4731	58.46	3.562	0.53	27.76	6.48	0.65	no	0.3672	0.274	0.37	2.0	2.87	51	0.116	4.17	7	13	no	zero	0.92
188.2	19.7	64.8	92	18	109	0.57	7034	5924	4738	69.88	4.5714	0.55	34.73	6.89	0.65	no	0.3671	0.280	0.38	2.0	2.82	48	0.120	4.22	8	15	no	zero	0.92
188.0	19.8	65.0	92	18	109	0.51	7052	5931	4746	93.75	5.6458	0.59	50.28	6.26	0.65	no	0.3670	0.300	0.41	2.0	2.68	41	0.133	4.34	12	19	no	zero	0.92
187.9	19.8	65.1	92	18	109	0.48	7070	5939	4753	110.64	6.5544	0.61	61.97	6.12	0.65	no	0.3668	0.300	0.41	2.0	2.62	37	0.139	4.38	14	22	no	zero	0.92
187.7	19.9	65.3	92	18	109	0.48	7088	5947	4761	108.76	6.8604	0.61	60.59	6.52	0.65	no	0.3667	0.300	0.41	2.0	2.64	39	0.136	4.36	14	21	no	zero	0.92
187.5	19.9	65.5	92	18	109	0.51	7106	5954	4768	96.19	6.4788	0.59	51.83	6.99	0.65	no	0.3666	0.300	0.41	2.0	2.71	42	0.131	4.31	12	19	no	zero	0.92
187.4	20.0	65.6	92	18	109	0.50	7123	5962	4776	99.04	5.5675	0.60	53.74	5.83	0.65	no	0.3664	0.300	0.41	2.0	2.64	38	0.137	4.37	12	19	no	zero	0.92
187.2	20.0	65.8	92	18	109	0.43	7141	5969	4784	137.15	2.4938	0.64	81.22	1.87	0.65	yes	0.3663	0.298	0.40	1.1	2.16	19	0.169	4.63	18	23	0.015	0.03	0.94
187.1	20.1	65.9	92	18	109	0.42	7159	5977	4791	140.57	2.0492	0.65	83.77	1.50	0.65	yes	0.3662	0.277	0.37	1.0	2.08	16	0.173	4.66	18	23	0.015	0.03	0.97
186.9	20.1	66.1	92	18	109	0.52	7177	5984	4799	88.73	2.5234	0.58	46.65	2.96	0.64	no	0.3661	0.295	0.40	2.0	2.47	30	0.150	4.48	10	16	no	zero	0.97
186.7	20.2	66.3	92	18	109	0.61	7195	5992	4806	58.9	2.5457	0.53	27.76	4.60	0.64	no	0.3659	0.274	0.37	2.0	2.77	45	0.126	4.27	7	13	no	zero	0.97
186.6	20.2	66.4	92	18	109	0.67	7212	6000	4814	42.67	2.2178	0.50	18.42	5.68	0.64	no	0.3658	0.263	0.35	2.0	2.96	57	0.106	4.08	5	10	no	zero	0.97
186.4	20.3	66.6	92	18	109	0.68	7230	6007	4822	40.83	1.3633	0.49	17.39	3.66	0.64	no	0.3657	0.257	0.35	2.0	2.86	50	0.117	4.19	4	9	no	zero	0.97
186.2	20.3	66.8	92	18	109	0.66	7248	6015	4829	44.76	2.2391	0.50	19.53	5.44	0.64	no	0.3655	0.263	0.35	2.0	2.93	55	0.110	4.11	5	10	no	zero	0.97
186.1	20.4	66.9	92	18	109	0.59	7266	6022	4837	65.52	2.7702	0.54	31.66	4.48	0.64	no	0.3654	0.280	0.38	2.0	2.72	42	0.130	4.31	7	13	no	zero	0.97
185.9	20.4	67.1	92	18	109	0.42	7284	6030	4844	142.83	4.0152	0.65	85.14	2.88	0.64	no	0.3653	0.310	0.42	2.0	2.28	23	0.162	4.58	19	25	no	zero	0.97
185.7	20.5	67.3	92	18	109	0.37	7301	6037	4852	173.95	4.6155	0.68	109.64	2.71	0.64	no	0.3651	0.330	0.45	2.0	2.19	20	0.168	4.62	24	30	no	zero	0.97
185.6	20.5	67.4	92	18	109	0.32	7319	6045	4859	208.15	4.3435	0.72	138.27	2.12	0.64	no	0.3650	0.335	0.45	2.0	2.04	15	0.175	4.67	30	36	no	zero	0.97
185.4	20.6	67.6	92	18	109	0.26	7337	6053	4867	256.64	3.4108	0.76	181.71	1.35	0.64	no	0.3648	0.310	0.42	2.0	1.81	9	0.184	4.74	38	39	no	zero	0.97
185.3	20.6	67.7	92	18	109	0.24	7355	6060	4875	272.61	3.1926	0.77	196.66	1.19	0.64	no	0.3647	0.300	0.41	2.0	1.75	8	0.187	4.75	41	42	no	zero	0.97
185.1	20.7	67.9	92	18	109	0.25	7373	6068	4882	270.65	3.3746	0.77	194.74	1.26	0.64	no	0.3646	0.310	0.42	2.0	1.77	9	0.186	4.75	41	42	no	zero	0.97
184.9	20.7	68.1	92	18	109	0.25	7390	6075	4890	267.84	3.7867	0.77	192.01	1.43	0.64	no	0.3644	0.320	0.43	2.0	1.82	9	0.184	4.74	41	42	no	zero	0.97
184.8	20.8	68.2	92	18	109	0.24	7408	6083	4897	278.07	3.6943	0.78	201.67	1.35	0.63	no	0.3643	0.310	0.42	2.0	1.78	9	0.186	4.75	42	43	no	zero	0.97
184.6	20.8	68.4	92	18	109	0.23	7426	6090	4905	282.54	3.1431	0.78	205.90	1.13	0.63	no	0.3642	0.300	0.41	2.0	1.72	7	0.188	4.76	43	44	no	zero	0.97
184.4	20.9	68.6	92	18	109	0.23	7444	6098	4912	288.75	2.1525	0.79	211.84	0.76	0.63	no	0.3640	0.260	0.35	2.0	1.59	5	0.192	4.79	44	45	no	zero	0.97
184.3	20.9	68.7	92	18	109	0.23	7462	6106	4920	287.67	0.9343	0.79	210.72	0.33	0.63	no	0.3639	0.230	0.31	2.0	1.36	2	0.197	4.82	44	44	no	zero	0.97
184.1	21.0	68.9	92	18	109	0.24	7480	6113	4928	273.42	0.9802	0.77	196.97	0.36	0.63	no	0.3637	0.240	0.32	2.0	1.41	3	0.196	4.81	41	41	no	zero	0.97
183.9	21.0	69.1	92	18	109	0.24	7497	6121	4935	272.33	0.9103	0.77	195.87	0.34	0.63	no	0.3636	0.230	0.31	2.0	1.40	2	0.196	4.82	41	41	no	zero	0.97
183.8	21.1	69.2	92	18	109	0.23	7515	6128	4943	281.47	1.5033	0.78	204.54	0.54	0.63	no	0.3634	0.250	0.34	2.0	1.50	4	0.194	4.80	43	43	no	zero	0.97
183.6	21.1	69.4	92	18	109	0.24	7533	6136	4950	274.33	2.0606	0.77	197.64	0.76	0.63	no	0.3633	0.260	0.35	2.0	1.61	6	0.191	4.78	41	42	no	zero	0.97
183.4	21.2	69.6	92	18	109	0.24	7551	6143	4958	274.96	2.2868	0.77	198.18	0.84	0.63	no	0.3632	0.270	0.36	2.0	1.64	6	0.190	4.78	41	42	no	zero	0.97
183.3	21.2	69.7	92	18	109	0.24	7569	6151	4965	274.85	2.2774	0.77	198.01	0.84	0.63	no	0.3630	0.270	0.36	2.0	1.64	6	0.190	4.78	41	42	no	zero	0.97
183.1	21.3	69.9	92	18	109	0.24	7586	6159	4973	273.64	1.9373	0.77	196.79	0.72	0.63	no	0.3629	0.260	0.35	2.0	1.59	5	0.191	4.79	41	42	no	zero	0.97
183.0	21.3	70.0	92	18	109	0.26	7604	6166	4981	259.34	1.5221	0.76	183.25	0.60	0.63	no	0.3627	0.250	0.34	2.0	1.56	5	0.192	4.79	38	38	no	zero	0.97
182.8	21.4	70.2	92	18	109	0.30	7622	6174	4988	224.82	1.8705	0.73	151.81	0.85	0.63	yes	0.3626	0.267	0.36	1.0	1.73	8	0.187	4.76	32	33	0.001	0.00	0.98
182.6	21.4	70.4	92	18	109	0.41	7640	6181	4996	144.81	3.0519	0.64	85.67	2.16	0.62	no	0.3624	0.310	0.42	2.0	2.19	20	0.168	4.62	19	24	no	zero	0.98
182.5	21.5	70.5	92	18	109	0.52	7658	6189	5003	90.76	4.0176	0.57	47.05	4.62	0.62	no	0.3623	0.295	0.40	2.0	2.60	37	0.140	4.39	11	18	no	zero	0.98
182.3	21.5	70.7	92	18	109	0.55	7675	6196	5011	79.71	4.6636	0.56	39.84	6.15	0.62	no	0.3622	0.285	0.38	2.0	2.74	44	0.128	4.29	9	16	no	zero	0.98
182.1	21.6	70.9	92	18	109	0.53	7693	6204	5018	85.84	5.1201	0.56	43.75	6.24	0.62	no	0.3620	0.290	0.39	2.0	2.72	43	0.130	4.30	10	17	no	zero	0.98
182.0	21.6	71.0	92	18	109	0.51	7711	6212	5026	96.39	5.5917	0.58	50.69	6.04	0.62	no	0.3619	0.300	0.41	2.0	2.67	40	0.134	4.35	12	19	no	zero	0.98
181.8	21.7	71.2	92	18	109	0.42	7729	6219	5034	139.19	5.9813	0.63	81.18	4.42	0.62	no	0.3617	0.310	0.42	2.0	2.43	29	0.153	4.50	18	25	no	zero	0.98
181.6	21.7	71.4	92	18	109	0.34	7747	6227	5041	194.9	6.3845	0.70	125.55	3.34	0.62	no	0.3616	0.333	0.45	2.0	2.22	21	0.166	4.60	27	33	no	zero	0.98
181.5	21.8	71.5	92	18	109	0.29	7764	6234	5049	232.2	5.8888	0.73	157.88	2.58	0.62	no	0.3614	0.338	0.46	2.0	2.07	16	0.174	4.66	34	40	no	zero	0.98
181.3	21.8	71.7	92	18	109	0.27	7782	6242	5056	247.51	5.0274	0.75	171.68	2.06	0.62	no	0.3613	0.340	0.46	2.0	1.97	13	0.178	4.69	37	39	no	zero	0.98
181.1	21.9	71.9	92	18	109	0.29	7800	6249	5064	233.25	4.5989	0.73	158.70	2.01	0.62	no	0.3611	0.338	0.46	2.0	1.98	13	0.178	4.69	34	36	no	zero	0.98
181.0	21.9	72.0	92	18	109	0.36	7818	6257	5071	174.92	4.7072	0.67	108.84	2.75	0.62	no	0.3610	0.330	0.45	2.0	2.19	20	0.167	4.61	24	30	no	zero	0.98
180.8	22.0	72.2	92	18	109	0.43	7836	6265	5079	133.5	4.3476	0.63	76.65	3.36	0.62	no	0.3608	0.300	0.41	2.0	2.36	26	0.158	4.54	17	23	no	zero	0.98
180.7	22.0	72.3	92	18	109	0.45	7854	6272	5087	121.7	5.5692	0.61	68.00	4.73	0.62	no	0.3607	0.300	0.41	2.0	2.50	32	0.147	4.46	15	22	no	zero	0.98
180.5	22.1	72.5	92	18	109	0.37	7871	6280	5094	173.81	5.8458	0.67	107.78	3.44	0.61	no	0.3606	0.330	0.45	2.0	2.27	22	0.163	4.58	24	30	no	zero	0.98
180.3	22.1	72.7	92	18	109	0.30	7889	6287	5102	222	4.7924	0.72	148.41	2.20	0.61	no	0.3604	0.337	0.45	2.0	2.03	15	0.176	4.67	32	34	no	zero	0.98
180.2	22.2	72.8	92	18	109	0.30	7907	6295	5109	224.59	4.1322	0.72	150.63	1.87	0.61	yes	0.3603	0.336	0.45	1.3	1.97	13	0.178	4.69	32	34	0.001	0.00	0.98
180.0	22.2	73.0	92	18	109	0.36	7925	6302	5117	181.3	4.6298	0.68	113.71	2.61	0.61	no	0.3601	0.332	0.45	2.0	2.16	19	0.169	4.63	25	31	no	zero	0.98

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	✇		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0					(in)	(in)
179.8	22.3	73.2	92	18	109	0.44	7943	6310	5124	128.87	5.5671	0.62	72.98	4.46	0.61	no	0.3600	0.300	0.41	2.0	2.46	30	0.150	4.48	16	23	no	zero	0.98
179.7	22.3	73.3	92	18	109	0.54	7960	6318	5132	81.53	5.1535	0.55	40.50	6.65	0.61	no	0.3598	0.290	0.39	2.0	2.76	45	0.126	4.27	9	16	no	zero	0.98
179.5	22.4	73.5	92	18	109	0.63	7978	6325	5140	52.38	3.0835	0.50	22.94	6.37	0.61	no	0.3597	0.269	0.36	2.0	2.92	54	0.110	4.12	6	12	no	zero	0.98
179.3	22.4	73.7	92	18	109	0.69	7996	6333	5147	37.11	2.6994	0.47	14.66	8.15	0.61	no	0.3595	0.251	0.34	2.0	3.14	69	0.086	3.84	4	9	no	zero	0.98
179.2	22.5	73.8	92	18	109	0.65	8014	6340	5155	48.12	2.8987	0.49	20.53	6.57	0.61	no	0.3594	0.269	0.36	2.0	2.97	57	0.105	4.07	5	11	no	zero	0.98
179.0	22.5	74.0	92	18	109	0.57	8032	6348	5162	72.69	3.8982	0.54	34.85	5.68	0.61	no	0.3592	0.280	0.38	2.0	2.76	45	0.126	4.27	8	15	no	zero	0.98
178.9	22.6	74.1	92	18	109	0.52	8049	6355	5170	92.16	5.1265	0.57	47.22	5.82	0.61	no	0.3591	0.295	0.40	2.0	2.68	40	0.134	4.34	11	18	no	zero	0.98
178.7	22.6	74.3	92	18	109	0.53	8067	6363	5177	86.13	4.7281	0.56	43.26	5.76	0.61	no	0.3589	0.290	0.39	2.0	2.70	41	0.132	4.32	10	17	no	zero	0.98
178.5	22.7	74.5	92	18	109	0.55	8085	6371	5185	76.95	4.2398	0.54	37.40	5.82	0.61	no	0.3588	0.285	0.38	2.0	2.75	44	0.128	4.28	9	16	no	zero	0.98
178.4	22.7	74.6	92	18	109	0.39	8103	6378	5193	159.34	3.335	0.65	95.61	2.15	0.61	no	0.3586	0.320	0.43	2.0	2.15	18	0.170	4.63	21	27	no	zero	0.98

Project: Proposed Mixed Use Development
Probe ID: CPT-3
Date: 2/3/2011

Design Earthquake Magnitude	6.66	MW
Magnitude Scaling Factor (MSF)	1.35	%
pga	0.584	g
Groundwater Depth:	32	ft
Elevation at GS	237.0	ft
HHGWL	12.0	ft

note: eff overburden set to depth increments of 0.1 meter

total settlement (inch)	total settlement below BOF (inch)
1.06	1.06

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective Current GW	Effective HHGWL	Tip Resistance	Sleeve Friction																	
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	✇		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0						(in)	(in)
236.8	0.0	0.2	92	18	109	0.54	18	18	18	80.82	0	1.70	129.80	0.01	1.000	no	0.3796	0.165	0.22	2.0	1.56	5	0.192	4.79	27	27	no	zero	0.00
236.7	0.1	0.3	92	18	109	0.50	36	36	36	98.85	0.8173	1.70	158.74	0.83	1.00	no	0.3796	0.267	0.36	2.0	1.70	7	0.188	4.76	33	34	no	zero	0.00
236.5	0.1	0.5	92	18	109	0.45	53	53	53	122.43	0.8461	1.70	196.60	0.69	1.00	no	0.3796	0.260	0.35	2.0	1.58	5	0.192	4.79	41	42	no	zero	0.00
236.3	0.2	0.7	92	18	109	0.36	71	71	71	178.63	0.9649	1.70	286.86	0.54	1.00	no	0.3796	0.250	0.34	2.0	1.39	2	0.196	4.82	60	60	no	zero	0.00
236.2	0.2	0.8	92	18	109	0.37	89	89	89	173.67	0.8587	1.70	278.88	0.49	1.00	no	0.3796	0.250	0.34	2.0	1.37	2	0.196	4.82	58	58	no	zero	0.00
236.0	0.3	1.0	92	18	109	0.41	107	107	107	145.07	0.5519	1.70	232.93	0.38	1.00	no	0.3796	0.240	0.32	2.0	1.36	2	0.197	4.82	48	48	no	zero	0.00
235.9	0.3	1.1	92	18	109	0.45	125	125	125	123.28	0.282	1.70	197.91	0.23	1.00	no	0.3796	0.230	0.31	2.0	1.31	1	0.198	4.83	41	41	no	zero	0.00
235.7	0.4	1.3	92	18	109	0.49	142	142	142	105.54	0.1907	1.70	169.40	0.18	1.00	no	0.3796	0.230	0.31	2.0	1.33	2	0.197	4.82	35	35	no	zero	0.00
235.5	0.4	1.5	92	18	109	0.52	160	160	160	90.19	0.1734	1.70	144.73	0.19	1.00	no	0.3796	0.210	0.28	2.0	1.40	3	0.196	4.82	30	30	no	zero	0.00
235.4	0.5	1.6	92	18	109	0.55	178	178	178	77.92	0.1479	1.70	125.01	0.19	1.00	no	0.3796	0.190	0.26	2.0	1.46	3	0.195	4.81	26	26	no	zero	0.00
235.2	0.5	1.8	92	18	109	0.57	196	196	196	70.16	0.1223	1.70	112.53	0.17	1.00	no	0.3796	0.180	0.24	2.0	1.49	4	0.194	4.80	23	23	no	zero	0.00
235.0	0.6	2.0	92	18	109	0.60	214	214	214	62	0.109	1.70	99.41	0.18	1.00	no	0.3796	0.142	0.19	2.0	1.54	4	0.193	4.79	21	21	no	zero	0.00
234.9	0.6	2.1	92	18	109	0.61	232	232	232	57.27	0.1061	1.70	91.80	0.19	1.00	no	0.3796	0.142	0.19	2.0	1.58	5	0.192	4.79	19	20	no	zero	0.00
234.7	0.7	2.3	92	18	109	0.62	249	249	249	54.09	0.101	1.70	86.68	0.19	1.00	no	0.3795	0.113	0.15	2.0	1.61	6	0.191	4.78	18	19	no	zero	0.00
234.5	0.7	2.5	92	18	109	0.64	267	267	267	48.38	0.1024	1.70	77.49	0.21	1.00	no	0.3793	0.100	0.14	2.0	1.67	7	0.189	4.77	16	17	no	zero	0.00
234.4	0.8	2.6	92	18	109	0.66	285	285	285	44.9	0.078	1.70	71.89	0.17	1.00	no	0.3791	0.085	0.11	2.0	1.68	7	0.189	4.77	15	16	no	zero	0.00
234.2	0.8	2.8	92	18	109	0.66	303	303	303	43.3	0.0857	1.70	69.31	0.20	1.00	no	0.3789	0.071	0.10	2.0	1.71	7	0.188	4.76	15	16	no	zero	0.00
234.0	0.9	3.0	92	18	109	0.66	321	321	321	43.78	0.0698	1.70	70.06	0.16	1.00	no	0.3786	0.085	0.11	2.0	1.68	7	0.189	4.77	15	16	no	zero	0.00
233.9	0.9	3.1	92	18	109	0.64	338	338	338	48.55	0.0761	1.70	77.71	0.16	1.00	no	0.3784	0.085	0.11	2.0	1.63	6	0.190	4.78	16	17	no	zero	0.00
233.7	1.0	3.3	92	18	109	0.63	356	356	356	51.24	0.0981	1.70	82.02	0.19	1.00	no	0.3782	0.113	0.15	2.0	1.64	6	0.190	4.78	17	18	no	zero	0.00
233.6	1.0	3.4	92	18	109	0.63	374	374	374	51.41	0.1001	1.70	82.27	0.20	1.00	no	0.3780	0.113	0.15	2.0	1.64	6	0.190	4.78	17	18	no	zero	0.00
233.4	1.1	3.6	92	18	109	0.63	392	392	392	51.4	0.1125	1.70	82.24	0.22	1.00	no	0.3777	0.123	0.17	2.0	1.65	6	0.190	4.77	17	18	no	zero	0.00
233.2	1.1	3.8	92	18	109	0.64	410	410	410	50.62	0.0874	1.70	80.98	0.17	0.99	no	0.3775	0.113	0.15	2.0	1.63	6	0.190	4.78	17	18	no	zero	0.00
233.1	1.2	3.9	92	18	109	0.63	427	427	427	53.55	0.1039	1.70	85.67	0.19	0.99	no	0.3773	0.113	0.15	2.0	1.62	6	0.191	4.78	18	19	no	zero	0.00
232.9	1.2	4.1	92	18	109	0.62	445	445	445	56.45	0.108	1.70	90.31	0.19	0.99	no	0.3770	0.142	0.19	2.0	1.60	5	0.191	4.78	19	20	no	zero	0.00
232.7	1.3	4.3	92	18	109	0.60	463	463	463	62.51	0.1177	1.70	100.03	0.19	0.99	no	0.3768	0.170	0.23	2.0	1.55	5	0.192	4.79	21	21	no	zero	0.00
232.6	1.3	4.4	92	18	109	0.58	481	481	481	67.38	0.122	1.70	107.84	0.18	0.99	no	0.3766	0.170	0.23	2.0	1.52	4	0.193	4.80	22	22	no	zero	0.00
232.4	1.4	4.6	92	18	109	0.57	499	499	499	72.01	0.1341	1.70	115.26	0.19	0.99	no	0.3763	0.180	0.24	2.0	1.49	4	0.194	4.80	24	24	no	zero	0.00
232.2	1.4	4.8	92	18	109	0.56	516	516	516	76.1	0.1577	1.70	121.82	0.21	0.99	no	0.3761	0.190	0.26	2.0	1.49	4	0.194	4.80	25	25	no	zero	0.00
232.1	1.5	4.9	92	18	109	0.55	534	534	534	78.28	0.1535	1.70	125.30	0.20	0.99	no	0.3758	0.190	0.26	2.0	1.47	3	0.194	4.81	26	26	no	zero	0.00
231.9	1.5	5.1	92	18	109	0.54	552	552	552	80.94	0.143	1.70	129.56	0.18	0.99	no	0.3756	0.190	0.26	2.0	1.44	3	0.195	4.81	27	27	no	zero	0.00
231.8	1.6	5.2	92	18	109	0.55	570	570	570	78.34	0.1558	1.70	125.37	0.20	0.99	no	0.3753	0.190	0.26	2.0	1.47	3	0.194	4.81	26	26	no	zero	0.00
231.6	1.6	5.4	92	18	109	0.55	588	588	588	78.19	0.1544	1.70	125.12	0.20	0.99	no	0.3751	0.190	0.26	2.0	1.47	3	0.194	4.81	26	26	no	zero	0.00
231.4	1.7	5.6	92	18	109	0.54	605	605	605	83.18	0.1776	1.70	133.12	0.21	0.99	no	0.3749	0.200	0.27	2.0	1.45	3	0.195	4.81	28	28	no	zero	0.00
231.3	1.7	5.7	92	18	109	0.52	623	623	623	89.74	0.2071	1.70	143.64	0.23	0.99	no	0.3746	0.210	0.28	2.0	1.44	3	0.195	4.81	30	30	no	zero	0.00
231.1	1.8	5.9	92	18	109	0.52	641	641	641	90.97	0.2095	1.70	145.60	0.23	0.99	no	0.3744	0.210	0.28	2.0	1.43	3	0.195	4.81	30	30	no	zero	0.00
230.9	1.8	6.1	92	18	109	0.52	659	659	659	91.87	0.2213	1.70	147.03	0.24	0.99	no	0.3741	0.210	0.28	2.0	1.44	3	0.195	4.81	31	31	no	zero	0.00
230.8	1.9	6.2	92	18	109	0.51	677	677	677	93.27	0.1988	1.70	149.27	0.21	0.98	no	0.3739	0.210	0.28	2.0	1.41	3	0.196	4.81	31	31	no	zero	0.00
230.6	1.9	6.4	92	18	109	0.51	695	695	695	94.95	0.1923	1.70	151.95	0.20	0.98	no	0.3736	0.220	0.30	2.0	1.39	2	0.196	4.82	32	32	no	zero	0.00
230.4	2.0	6.6	92	18	109	0.51	712	712	712	96.28	0.1742	1.70	154.07	0.18	0.98	no	0.3733	0.220	0.30	2.0	1.37	2	0.196	4.82	32	32	no	zero	0.00
230.3	2.0	6.7	92	18	109	0.50	730	730	730	99.71	0.1806	1.70	159.57	0.18	0.98	no	0.3731	0.220	0.30	2.0	1.35	2	0.197	4.82	33	33	no	zero	0.00
230.1	2.1	6.9	92	18	109	0.49	748	748	748	102.65	0.1975	1.67	161.27	0.19	0.98	no	0.3728	0.230	0.31	2.0	1.36	2	0.197	4.82	33	33	no	zero	0.00
229.9	2.1	7.1	92	18	109	0.49	766	766	766	105.49	0.2287	1.64	162.81	0.22	0.98	no	0.3726	0.230	0.31	2.0	1.38	2	0.196	4.82	34	34	no	zero	0.00
229.8	2.2	7.2	92	18	109	0.49	784	784	784	105.57	0.2534	1.62	161.09	0.24	0.98	no	0.3723	0.230	0.31	2.0	1.40	3	0.196	4.82	33	33	no	zero	0.00
229.6	2.2	7.4	92	18	109	0.48	801	801	801	106.68	0.2504	1.60	160.64	0.24	0.98	no	0.3720	0.230	0.31	2.0	1.40	2	0.196	4.82	33	33	no	zero	0.00
229.5	2.3	7.5	92	18	109	0.47	819	819	819	111.86	0.2618	1.57	164.98	0.23	0.98	no	0.3718	0.230	0.31	2.0	1.38	2	0.196	4.82	34	34	no	zero	0.00
229.3	2.3	7.7	92	18	109	0.48	837	837	837	110.5	0.2666	1.55	161.72	0.24	0.98	no	0.3715	0.230	0.31	2.0	1.40	3	0.196	4.82	34	34	no	zero	0.00
229.1	2.4	7.9	92	18	109	0.49	855	855	855	101.66	0.2563	1.57	149.76	0.25	0.98	no	0.3712	0.213	0.29	2.0	1.44	3	0.195	4.81	31	31	no	zero	0.00
229.0	2.4	8.0	92	18	109	0.51	873	873	873	92.89	0.2191	1.58	137.79	0.24	0.98	no	0.3710	0.200	0.27	2.0	1.46	3	0.195	4.81	29	29	no	zero	0.00
228.8	2.5	8.2	92	18	109	0.52	890	890	890	90.95	0.2006	1.57	134.02	0.22	0.98	no	0.3707	0.200	0.27	2.0	1.46	3	0.195	4.81	28	28	no	zero	0.00
228.6	2.5	8.4	92	18	109	0.52	908	908	908	91.19	0.1838	1.55	132.93	0.20	0.98	no	0.3704	0.200	0.27	2.0	1.45	3	0.195	4.81	28	28	no	zero	0.00
228.5	2.6	8.5	92	18	109	0.51	926	926	926	95.26	0.1862	1.52	136.41	0.20	0.98	no	0.3702	0.200	0.27	2.0	1.43	3	0.195	4.81	28	28	no	zero	0.00
228.3	2.6	8.7	92	18	109	0.51	944	944	944	94.62	0.1941	1.51	134.33	0.21	0.97	no	0.3699	0.200	0.27	2.0	1.44	3	0.195	4.81	28	28	no	zero	0.00
228.1	2.7	8.9	92	18	109	0.52	962	962	962	90.12	0.2005	1.51	127.74	0.22	0.97	no	0.3696	0.190	0.26	2.0	1.48	4	0.194	4.80	27	27	no	zero	0.00
228.0	2.7	9.0	92	18	109	0.54	979	979	979	80.84	0.2107	1.52	115.46	0.26	0.97	no	0.3693	0.188	0.25	2.0	1.55	5	0.193	4.79	24	24	no	zero	0.00
227.8	2.8	9.2	92	18	109	0.59	997	997	997	65.44	0.18	1.56	95.45	0.28	0.97	no	0.3691	0.158	0.21	2.0	1.63	6	0.190	4.78	20	21	no	zero	0.00
227.6	2.8	9.4	92	18	109	0.63	1015	1015	1015	52.45	0.1542	1.59	77.96	0.30	0.97	no	0.3688	0.115	0.16	2.0	1.72	8	0.188	4.76	16	17	no	zero	0.00
227.5	2.9	9.5	92	18	109	0.66	1033	1033	1033	45.12	0.1331	1.60	67.54	0.30	0.97	no	0.3685	0.097	0.13	2.0	1.78	9	0.186	4.75	14	15	no	zero	0.00
227.3	2.9	9.7	92	18	109	0.67	1051	1051	1051	43.09	0.1515	1.59	64.10	0.36	0.97	no	0.3682	0.104	0.14	2.0	1.83	10	0.184	4.73	14	15	no	zero	0.00
227.2	3.0	9.8	92	18	109	0.66	1069	1069	1069	43.66	0.1462	1.57	64.12	0.34	0.97	no	0.3679	0.090	0.12	2.0	1.82	10	0.184	4.74	14	15	no	zero	0.00
227.0	3.0	10.0	92	18	109	0.65	1086	1086	1086	48.02	0.1492	1.54	69.02	0.31	0.97	no	0.3676	0.110	0.15	2.0	1.78	9	0.186	4.75	15	16	no	zero	0.00
226.8	3.1	10.2	92	18	109	0.64	1104	1104	1104	50.91	0.1402	1.51	71.94	0.28	0.97	no	0.3674	0.115	0.16	2.0	1.74	8	0.187	4.75	15	16	no	zero	0.00
226.7	3.1	10.3	92	18	109	0.63	1122	1122	1122	53.19	0.1327	1.49	74.04	0.25	0.97	no	0.3671	0.115	0.16	2.0	1.72	7	0.188	4.76	16	17	no	zero	0.00
226.5	3.2	10.5	92	18	109	0.62	1140	1140	1140	56.11	0.1311	1.47	76.89	0.24	0.97	no	0.3668	0.100	0.14	2.0	1.69	7	0.189	4.77	16	17	no	zero	0.00
226.3	3.2	10.7	92	18	109	0.61	1158	1158	1158	56.91	0.138	1.45	77.11	0.24	0.97	no	0.3665	0.100	0.14	2.0	1.70	7	0.188	4.77	16	17	no	zero	0.00

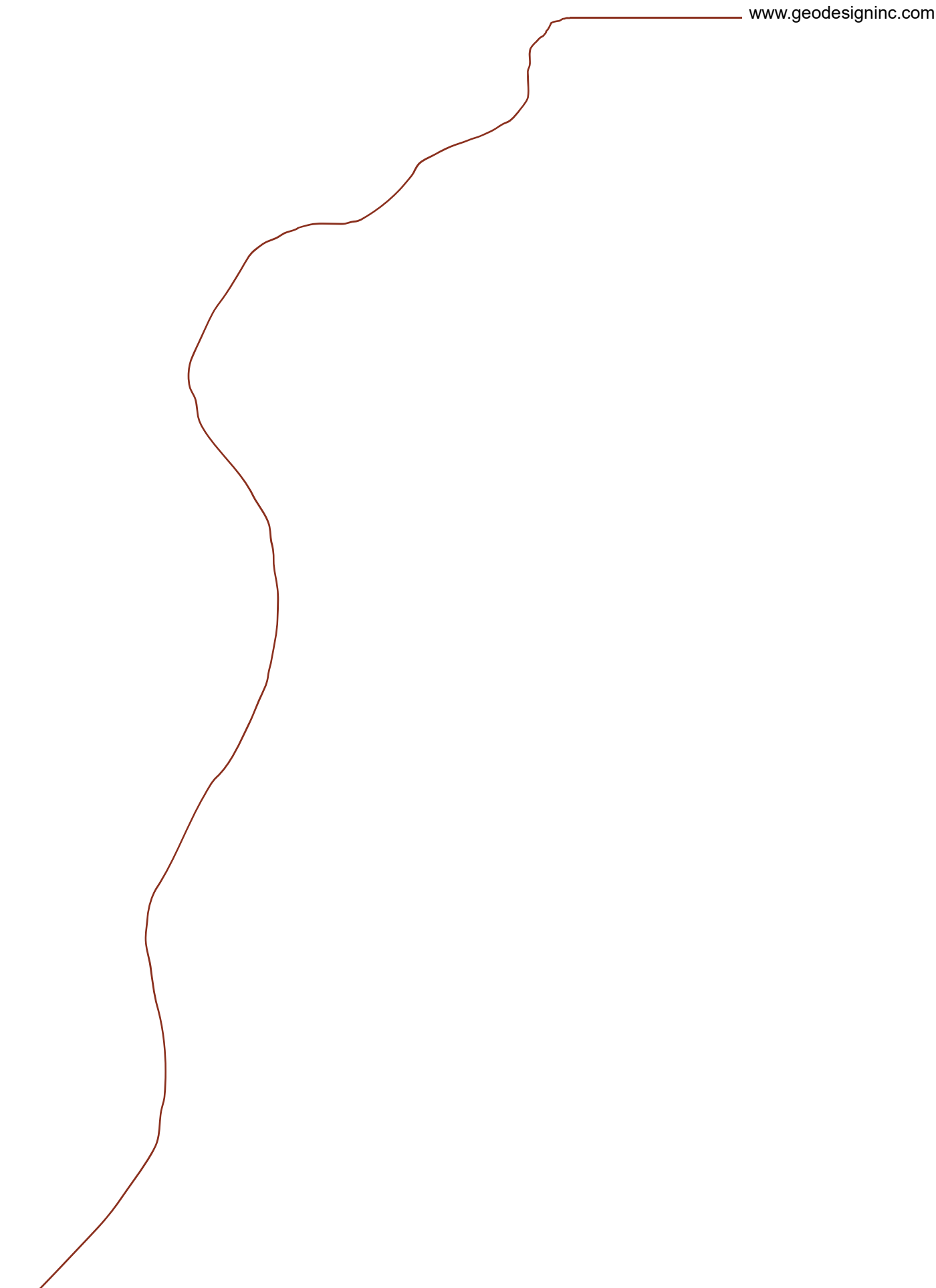
Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	✇		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0					(in)	(in)
226.2	3.3	10.8	92	18	109	0.61	1175	1175	1175	58.29	0.1306	1.43	78.04	0.23	0.96	no	0.3662	0.100	0.14	2.0	1.68	7	0.189	4.77	16	17	no	zero	0.00
226.0	3.3	11.0	92	18	109	0.60	1193	1193	1193	59.96	0.183	1.41	79.31	0.31	0.96	no	0.3659	0.130	0.18	2.0	1.72	8	0.188	4.76	17	18	no	zero	0.00
225.8	3.4	11.2	92	18	109	0.60	1211	1211	1211	59.94	0.1589	1.40	78.56	0.27	0.96	no	0.3656	0.115	0.16	2.0	1.70	7	0.188	4.76	16	17	no	zero	0.00
225.7	3.4	11.3	92	18	109	0.61	1229	1229	1229	57.77	0.1615	1.39	75.31	0.28	0.96	no	0.3653	0.115	0.16	2.0	1.73	8	0.187	4.76	16	17	no	zero	0.00
225.5	3.5	11.5	92	18	109	0.60	1247	1247	1247	60.35	0.1989	1.38	77.66	0.33	0.96	no	0.3650	0.130	0.18	2.0	1.75	8	0.187	4.75	16	17	no	zero	0.00
225.4	3.5	11.6	92	18	109	0.62	1264	1264	1264	54.1	0.3222	1.38	69.67	0.60	0.96	no	0.3647	0.177	0.24	2.0	1.91	12	0.181	4.71	15	17	no	zero	0.00
225.2	3.6	11.8	92	18	109	0.65	1282	1282	1282	47.51	0.508	1.38	61.28	1.08	0.96	no	0.3644	0.230	0.31	2.0	2.10	17	0.172	4.65	13	18	no	zero	0.00
225.0	3.6	12.0	92	18	109	0.65	1300	1300	1300	47.91	0.5911	1.37	61.19	1.25	0.96	no	0.3641	0.245	0.33	2.0	2.14	18	0.170	4.64	13	18	no	zero	0.00
224.9	3.7	12.1	92	18	109	0.64	1318	1318	1309	50.98	0.5356	1.35	64.24	1.06	0.96	no	0.3662	0.230	0.31	2.0	2.08	16	0.173	4.66	14	19	no	zero	0.00
224.7	3.7	12.3	92	18	109	0.62	1336	1336	1317	55.53	0.381	1.33	68.93	0.69	0.96	no	0.3687	0.180	0.24	2.0	1.95	13	0.179	4.70	15	17	no	zero	0.00
224.5	3.8	12.5	92	18	109	0.61	1353	1353	1324	59.65	0.299	1.31	73.04	0.51	0.96	no	0.3712	0.170	0.23	2.0	1.85	10	0.183	4.73	15	17	no	zero	0.00
224.4	3.8	12.6	92	18	109	0.61	1371	1371	1332	59.57	0.2585	1.30	72.36	0.44	0.96	no	0.3737	0.150	0.20	2.0	1.83	10	0.184	4.73	15	16	no	zero	0.00
224.2	3.9	12.8	92	18	109	0.60	1389	1389	1339	60.16	0.226	1.29	72.45	0.38	0.96	no	0.3760	0.140	0.19	2.0	1.80	9	0.185	4.74	15	16	no	zero	0.00
224.0	3.9	13.0	92	18	109	0.60	1407	1407	1347	60.58	0.2191	1.28	72.35	0.37	0.95	no	0.3784	0.140	0.19	2.0	1.79	9	0.185	4.74	15	16	no	zero	0.00
223.9	4.0	13.1	92	18	109	0.60	1425	1425	1355	59.84	0.3946	1.27	70.98	0.67	0.95	no	0.3807	0.190	0.26	2.0	1.93	12	0.180	4.71	15	17	no	zero	0.00
223.7	4.0	13.3	92	18	109	0.63	1442	1442	1362	53.56	0.5764	1.27	63.47	1.09	0.95	no	0.3830	0.230	0.31	2.0	2.09	16	0.173	4.65	14	19	no	zero	0.00
223.5	4.1	13.5	92	18	109	0.63	1460	1460	1370	51.05	0.7201	1.27	60.18	1.43	0.95	no	0.3853	0.255	0.34	2.0	2.18	19	0.168	4.62	13	18	no	zero	0.00
223.4	4.1	13.6	92	18	109	0.62	1478	1478	1377	56.39	0.6876	1.25	65.60	1.24	0.95	no	0.3875	0.258	0.35	2.0	2.11	17	0.172	4.65	14	19	no	zero	0.00
223.2	4.2	13.8	92	18	109	0.57	1496	1496	1385	69.69	0.5154	1.22	79.52	0.75	0.95	no	0.3897	0.200	0.27	2.0	1.91	12	0.181	4.71	17	19	no	zero	0.00
223.1	4.2	13.9	92	18	109	0.55	1514	1514	1392	78.52	0.407	1.20	88.36	0.52	0.95	no	0.3918	0.183	0.25	2.0	1.79	9	0.185	4.74	19	20	no	zero	0.00
222.9	4.3	14.1	92	18	109	0.53	1532	1532	1400	84.61	0.3002	1.19	94.18	0.36	0.95	no	0.3940	0.173	0.23	2.0	1.68	7	0.189	4.77	20	21	no	zero	0.00
222.7	4.3	14.3	92	18	109	0.53	1549	1549	1408	86.25	0.2878	1.18	95.29	0.34	0.95	no	0.3960	0.163	0.22	2.0	1.67	7	0.189	4.77	20	21	no	zero	0.00
222.6	4.4	14.4	92	18	109	0.55	1567	1567	1415	80.31	0.2412	1.18	88.53	0.30	0.95	no	0.3981	0.147	0.20	2.0	1.68	7	0.189	4.77	19	20	no	zero	0.00
222.4	4.4	14.6	92	18	109	0.55	1585	1585	1423	79.4	0.2186	1.17	87.03	0.28	0.95	no	0.4001	0.137	0.18	2.0	1.67	7	0.189	4.77	18	19	no	zero	0.00
222.2	4.5	14.8	92	18	109	0.55	1603	1603	1430	78.36	0.2324	1.17	85.41	0.30	0.95	no	0.4021	0.137	0.18	2.0	1.69	7	0.189	4.77	18	19	no	zero	0.00
222.1	4.5	14.9	92	18	109	0.55	1621	1621	1438	78.73	0.2242	1.16	85.26	0.29	0.94	no	0.4041	0.137	0.18	2.0	1.68	7	0.189	4.77	18	19	no	zero	0.00
221.9	4.6	15.1	92	18	109	0.55	1638	1638	1445	79.21	0.2349	1.15	85.24	0.30	0.94	no	0.4060	0.137	0.18	2.0	1.69	7	0.189	4.77	18	19	no	zero	0.00
221.7	4.6	15.3	92	18	109	0.54	1656	1656	1453	82.07	0.2627	1.14	87.65	0.32	0.94	no	0.4079	0.147	0.20	2.0	1.69	7	0.188	4.77	18	19	no	zero	0.00
221.6	4.7	15.4	92	18	109	0.53	1674	1674	1461	85.61	0.2711	1.13	90.75	0.32	0.94	no	0.4098	0.163	0.22	2.0	1.68	7	0.189	4.77	19	20	no	zero	0.00
221.4	4.7	15.6	92	18	109	0.52	1692	1692	1468	89.45	0.2755	1.12	94.12	0.31	0.94	no	0.4117	0.163	0.22	2.0	1.66	6	0.190	4.77	20	21	no	zero	0.00
221.3	4.8	15.7	92	18	109	0.52	1710	1710	1476	90.96	0.2797	1.12	95.11	0.31	0.94	no	0.4135	0.163	0.22	2.0	1.65	6	0.190	4.77	20	21	no	zero	0.00
221.1	4.8	15.9	92	18	109	0.52	1727	1727	1483	88.72	0.2665	1.11	92.34	0.30	0.94	no	0.4153	0.163	0.22	2.0	1.66	6	0.189	4.77	19	20	no	zero	0.00
220.9	4.9	16.1	92	18	109	0.53	1745	1745	1491	88.16	0.2336	1.11	91.28	0.27	0.94	no	0.4171	0.158	0.21	2.0	1.64	6	0.190	4.78	19	20	no	zero	0.00
220.8	4.9	16.2	92	18	109	0.53	1763	1763	1498	86.55	0.237	1.10	89.17	0.28	0.94	no	0.4188	0.137	0.18	2.0	1.66	6	0.190	4.77	19	20	no	zero	0.00
220.6	5.0	16.4	92	18	109	0.53	1781	1781	1506	86.98	0.2736	1.10	89.12	0.32	0.94	no	0.4205	0.147	0.20	2.0	1.68	7	0.189	4.77	19	20	no	zero	0.00
220.4	5.0	16.6	92	18	109	0.53	1799	1799	1514	87.48	0.2954	1.09	89.14	0.34	0.94	no	0.4222	0.147	0.20	2.0	1.70	7	0.188	4.77	19	20	no	zero	0.00
220.3	5.1	16.7	92	18	109	0.53	1816	1816	1521	88.24	0.3482	1.08	89.42	0.40	0.94	no	0.4239	0.157	0.21	2.0	1.73	8	0.187	4.76	19	20	no	zero	0.00
220.1	5.1	16.9	92	18	109	0.52	1834	1834	1529	90.23	0.3315	1.08	90.92	0.37	0.93	no	0.4255	0.173	0.23	2.0	1.71	7	0.188	4.76	19	20	no	zero	0.00
219.9	5.2	17.1	92	18	109	0.52	1852	1852	1536	91.09	0.3435	1.07	91.30	0.38	0.93	no	0.4271	0.173	0.23	2.0	1.71	7	0.188	4.76	19	20	no	zero	0.00
219.8	5.2	17.2	92	18	109	0.52	1870	1870	1544	89	0.3398	1.07	88.79	0.39	0.93	no	0.4287	0.157	0.21	2.0	1.72	8	0.188	4.76	19	20	no	zero	0.00
219.6	5.3	17.4	92	18	109	0.55	1888	1888	1551	79.21	0.4395	1.06	78.74	0.56	0.93	no	0.4303	0.180	0.24	2.0	1.85	10	0.183	4.73	17	19	no	zero	0.00
219.4	5.3	17.6	92	18	109	0.60	1905	1905	1559	62.56	0.8477	1.06	61.97	1.38	0.93	no	0.4318	0.245	0.33	2.0	2.16	19	0.169	4.63	13	18	no	zero	0.00
219.3	5.4	17.7	92	18	109	0.65	1923	1923	1567	46.7	1.267	1.06	46.00	2.77	0.93	no	0.4333	0.295	0.40	2.0	2.46	30	0.151	4.49	10	15	no	zero	0.00
219.1	5.4	17.9	92	18	109	0.68	1941	1941	1574	38.79	1.5387	1.06	37.91	4.07	0.93	no	0.4348	0.285	0.38	2.0	2.63	38	0.137	4.37	9	16	no	zero	0.00
219.0	5.5	18.0	92	18	109	0.73	1959	1959	1582	28.99	1.4742	1.06	28.01	5.26	0.93	no	0.4363	0.274	0.37	2.0	2.80	47	0.122	4.23	7	13	no	zero	0.00
218.8	5.5	18.2	92	18	109	0.74	1977	1977	1589	27.95	1.1698	1.05	26.79	4.34	0.93	no	0.4377	0.274	0.37	2.0	2.76	45	0.126	4.27	6	12	no	zero	0.00
218.6	5.6	18.4	92	18	109	0.66	1995	1995	1597	44.62	1.3452	1.04	42.86	3.08	0.93	no	0.4391	0.290	0.39	2.0	2.51	32	0.147	4.45	10	16	no	zero	0.00
218.5	5.6	18.5	92	18	109	0.62	2012	2012	1604	54.66	1.4214	1.03	52.31	2.65	0.93	no	0.4405	0.300	0.41	2.0	2.40	27	0.155	4.52	12	18	no	zero	0.00
218.3	5.7	18.7	92	18	109	0.61	2030	2030	1612	59.72	1.1877	1.03	56.89	2.02	0.92	no	0.4419	0.300	0.41	2.0	2.30	23	0.161	4.57	12	17	no	zero	0.00
218.1	5.7	18.9	92	18	109	0.60	2048	2048	1620	62.02	0.8946	1.02	58.78	1.47	0.92	no	0.4433	0.248	0.33	2.0	2.19	20	0.167	4.61	13	17	no	zero	0.00
218.0	5.8	19.0	92	18	109	0.59	2066	2066	1627	65.1	0.6809	1.01	61.41	1.06	0.92	no	0.4446	0.230	0.31	2.0	2.09	17	0.173	4.65	13	18	no	zero	0.00
217.8	5.8	19.2	92	18	109	0.59	2084	2084	1635	65	0.6755	1.01	60.99	1.06	0.92	no	0.4459	0.230	0.31	2.0	2.09	17	0.173	4.65	13	18	no	zero	0.00
217.6	5.9	19.4	92	18	109	0.60	2101	2101	1642	60.21	0.8825	1.00	56.14	1.49	0.92	no	0.4472	0.248	0.33	2.0	2.21	20	0.166	4.61	12	17	no	zero	0.00
217.5	5.9	19.5	92	18	109	0.64	2119	2119	1650	50.33	1.1735	1.00	46.52	2.38	0.92	no	0.4485	0.295	0.40	2.0	2.41	28	0.154	4.51	10	15	no	zero	0.00
217.3	6.0	19.7	92	18	109	0.63	2137	2137	1657	52.95	1.3203	0.99	48.73	2.54	0.92	no	0.4498	0.295	0.40	2.0	2.41	28	0.154	4.51	11	16	no	zero	0.00
217.2	6.0	19.8	92	18	109	0.61	2155	2155	1665	59.24	1.1904	0.99	54.36	2.05	0.92	no	0.4510	0.300	0.41	2.0	2.31	24	0.160	4.56	12	17	no	zero	0.00
217.0	6.1	20.0	92	18	109	0.58	2173	2173	1673	68.5	0.6779	0.99	62.74	1.01	0.92	no	0.4522	0.230	0.31	2.0	2.07	16	0.174	4.66	13	18	no	zero	0.00
216.8	6.1	20.2	92	18	109	0.56	2190	2190	1680	74.94	0.6247	0.98	68.45	0.85	0.92	no	0.4534	0.208	0.28	2.0	2.00	14	0.177	4.69	15	17	no	zero	0.00
216.7	6.2	20.3	92	18	109	0.58	2208	2208	1688	68.83	0.978	0.98	62.45	1.44	0.92	no	0.4546	0.255	0.34	2.0	2.17	19	0.169	4.62	14	19	no	zero	0.00
216.5	6.2	20.5	92	18	109	0.60	2226	2226	1695	61.92	1.5313	0.97	55.75	2.52	0.91	no	0.4557	0.300	0.41	2.0	2.37	26	0.157	4.53	12	18	no	zero	0.00
216.3	6.3	20.7	92	18	109	0.58	2244	2244	1703	67.82	1.8281	0.97	60.92	2.74	0.91	no	0.4569	0.300	0.41	2.0	2.36	26	0.157	4.54	13	19	no	zero	0.00
216.2	6.3	20.8	92	18	109	0.56	2262	2262	1710	73.95	1.5123	0.96	66.29	2.08	0.91	no	0.4580	0.300	0.41	2.0	2.25	22	0.164	4.59	14	19	no	zero	0.00
216.0	6.4	21.0	92	18	109	0.55	2279	2279	1718	80.12	0.7952	0.96	71.67	1.01	0.91	no	0.4591	0.260	0.35	2.0	2.03	15	0.176	4.68	15	17	no	zero	0.00
215.8	6.4	21.2	92	18	109	0.54	2297	2297	1726	83.71	0.407	0.96	74.65	0.49	0.91	no	0.4602	0.160	0.22	2.0	1.84	10	0.184	4.73	16	17	no	zero	0.00
215.7	6.5	21.3	92	18	109	0.52	2315	2315	1733	89.83	0.3251	0.95	79.96	0.37	0.91	no	0.4613	0.140	0.19	2.0	1.75	8	0.187	4.75	17	18	no	zero	0.00
215.5	6.5	21.5	92	18	109	0.51	2333	2333	1741	93.22	0.3152	0.95	82.74	0.34	0.91	no	0.4623	0.147	0.20	2.0	1.73	8	0.187	4.76	17	18	no	zero	0.00
215.3	6.6	21.7	92	18	109	0.51	2351	2351	1748	95.52	0.362	0.95	84.51	0.38	0.91	no	0.4633	0.157	0.21	2.0	1.74	8	0.187	4.76	18	19	no	zero	0.00
215.2	6.6	21.8	92	18	109	0.50	2369	2369	1756	98.92	0.4098	0.95	87.29	0.42	0.91	no	0.4644	0.167	0.23	2.0	1.75	8	0.187	4.75	18	19	no	zero	0.00
215.0	6.7	22.0	92	18	109	0.49	2386	2386	1763	104.99	0.4385	0.94	92.51	0.42	0.91	no	0.4653	0.183	0.25	2.0	1.73	8	0.187	4.76	19	20	no	zero	0.00
214.9	6.7	22.1	92	18	109	0.48	2404	2404	1771	109.65	0.4513	0.94	96.42	0.42	0.90	no	0.4663	0.183	0.25	2.0	1.71	7	0.188	4.76	20	21	no	zero	0.00
214.7	6.8	22.3	92	18	109	0.46	2422	2422	1779	117.6	0.4514	0.94	103.34	0.39	0.90	no	0.4673	0.190	0.26	2.0	1.67	6	0.189	4.77	22	23	no	zero	0.00
214.5	6.8	22.5	92	18	109	0.45	2440	2440	1786	122.72	0.4586	0.94	107.67	0.38	0.90	no	0.4682	0.190	0.26	2.0	1.64	6	0.190	4.78	23	24	no	zero	0.00
214.4	6.9	22.6	92	18	109	0.45	2458	2458	1794	124.68	0.4695	0.94	109.10	0.38	0.90	no	0.4692	0.190	0.26	2.0	1.64	6	0.190	4.78	23	24	no	zero	0.00
214.2	6.9	22.8	92	18	109	0.45	2475	2475	1801	124.03	0.4964	0.93	108.14	0.40	0.90	no	0.4701	0.200	0.27	2.0	1.66	6	0.190	4.77	23	24	no	zero	0.00
214.0	7.0	23.0	92	18	109	0.45	2493	2493	1809	121.54	0.4291	0.93	105.52	0.36	0.90	no	0.4710	0.190	0.26	2.0	1.64	6	0.190	4.78	22	23	no	zero	0.00
213.9	7.0	23.1	92	18	109	0.47	2511	2511	1816	115.38	0.4057	0.92	99.58	0.36	0.90	no	0.4719	0.173	0.23	2.0	1.66	6	0.189	4.77	21	22	no	zero	0.00

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	ε		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0					(in)	(in)
213.7	7.1	23.3	92	18	109	0.46	2529	2529	1824	116.85	0.4122	0.92	100.58	0.36	0.90	no	0.4727	0.190	0.26	2.0	1.66	6	0.190	4.77	21	22	no	zero	0.00
213.5	7.1	23.5	92	18	109	0.46	2547	2547	1832	118.29	0.466	0.92	101.55	0.40	0.90	no	0.4736	0.190	0.26	2.0	1.68	7	0.189	4.77	21	22	no	zero	0.00
213.4	7.2	23.6	92	18	109	0.46	2564	2564	1839	120.6	0.5842	0.92	103.30	0.49	0.90	no	0.4744	0.210	0.28	2.0	1.72	7	0.188	4.76	22	23	no	zero	0.00
213.2	7.2	23.8	92	18	109	0.46	2582	2582	1847	119.79	0.7512	0.91	102.24	0.63	0.90	no	0.4753	0.230	0.31	2.0	1.78	9	0.186	4.75	22	23	no	zero	0.00
213.0	7.3	24.0	92	18	109	0.46	2600	2600	1854	119.32	0.9459	0.91	101.48	0.80	0.89	no	0.4761	0.250	0.34	2.0	1.85	10	0.183	4.73	21	23	no	zero	0.00
212.9	7.3	24.1	92	18	109	0.45	2618	2618	1862	121.61	0.9921	0.91	103.22	0.82	0.89	no	0.4769	0.250	0.34	2.0	1.85	10	0.183	4.73	22	24	no	zero	0.00
212.7	7.4	24.3	92	18	109	0.44	2636	2636	1869	128.97	0.9029	0.91	109.52	0.71	0.89	no	0.4777	0.240	0.32	2.0	1.79	9	0.185	4.74	23	24	no	zero	0.00
212.6	7.4	24.4	92	18	109	0.43	2653	2653	1877	134.48	0.7834	0.91	114.16	0.59	0.89	no	0.4784	0.225	0.30	2.0	1.72	8	0.187	4.76	24	25	no	zero	0.00
212.4	7.5	24.6	92	18	109	0.42	2671	2671	1885	139.65	0.7379	0.91	118.50	0.53	0.89	no	0.4792	0.217	0.29	2.0	1.69	7	0.189	4.77	25	26	no	zero	0.00
212.2	7.5	24.8	92	18	109	0.42	2689	2689	1892	142.97	0.7692	0.91	121.16	0.54	0.89	no	0.4799	0.223	0.30	2.0	1.68	7	0.189	4.77	25	26	no	zero	0.00
212.1	7.6	24.9	92	18	109	0.40	2707	2707	1900	149.04	0.7433	0.91	126.32	0.50	0.89	no	0.4806	0.223	0.30	2.0	1.65	6	0.190	4.77	26	27	no	zero	0.00
211.9	7.6	25.1	92	18	109	0.40	2725	2725	1907	152.44	0.7379	0.90	129.06	0.49	0.89	no	0.4814	0.223	0.30	2.0	1.64	6	0.190	4.78	27	28	no	zero	0.00
211.7	7.7	25.3	92	18	109	0.40	2742	2742	1915	153.09	0.6877	0.90	129.30	0.45	0.89	no	0.4821	0.223	0.30	2.0	1.62	6	0.191	4.78	27	28	no	zero	0.00
211.6	7.7	25.4	92	18	109	0.41	2760	2760	1922	146.74	0.6633	0.90	123.22	0.46	0.89	no	0.4827	0.223	0.30	2.0	1.64	6	0.190	4.78	26	27	no	zero	0.00
211.4	7.8	25.6	92	18	109	0.42	2778	2778	1930	140.86	0.6537	0.89	117.60	0.47	0.88	no	0.4834	0.217	0.29	2.0	1.66	6	0.189	4.77	25	26	no	zero	0.00
211.2	7.8	25.8	92	18	109	0.42	2796	2796	1938	138.7	0.691	0.89	115.34	0.50	0.88	no	0.4841	0.217	0.29	2.0	1.68	7	0.189	4.77	24	25	no	zero	0.00
211.1	7.9	25.9	92	18	109	0.41	2814	2814	1945	145.22	0.6767	0.89	120.87	0.47	0.88	no	0.4847	0.223	0.30	2.0	1.65	6	0.190	4.77	25	26	no	zero	0.00
210.9	7.9	26.1	92	18	109	0.40	2832	2832	1953	153.1	0.7251	0.89	127.64	0.48	0.88	no	0.4854	0.223	0.30	2.0	1.63	6	0.190	4.78	27	28	no	zero	0.00
210.8	8.0	26.2	92	18	109	0.38	2849	2849	1960	164.65	0.8116	0.89	137.75	0.50	0.88	no	0.4860	0.230	0.31	2.0	1.62	6	0.191	4.78	29	30	no	zero	0.00
210.6	8.0	26.4	92	18	109	0.37	2867	2867	1968	173.67	0.8382	0.89	145.61	0.49	0.88	no	0.4866	0.237	0.32	2.0	1.59	5	0.191	4.79	30	31	no	zero	0.00
210.4	8.1	26.6	92	18	109	0.36	2885	2885	1975	175.42	0.8145	0.89	146.87	0.47	0.88	no	0.4872	0.237	0.32	2.0	1.58	5	0.192	4.79	31	32	no	zero	0.00
210.3	8.1	26.7	92	18	109	0.37	2903	2903	1983	169.53	0.7642	0.89	141.18	0.45	0.88	no	0.4878	0.237	0.32	2.0	1.59	5	0.192	4.79	29	30	no	zero	0.00
210.1	8.2	26.9	92	18	109	0.38	2921	2921	1991	161.59	0.6899	0.88	133.67	0.43	0.88	no	0.4883	0.220	0.30	2.0	1.59	5	0.191	4.79	28	29	no	zero	0.00
209.9	8.2	27.1	92	18	109	0.39	2938	2938	1998	156.19	0.6698	0.88	128.50	0.43	0.88	no	0.4889	0.213	0.29	2.0	1.61	5	0.191	4.78	27	28	no	zero	0.00
209.8	8.3	27.2	92	18	109	0.40	2956	2956	2006	152.67	0.647	0.88	125.03	0.43	0.87	no	0.4895	0.213	0.29	2.0	1.62	6	0.191	4.78	26	27	no	zero	0.00
209.6	8.3	27.4	92	18	109	0.40	2974	2974	2013	150.47	0.649	0.87	122.76	0.44	0.87	no	0.4900	0.213	0.29	2.0	1.63	6	0.190	4.78	26	27	no	zero	0.00
209.4	8.4	27.6	92	18	109	0.40	2992	2992	2021	153.54	0.5837	0.87	125.20	0.38	0.87	no	0.4905	0.207	0.28	2.0	1.59	5	0.191	4.79	26	27	no	zero	0.00
209.3	8.4	27.7	92	18	109	0.39	3010	3010	2028	157.59	0.6069	0.87	128.51	0.39	0.87	no	0.4910	0.207	0.28	2.0	1.58	5	0.192	4.79	27	28	no	zero	0.00
209.1	8.5	27.9	92	18	109	0.39	3027	3027	2036	157.76	0.6637	0.87	128.36	0.42	0.87	no	0.4915	0.213	0.29	2.0	1.60	5	0.191	4.78	27	28	no	zero	0.00
208.9	8.5	28.1	92	18	109	0.39	3045	3045	2044	155.75	0.8328	0.87	126.27	0.54	0.87	no	0.4920	0.223	0.30	2.0	1.67	7	0.189	4.77	26	27	no	zero	0.00
208.8	8.6	28.2	92	18	109	0.40	3063	3063	2051	150.57	0.9344	0.86	121.36	0.63	0.87	no	0.4925	0.237	0.32	2.0	1.72	7	0.188	4.76	25	26	no	zero	0.00
208.6	8.6	28.4	92	18	109	0.40	3081	3081	2059	149.35	1.0096	0.86	119.99	0.68	0.87	no	0.4930	0.235	0.32	2.0	1.75	8	0.187	4.75	25	26	no	zero	0.00
208.5	8.7	28.5	92	18	109	0.41	3099	3099	2066	143.92	1.0214	0.85	114.91	0.72	0.87	no	0.4935	0.243	0.33	2.0	1.77	9	0.186	4.75	24	25	no	zero	0.00
208.3	8.7	28.7	92	18	109	0.42	3116	3116	2074	139.9	0.9934	0.85	111.10	0.72	0.87	no	0.4939	0.243	0.33	2.0	1.79	9	0.185	4.75	23	24	no	zero	0.00
208.1	8.8	28.9	92	18	109	0.41	3134	3134	2082	143.16	0.8878	0.85	113.68	0.63	0.86	no	0.4943	0.233	0.32	2.0	1.74	8	0.187	4.76	24	25	no	zero	0.00
208.0	8.8	29.0	92	18	109	0.40	3152	3152	2089	149.67	0.8183	0.85	119.14	0.55	0.86	no	0.4948	0.225	0.30	2.0	1.69	7	0.188	4.77	25	26	no	zero	0.00
207.8	8.9	29.2	92	18	109	0.40	3170	3170	2097	151.71	0.8368	0.85	120.66	0.56	0.86	no	0.4952	0.230	0.31	2.0	1.69	7	0.189	4.77	25	26	no	zero	0.00
207.6	8.9	29.4	92	18	109	0.40	3188	3188	2104	149.74	0.9623	0.85	118.65	0.65	0.86	no	0.4956	0.233	0.32	2.0	1.74	8	0.187	4.76	25	26	no	zero	0.00
207.5	9.0	29.5	92	18	109	0.41	3206	3206	2112	147.69	1.0808	0.84	116.57	0.74	0.86	no	0.4960	0.243	0.33	2.0	1.78	9	0.186	4.75	25	26	no	zero	0.00
207.3	9.0	29.7	92	18	109	0.41	3223	3223	2119	145.55	1.1153	0.84	114.43	0.77	0.86	no	0.4964	0.243	0.33	2.0	1.80	9	0.185	4.74	24	25	no	zero	0.00
207.1	9.1	29.9	92	18	109	0.42	3241	3241	2127	141.27	1.2829	0.84	110.42	0.92	0.86	no	0.4968	0.263	0.36	2.0	1.85	10	0.183	4.73	23	25	no	zero	0.00
207.0	9.1	30.0	92	18	109	0.45	3259	3259	2135	125.4	1.9414	0.82	96.45	1.57	0.86	no	0.4972	0.283	0.38	2.0	2.05	15	0.175	4.67	21	27	no	zero	0.00
206.8	9.2	30.2	92	18	109	0.55	3277	3277	2142	78.24	2.5789	0.79	56.89	3.37	0.86	no	0.4975	0.300	0.41	2.0	2.45	29	0.151	4.49	13	19	no	zero	0.00
206.7	9.2	30.3	92	18	109	0.60	3295	3295	2150	62.6	2.8391	0.77	44.25	4.66	0.86	no	0.4979	0.290	0.39	2.0	2.63	38	0.138	4.38	10	17	no	zero	0.00
206.5	9.3	30.5	92	18	109	0.61	3312	3312	2157	58.08	2.5838	0.76	40.56	4.58	0.85	no	0.4982	0.290	0.39	2.0	2.65	39	0.136	4.36	9	16	no	zero	0.00
206.3	9.3	30.7	92	18	109	0.55	3330	3330	2165	78.41	2.4681	0.78	56.51	3.22	0.85	no	0.4985	0.300	0.41	2.0	2.44	29	0.152	4.50	13	19	no	zero	0.00
206.2	9.4	30.8	92	18	109	0.55	3348	3348	2172	79.28	2.3731	0.78	57.03	3.06	0.85	no	0.4989	0.300	0.41	2.0	2.42	28	0.154	4.51	13	19	no	zero	0.00
206.0	9.4	31.0	92	18	109	0.62	3366	3366	2180	55.92	2.2969	0.75	38.48	4.23	0.85	no	0.4992	0.285	0.38	2.0	2.64	38	0.137	4.37	9	16	no	zero	0.00
205.8	9.5	31.2	92	18	109	0.66	3384	3384	2188	43.59	1.9543	0.73	29.00	4.66	0.85	no	0.4995	0.274	0.37	2.0	2.76	45	0.127	4.28	7	13	no	zero	0.00
205.7	9.5	31.3	92	18	109	0.68	3401	3401	2195	39.37	1.4702	0.72	25.76	3.90	0.85	no	0.4998	0.274	0.37	2.0	2.74	44	0.128	4.29	6	12	no	zero	0.00
205.5	9.6	31.5	92	18	109	0.68	3419	3419	2203	39.77	1.2951	0.72	25.96	3.40	0.85	no	0.5001	0.274	0.37	2.0	2.70	42	0.132	4.32	6	12	no	zero	0.00
205.3	9.6	31.7	92	18	109	0.68	3437	3437	2210	40.41	1.4496	0.72	26.33	3.75	0.85	no	0.5004	0.274	0.37	2.0	2.72	43	0.130	4.30	6	12	no	zero	0.00
205.2	9.7	31.8	92	18	109	0.67	3455	3455	2218	40.97	1.5585	0.72	26.65	3.97	0.85	no	0.5006	0.274	0.37	2.0	2.74	43	0.128	4.29	6	12	no	zero	0.00
205.0	9.7	32.0	92	18	109	0.63	3473	3473	2225	53.7	1.4838	0.73	36.03	2.86	0.85	no	0.5009	0.285	0.38	2.0	2.54	34	0.144	4.43	8	14	no	zero	0.00
204.8	9.8	32.2	92	18	109	0.63	3490	3481	2233	51.01	1.5996	0.73	33.94	3.25	0.84	no	0.5012	0.280	0.38	2.0	2.60	36	0.140	4.40	8	14	no	zero	0.00
204.7	9.8	32.3	92	18	109	0.67	3508	3489	2241	41.13	1.3583	0.71	26.57	3.45	0.84	no	0.5014	0.274	0.37	2.0	2.70	41	0.132	4.32	6	12	no	zero	0.00
204.5	9.9	32.5	92	18	109	0.68	3526	3496	2248	39.62	1.2446	0.71	25.43	3.29	0.84	no	0.5016	0.274	0.37	2.0	2.70	41	0.132	4.32	6	12	no	zero	0.00
204.4	9.9	32.6	92	18	109	0.58	3544	3504	2256	66.51	1.1038	0.75	45.58	1.71	0.84	yes	0.5019	0.253	0.34	0.7	2.32	24	0.160	4.56	10	14	0.020	0.04	0.04
204.2	10.0	32.8	92	18	109	0.46	3562	3511	2263	117.58	1.0856	0.79	86.62	0.94	0.84	yes	0.5021	0.247	0.33	0.7	1.94	12	0.180	4.70	18	20	0.015	0.03	0.07
204.0	10.0	33.0	92	18	109	0.43	3579	3519	2271	135.12	0.8263	0.80	101.31	0.62	0.84	yes	0.5023	0.230	0.31	0.6	1.78	9	0.186	4.75	21	22	0.015	0.03	0.10
203.9	10.1	33.1	92	18	109	0.42	3597	3526	2278	141.72	0.7246	0.81	106.85	0.52	0.84	yes	0.5025	0.210	0.28	0.6	1.72	7	0.188	4.76	22	23	0.015	0.03	0.13
203.7	10.1	33.3	92	18	109	0.42	3615	3534	2286	141.85	0.8222	0.81	106.86	0.59	0.84	yes	0.5027	0.220	0.30	0.6	1.75	8	0.187	4.75	22	23	0.015	0.03	0.16
203.5	10.2	33.5	92	18	109	0.42	3633	3542	2294	138.73	0.9512	0.80	104.09	0.69	0.84	yes	0.5029	0.230	0.31	0.6	1.80	9	0.185	4.74	22	23	0.015	0.03	0.19
203.4	10.2	33.6	92	18	109	0.42	3651	3549	2301	142.01	1.0175	0.81	106.79	0.73	0.84	yes	0.5031	0.240	0.32	0.6	1.80	9	0.185	4.74	23	24	0.015	0.03	0.22
203.2	10.3	33.8	92	18	109	0.43	3669	3557	2309	133.65	1.3468	0.80	99.57	1.02	0.83	yes	0.5033	0.273	0.37	0.7	1.92	12	0.180	4.71	21	23	0.015	0.03	0.25
203.0	10.3	34.0	92	18	109	0.45	3686	3564	2316	120.93	1.6597	0.79	88.77	1.39	0.83	yes	0.5034	0.273	0.37	0.7	2.04	15	0.175	4.67	19	25	0.010	0.02	0.27
202.9	10.4	34.1	92	18	109	0.46	3704	3572	2324	119.69	1.7537	0.79	87.64	1.49	0.83	yes	0.5036	0.277	0.37	0.7	2.07	16	0.174	4.66	19	24	0.015	0.03	0.30
202.7	10.4	34.3	92	18	109	0.44	3722	3579	2331	131.33	1.47	0.80	97.31	1.14	0.83	yes	0.5038	0.273	0.37	0.7	1.95	13	0.179	4.70	21	23	0.015	0.03	0.32
202.6	10.5	34.4	92	18	109	0.42	3740	3587	2339	141.97	0.8703	0.80	106.25	0.62	0.83	yes	0.5039	0.230	0.31	0.6	1.76	8	0.186	4.75	22	23	0.015	0.03	0.35
202.4	10.5	34.6	92	18	109	0.40	3758	3595	2347	150.82	0.5405	0.81	113.75	0.36	0.83	yes	0.5041	0.198	0.27	0.5	1.61	6	0.191	4.78	24	25	0.015	0.03	0.38
202.2	10.6	34.8	92	18	109	0.40	3775	3602	2354	150.02	0.5802	0.81	112.95	0.39	0.83	yes	0.5042	0.198	0.27	0.5	1.63	6	0.190	4.78	24	25	0.015	0.03	0.41
202.1	10.6	34.9	92	18	109	0.40	3793	3610	2362	150.22	0.4344	0.81	113.02	0.29	0.83	yes	0.5043	0.188	0.25	0.5	1.57	5	0.192	4.79	24	24	0.015	0.03	0.44
201.9	10.7	35.1	92	18	109	0.39	3811	3617	2369	155.53	0.8307	0.81	117.51	0.54	0.83	yes	0.5044	0.217	0.29	0.6	1.69	7	0.188	4.77	25	26	0.010	0.02	0.46
201.7	10.7	35.3	92	18	109	0.38	3829	3625	2377	164.06	1.2957	0.81	124.82	0.80	0.83	yes	0.5045	0.247	0.33	0.7	1.77	9	0.186	4.75	26	27	0.010	0.02	0.48
201.6	10.8	35.4	92	18	109	0.39	3847	3632	2384	160.83	2.3559	0.81	121.90	1.48	0.82	yes	0.5047	0.300	0.41	0.8	1.96	13	0.179	4.70	26	28	0.010	0.02	0.50
201.4	10.8	35.6	92	18	109	0.50	3864	3640	2392	97.35	3.4388	0.76	68.60	3.60	0.82	no	0.5048	0.300	0.41	2.0	2.41	28	0.154	4.51	15	21	no	zero	0.50

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	ε		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0					(in)	(in)
201.2	10.9	35.8	92	18	109	0.57	3882	3648	2400	72.13	2.8862	0.73	48.70	4.11	0.82	no	0.5048	0.295	0.40	2.0	2.56	34	0.143	4.42	11	17	no	zero	0.50
201.1	10.9	35.9	92	18	109	0.62	3900	3655	2407	53.96	2.7626	0.71	34.94	5.31	0.82	no	0.5049	0.280	0.38	2.0	2.74	43	0.128	4.29	8	15	no	zero	0.50
200.9	11.0	36.1	92	18	109	0.55	3918	3663	2415	79.91	2.3244	0.74	54.58	2.98	0.82	no	0.5050	0.300	0.41	2.0	2.42	28	0.153	4.50	12	18	no	zero	0.50
200.7	11.0	36.3	92	18	109	0.51	3936	3670	2422	96.78	2.2052	0.76	67.83	2.33	0.82	no	0.5051	0.300	0.41	2.0	2.28	23	0.162	4.58	15	20	no	zero	0.50
200.6	11.1	36.4	92	18	109	0.46	3953	3678	2430	117.08	2.096	0.77	84.23	1.82	0.82	yes	0.5052	0.298	0.40	0.8	2.14	18	0.170	4.64	18	23	0.015	0.03	0.53
200.4	11.1	36.6	92	18	109	0.43	3971	3685	2437	137.17	1.8612	0.79	100.91	1.38	0.82	yes	0.5052	0.280	0.38	0.7	2.00	14	0.177	4.69	22	24	0.015	0.03	0.56
200.3	11.2	36.7	92	18	109	0.40	3989	3693	2445	152.93	1.5319	0.80	114.24	1.01	0.82	yes	0.5053	0.283	0.38	0.8	1.87	11	0.182	4.72	24	26	0.010	0.02	0.58
200.1	11.2	36.9	92	18	109	0.38	4007	3701	2453	166.1	1.4132	0.81	125.55	0.86	0.81	yes	0.5053	0.263	0.36	0.7	1.79	9	0.185	4.74	26	27	0.010	0.02	0.60
199.9	11.3	37.1	92	18	109	0.41	4025	3708	2460	145.12	1.8178	0.79	107.36	1.27	0.81	yes	0.5054	0.280	0.38	0.7	1.96	13	0.179	4.70	23	25	0.015	0.03	0.63
199.8	11.3	37.2	92	18	109	0.53	4043	3716	2468	86.45	2.6433	0.74	59.21	3.13	0.81	no	0.5054	0.300	0.41	2.0	2.41	28	0.154	4.51	13	19	no	zero	0.63
199.6	11.4	37.4	92	18	109	0.61	4060	3723	2475	59.31	2.2701	0.71	38.43	3.96	0.81	no	0.5054	0.285	0.38	2.0	2.62	37	0.138	4.38	9	16	no	zero	0.63
199.4	11.4	37.6	92	18	109	0.66	4078	3731	2483	43.42	1.0462	0.69	26.83	2.53	0.81	no	0.5055	0.274	0.37	2.0	2.61	37	0.139	4.39	6	12	no	zero	0.63
199.3	11.5	37.7	92	18	109	0.73	4096	3738	2490	29.82	1.0139	0.66	17.35	3.65	0.81	no	0.5055	0.257	0.35	2.0	2.86	50	0.117	4.19	4	9	no	zero	0.63
199.1	11.5	37.9	92	18	109	0.69	4114	3746	2498	37.08	0.9114	0.67	22.30	2.60	0.81	no	0.5055	0.269	0.36	2.0	2.68	40	0.133	4.34	5	11	no	zero	0.63
198.9	11.6	38.1	92	18	109	0.67	4132	3754	2506	42.01	0.5685	0.68	25.71	1.42	0.81	yes	0.5055	0.196	0.26	0.5	2.48	31	0.149	4.47	6	11	0.025	0.05	0.68
198.8	11.6	38.2	92	18	109	0.74	4149	3761	2513	28.37	0.5306	0.66	16.28	2.02	0.81	no	0.5055	0.257	0.35	2.0	2.73	43	0.129	4.30	4	9	no	zero	0.68
198.6	11.7	38.4	92	18	109	0.74	4167	3769	2521	28.16	0.6061	0.65	16.11	2.32	0.81	no	0.5055	0.257	0.35	2.0	2.76	45	0.126	4.27	4	9	no	zero	0.68
198.5	11.7	38.5	92	18	109	0.73	4185	3776	2528	29.03	0.876	0.65	16.66	3.25	0.80	no	0.5055	0.257	0.35	2.0	2.84	49	0.119	4.20	4	9	no	zero	0.68
198.3	11.8	38.7	92	18	109	0.71	4203	3784	2536	32.93	1.0051	0.66	19.27	3.26	0.80	no	0.5055	0.263	0.35	2.0	2.79	46	0.123	4.25	5	10	no	zero	0.68
198.1	11.8	38.9	92	18	109	0.70	4221	3791	2543	34.28	1.1045	0.66	20.15	3.43	0.80	no	0.5055	0.269	0.36	2.0	2.79	46	0.124	4.25	5	10	no	zero	0.68
198.0	11.9	39.0	92	18	109	0.71	4238	3799	2551	33.15	1.2186	0.66	19.35	3.93	0.80	no	0.5054	0.263	0.35	2.0	2.84	49	0.119	4.20	5	10	no	zero	0.68
197.8	11.9	39.2	92	18	109	0.71	4256	3807	2559	33.18	1.3868	0.66	19.34	4.47	0.80	no	0.5054	0.263	0.35	2.0	2.87	51	0.115	4.17	5	10	no	zero	0.68
197.6	12.0	39.4	92	18	109	0.69	4274	3814	2566	36.83	1.7031	0.67	21.80	4.91	0.80	no	0.5054	0.269	0.36	2.0	2.86	51	0.116	4.18	5	11	no	zero	0.68
197.5	12.0	39.5	92	18	109	0.67	4292	3822	2574	41.54	1.9983	0.67	25.02	5.07	0.80	no	0.5053	0.274	0.37	2.0	2.83	49	0.120	4.21	6	12	no	zero	0.68
197.3	12.1	39.7	92	18	109	0.65	4310	3829	2581	47.71	2.2095	0.68	29.33	4.85	0.80	no	0.5053	0.274	0.37	2.0	2.76	45	0.126	4.27	7	13	no	zero	0.68
197.1	12.1	39.9	92	18	109	0.62	4327	3837	2589	56.26	2.4261	0.69	35.42	4.48	0.80	no	0.5053	0.285	0.38	2.0	2.68	40	0.133	4.34	8	15	no	zero	0.68
197.0	12.2	40.0	92	18	109	0.59	4345	3844	2596	66.09	2.6118	0.71	42.59	4.09	0.80	no	0.5052	0.290	0.39	2.0	2.60	36	0.140	4.40	10	17	no	zero	0.68
196.8	12.2	40.2	92	18	109	0.57	4363	3852	2604	69.72	2.8298	0.71	45.24	4.19	0.79	no	0.5051	0.295	0.40	2.0	2.59	36	0.141	4.40	10	17	no	zero	0.68
196.6	12.3	40.4	92	18	109	0.60	4381	3860	2612	61.87	2.731	0.70	39.37	4.58	0.79	no	0.5051	0.285	0.38	2.0	2.66	39	0.135	4.36	9	16	no	zero	0.68
196.5	12.3	40.5	92	18	109	0.62	4399	3867	2619	55.97	2.7128	0.69	35.02	5.05	0.79	no	0.5050	0.285	0.38	2.0	2.72	43	0.130	4.30	8	15	no	zero	0.68
196.3	12.4	40.7	92	18	109	0.58	4416	3875	2627	69.01	2.8031	0.71	44.54	4.20	0.79	no	0.5049	0.290	0.39	2.0	2.59	36	0.141	4.40	10	17	no	zero	0.68
196.2	12.4	40.8	92	18	109	0.53	4434	3882	2634	86.11	2.5054	0.72	57.45	2.99	0.79	no	0.5049	0.300	0.41	2.0	2.41	28	0.154	4.51	13	19	no	zero	0.68
196.0	12.5	41.0	92	18	109	0.46	4452	3890	2642	117.55	1.3731	0.76	82.28	1.19	0.79	yes	0.5048	0.267	0.36	0.7	2.02	15	0.176	4.68	18	20	0.015	0.03	0.71
195.8	12.5	41.2	92	18	109	0.43	4470	3897	2649	133.95	1.1971	0.77	95.67	0.91	0.79	yes	0.5047	0.253	0.34	0.7	1.90	11	0.181	4.72	20	22	0.015	0.03	0.74
195.7	12.6	41.3	92	18	109	0.41	4488	3905	2657	144.52	1.2956	0.78	104.43	0.91	0.79	yes	0.5046	0.260	0.35	0.7	1.87	11	0.182	4.72	22	24	0.015	0.03	0.77
195.5	12.6	41.5	92	18	109	0.39	4506	3913	2665	157.23	1.5351	0.79	115.12	0.99	0.79	yes	0.5045	0.273	0.37	0.7	1.86	10	0.183	4.73	24	26	0.010	0.02	0.79
195.3	12.7	41.7	92	18	109	0.39	4523	3920	2672	157.63	1.6984	0.79	115.37	1.09	0.78	yes	0.5044	0.283	0.38	0.8	1.89	11	0.182	4.72	24	26	0.010	0.02	0.81
195.2	12.7	41.8	92	18	109	0.40	4541	3928	2680	154.96	2.0557	0.78	113.00	1.35	0.78	yes	0.5043	0.285	0.38	0.8	1.96	13	0.179	4.70	24	26	0.010	0.02	0.83
195.0	12.8	42.0	92	18	109	0.40	4559	3935	2687	154.46	2.3527	0.78	112.48	1.55	0.78	yes	0.5042	0.295	0.40	0.8	2.00	14	0.177	4.68	24	26	0.010	0.02	0.85
194.8	12.8	42.2	92	18	109	0.38	4577	3943	2695	166.87	2.2991	0.79	123.03	1.40	0.78	yes	0.5041	0.290	0.39	0.8	1.94	12	0.180	4.70	26	28	0.010	0.02	0.87
194.7	12.9	42.3	92	18	109	0.35	4595	3950	2702	183.41	1.9796	0.80	137.35	1.09	0.78	yes	0.5040	0.290	0.39	0.8	1.83	10	0.184	4.73	29	30	0.005	0.01	0.88
194.5	12.9	42.5	92	18	109	0.33	4612	3958	2710	199.27	1.7059	0.81	151.33	0.87	0.78	yes	0.5038	0.268	0.36	0.7	1.73	8	0.187	4.76	32	33	0.005	0.01	0.89
194.3	13.0	42.7	92	18	109	0.32	4630	3966	2718	210.06	1.7014	0.82	160.93	0.82	0.78	no	0.5037	0.270	0.36	2.0	1.70	7	0.188	4.76	34	35	no	zero	0.89
194.2	13.0	42.8	92	18	109	0.31	4648	3973	2725	213.68	1.7028	0.82	164.10	0.81	0.78	no	0.5036	0.270	0.36	2.0	1.69	7	0.189	4.77	34	35	no	zero	0.89
194.0	13.1	43.0	92	18	109	0.31	4666	3981	2733	214.08	1.5349	0.82	164.36	0.72	0.78	no	0.5035	0.260	0.35	2.0	1.66	6	0.190	4.77	34	35	no	zero	0.89
193.9	13.1	43.1	92	18	109	0.31	4684	3988	2740	214.55	1.2742	0.82	164.68	0.60	0.78	no	0.5033	0.250	0.34	2.0	1.60	5	0.191	4.78	34	35	no	zero	0.89
193.7	13.2	43.3	92	18	109	0.31	4701	3996	2748	218.62	1.3709	0.82	168.28	0.63	0.77	no	0.5032	0.250	0.34	2.0	1.61	6	0.191	4.78	35	36	no	zero	0.89
193.5	13.2	43.5	92	18	109	0.31	4719	4003	2755	218.52	1.5852	0.82	168.09	0.73	0.77	no	0.5030	0.260	0.35	2.0	1.65	6	0.190	4.77	35	36	no	zero	0.89
193.4	13.3	43.6	92	18	109	0.32	4737	4011	2763	209.21	0.9731	0.82	159.54	0.47	0.77	yes	0.5029	0.243	0.33	0.7	1.55	5	0.192	4.79	33	33	0.005	0.01	0.90
193.2	13.3	43.8	92	18	109	0.34	4755	4019	2771	191.95	1.1671	0.80	144.00	0.62	0.77	yes	0.5027	0.243	0.33	0.7	1.66	6	0.190	4.77	30	31	0.005	0.01	0.91
193.0	13.4	44.0	92	18	109	0.35	4773	4026	2778	181.84	1.6954	0.80	134.99	0.94	0.77	yes	0.5026	0.270	0.36	0.7	1.80	9	0.185	4.74	28	29	0.010	0.02	0.93
192.9	13.4	44.1	92	18	109	0.39	4790	4034	2786	158.43	2.3211	0.78	114.67	1.49	0.77	yes	0.5024	0.295	0.40	0.8	1.98	13	0.178	4.69	24	26	0.010	0.02	0.94
192.7	13.5	44.3	92	18	109	0.52	4808	4041	2793	91.97	2.975	0.72	60.59	3.32	0.77	no	0.5023	0.300	0.41	2.0	2.42	28	0.153	4.50	13	19	no	zero	0.94
192.5	13.5	44.5	92	18	109	0.61	4826	4049	2801	57.93	2.5645	0.67	35.30	4.62	0.77	no	0.5021	0.285	0.38	2.0	2.69	41	0.132	4.33	8	15	no	zero	0.94
192.4	13.6	44.6	92	18	109	0.68	4844	4056	2808	40.69	2.1617	0.64	23.30	5.65	0.77	no	0.5019	0.269	0.36	2.0	2.88	52	0.114	4.16	6	12	no	zero	0.94
192.2	13.6	44.8	92	18	109	0.66	4862	4064	2816	44.11	1.8599	0.65	25.58	4.46	0.77	no	0.5017	0.274	0.37	2.0	2.78	46	0.124	4.25	6	12	no	zero	0.94
192.1	13.7	44.9	92	18	109	0.66	4880	4072	2824	43.54	1.0931	0.65	25.16	2.66	0.76	no	0.5016	0.274	0.37	2.0	2.64	39	0.136	4.36	6	12	no	zero	0.94
191.9	13.7	45.1	92	18	109	0.72	4897	4079	2831	31.83	1.5421	0.62	17.34	5.25	0.76	no	0.5014	0.257	0.35	2.0	2.96	57	0.107	4.08	4	9	no	zero	0.94
191.7	13.8	45.3	92	18	109	0.68	4915	4087	2839	40.21	1.8931	0.64	22.84	5.01	0.76	no	0.5012	0.269	0.36	2.0	2.85	50	0.117	4.19	5	11	no	zero	0.94
191.6	13.8	45.4	92	18	109	0.52	4933	4094	2846	88.65	2.5371	0.71	57.61	2.94	0.76	no	0.5010	0.300	0.41	2.0	2.40	28	0.155	4.52	13	19	no	zero	0.94
191.4	13.9	45.6	92	18	109	0.39	4951	4102	2854	160.67	3.0094	0.77	115.77	1.90	0.76	yes	0.5008	0.319	0.43	0.9	2.06	16	0.174	4.67	25	31	0.005	0.01	0.95
191.2	13.9	45.8	92	18	109	0.31	4969	4109	2861	216.83	2.8806	0.82	165.12	1.34	0.76	no	0.5006	0.310	0.42	2.0	1.84	10	0.184	4.73	35	36	no	zero	0.95
191.1	14.0	45.9	92	18	109	0.27	4986	4117	2869	245.91	2.514	0.83	191.80	1.03	0.76	no	0.5004	0.300	0.41	2.0	1.71	7	0.188	4.76	40	41	no	zero	0.95
190.9	14.0	46.1	92	18	109	0.26	5004	4125	2877	256.68	2.3722	0.84	201.80	0.93	0.76	no	0.5002	0.280	0.38	2.0	1.67	6	0.189	4.77	42	43	no	zero	0.95
190.7	14.1	46.3	92	18	109	0.26	5022	4132	2884	253.45	2.2452	0.84	198.66	0.89	0.76	no	0.5000	0.270	0.36	2.0	1.66	6	0.190	4.77	42	43	no	zero	0.95
190.6	14.1	46.4	92	18	109	0.28	5040	4140	2892	242.88	2.5426	0.83	188.66	1.06	0.76	no	0.4998	0.300	0.41	2.0	1.72	8	0.187	4.76	40	41	no	zero	0.95
190.4	14.2	46.6	92	18	109	0.31	5058	4147	2899	214.48	3.2332	0.81	162.49	1.53	0.75	no	0.4996	0.320	0.43	2.0	1.89	11	0.182	4.72	34	36	no	zero	0.95
190.2	14.2	46.8	92	18	109	0.32	5075	4155	2907	203.56	4.0682	0.80	152.57	2.02	0.75	no	0.4994	0.338	0.46	2.0	2.00	14	0.177	4.69	33	35	no	zero	0.95
190.1	14.3	46.9	92	18	109	0.32	5093	4162	2914	210.66	5.2637	0.81	158.84	2.53	0.75	no	0.4992	0.338	0.46	2.0	2.06	16	0.174	4.66	34	40	no	zero	0.95
189.9	14.3	47.1	92	18	109	0.30	5111	4170	2922	223.52	4.8103	0.82	170.41	2.18	0.75	no	0.4990	0.340	0.46	2.0	1.99	14	0.177	4.69	36	38	no	zero	0.95
189.8	14.4	47.2	92	18	109	0.30	5129	4178	2930	225.15	2.6605	0.82	171.80	1.20	0.75	no	0.4987	0.300	0.41	2.0	1.79	9	0.185	4.74	36	37	no	zero	0.95
189.6	14.4	47.4	92	18	109	0.44	5147	4185	2937	129.88	2.3218	0.74	89.23	1.82	0.75	yes	0.4985	0.298	0.40	0.8	2.12	17	0.171	4.64	19	25	0.010	0.02	0.97
189.4	14.5	47.6	92	18	109	0.57	5164	4193	2945	71.01	2.9162	0.68	43.77	4.26	0.75	no	0.4983	0.290	0.39	2.0	2.60	36	0.140	4.39	10	17	no	zero	0.97
189.3	14.5	47.7	92	18	109	0.60	5182	4200	2952	60.3	3.081	0.66	36.07	5.34	0.75	no	0.4981	0.285	0.38	2.0	2.73	43	0.129	4.30	8	15	no	zero	0.97
189.1	14.6	47.9	92	18	109	0.65	5200	4208	2960	46.02	2.7728	0.64	26.18	6.39	0.75	no	0.4978	0.274	0.37	2.0	2.88	52	0.114	4.16	6	12	no	zero	0.97
188.9	14.6	48.1	92	18	109	0.68	5218	4215	2967	40.41	2.2853	0.63	22.41	6.05	0.75	no	0.4976	0.269	0.36	2.0	2.92	54	0.111	4.13	5	11	no	zero	0.97

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	ε		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0					(in)	(in)
188.8	14.7	48.2	92	18	109	0.69	5236	4223	2975	37.8	1.5085	0.62	20.66	4.29	0.74	no	0.4974	0.269	0.36	2.0	2.84	49	0.118	4.20	5	10	no	zero	0.97
188.6	14.7	48.4	92	18	109	0.70	5253	4231	2983	34.89	1.211	0.62	18.75	3.75	0.74	no	0.4971	0.263	0.35	2.0	2.84	49	0.119	4.20	4	9	no	zero	0.97
188.4	14.8	48.6	92	18	109	0.70	5271	4238	2990	35.07	1.1754	0.61	18.84	3.62	0.74	no	0.4969	0.263	0.35	2.0	2.83	48	0.120	4.21	4	9	no	zero	0.97
188.3	14.8	48.7	92	18	109	0.70	5289	4246	2998	35.79	1.0079	0.62	19.27	3.04	0.74	no	0.4966	0.263	0.35	2.0	2.77	45	0.125	4.26	5	10	no	zero	0.97
188.1	14.9	48.9	92	18	109	0.70	5307	4253	3005	34.5	0.9646	0.61	18.41	3.03	0.74	no	0.4964	0.263	0.35	2.0	2.78	46	0.124	4.25	4	9	no	zero	0.97
188.0	14.9	49.0	92	18	109	0.72	5325	4261	3013	32.05	0.9947	0.61	16.83	3.38	0.74	no	0.4961	0.257	0.35	2.0	2.85	50	0.118	4.20	4	9	no	zero	0.97
187.8	15.0	49.2	92	18	109	0.71	5343	4268	3020	33.84	1.1224	0.61	17.93	3.60	0.74	no	0.4959	0.257	0.35	2.0	2.84	49	0.119	4.20	4	9	no	zero	0.97
187.6	15.0	49.4	92	18	109	0.70	5360	4276	3028	35.07	1.4062	0.61	18.69	4.34	0.74	no	0.4956	0.263	0.35	2.0	2.88	52	0.115	4.16	4	9	no	zero	0.97
187.5	15.1	49.5	92	18	109	0.69	5378	4284	3036	38.3	1.7931	0.62	20.74	5.04	0.74	no	0.4954	0.269	0.36	2.0	2.89	52	0.114	4.16	5	10	no	zero	0.97
187.3	15.1	49.7	92	18	109	0.67	5396	4291	3043	41.2	1.9071	0.62	22.60	4.95	0.74	no	0.4951	0.269	0.36	2.0	2.85	50	0.117	4.19	5	11	no	zero	0.97
187.1	15.2	49.9	92	18	109	0.69	5414	4299	3051	37.1	1.5934	0.61	19.91	4.63	0.73	no	0.4948	0.263	0.35	2.0	2.88	51	0.115	4.17	5	10	no	zero	0.97
187.0	15.2	50.0	92	18	109	0.72	5432	4306	3058	31.83	1.0553	0.60	16.53	3.62	0.73	no	0.4946	0.257	0.35	2.0	2.87	51	0.116	4.17	4	9	no	zero	0.97
186.8	15.3	50.2	92	18	109	0.73	5449	4314	3066	28.58	0.5542	0.59	14.48	2.14	0.73	no	0.4943	0.251	0.34	2.0	2.78	46	0.124	4.25	3	8	no	zero	0.97
186.6	15.3	50.4	92	18	109	0.74	5467	4321	3073	28.04	0.8204	0.59	14.12	3.24	0.73	no	0.4940	0.251	0.34	2.0	2.89	53	0.113	4.15	3	8	no	zero	0.97
186.5	15.4	50.5	92	18	109	0.70	5485	4329	3081	35.57	1.7337	0.61	18.81	5.28	0.73	no	0.4938	0.263	0.35	2.0	2.93	55	0.109	4.11	5	10	no	zero	0.97
186.3	15.4	50.7	92	18	109	0.60	5503	4337	3089	60.58	2.6257	0.65	35.47	4.54	0.73	no	0.4935	0.285	0.38	2.0	2.69	41	0.133	4.33	8	15	no	zero	0.97
186.1	15.5	50.9	92	18	109	0.51	5521	4344	3096	96.67	3.4678	0.70	61.69	3.69	0.73	no	0.4932	0.300	0.41	2.0	2.45	30	0.151	4.49	14	20	no	zero	0.97
186.0	15.5	51.0	92	18	109	0.42	5538	4352	3104	139.46	4.629	0.74	95.35	3.39	0.73	no	0.4930	0.320	0.43	2.0	2.30	23	0.161	4.57	21	27	no	zero	0.97
185.8	15.6	51.2	92	18	109	0.44	5556	4359	3111	131.27	4.6851	0.73	88.63	3.65	0.73	no	0.4927	0.310	0.42	2.0	2.34	25	0.158	4.55	19	26	no	zero	0.97
185.7	15.6	51.3	92	18	109	0.41	5574	4367	3119	148.78	4.8429	0.75	102.85	3.32	0.73	no	0.4924	0.330	0.45	2.0	2.27	22	0.163	4.58	22	28	no	zero	0.97
185.5	15.7	51.5	92	18	109	0.38	5592	4374	3126	162.69	4.5623	0.76	114.40	2.85	0.72	no	0.4921	0.332	0.45	2.0	2.19	20	0.168	4.62	25	31	no	zero	0.97
185.3	15.7	51.7	92	18	109	0.44	5610	4382	3134	126.35	4.0605	0.72	84.46	3.29	0.72	no	0.4918	0.310	0.42	2.0	2.32	24	0.160	4.56	19	25	no	zero	0.97
185.2	15.8	51.8	92	18	109	0.52	5627	4390	3142	91.64	4.0579	0.69	57.55	4.57	0.72	no	0.4915	0.300	0.41	2.0	2.54	34	0.145	4.43	13	20	no	zero	0.97
185.0	15.8	52.0	92	18	109	0.53	5645	4397	3149	84.65	4.0978	0.68	52.31	5.01	0.72	no	0.4912	0.300	0.41	2.0	2.60	36	0.140	4.40	12	19	no	zero	0.97
184.8	15.9	52.2	92	18	109	0.35	5663	4405	3157	181.82	3.6704	0.77	130.42	2.05	0.72	no	0.4910	0.335	0.45	2.0	2.04	15	0.175	4.67	28	34	no	zero	0.97
184.7	15.9	52.3	92	18	109	0.25	5681	4412	3164	270.79	3.1454	0.83	211.39	1.17	0.72	no	0.4907	0.300	0.41	2.0	1.72	8	0.187	4.76	44	45	no	zero	0.97
184.5	16.0	52.5	92	18	109	0.23	5699	4420	3172	282.56	2.7055	0.84	222.59	0.97	0.72	no	0.4904	0.290	0.39	2.0	1.65	6	0.190	4.78	47	48	no	zero	0.97
184.3	16.0	52.7	92	18	109	0.31	5716	4427	3179	216.61	3.8025	0.80	160.89	1.78	0.72	no	0.4901	0.330	0.45	2.0	1.94	12	0.180	4.70	34	36	no	zero	0.97
184.2	16.1	52.8	92	18	109	0.41	5734	4435	3187	144.68	4.1621	0.74	98.78	2.93	0.72	no	0.4898	0.320	0.43	2.0	2.24	21	0.165	4.59	22	28	no	zero	0.97
184.0	16.1	53.0	92	18	109	0.47	5752	4443	3195	112.95	4.799	0.71	73.36	4.36	0.72	no	0.4895	0.300	0.41	2.0	2.46	30	0.151	4.49	16	22	no	zero	0.97
183.9	16.2	53.1	92	18	109	0.44	5770	4450	3202	129.51	5.8669	0.72	86.35	4.63	0.72	no	0.4892	0.310	0.42	2.0	2.43	29	0.153	4.50	19	26	no	zero	0.97
183.7	16.2	53.3	92	18	109	0.42	5788	4458	3210	140.61	5.5698	0.73	95.23	4.04	0.71	no	0.4889	0.320	0.43	2.0	2.36	26	0.158	4.54	21	28	no	zero	0.97
183.5	16.3	53.5	92	18	109	0.41	5806	4465	3217	145.42	3.8429	0.74	99.09	2.70	0.71	no	0.4886	0.320	0.43	2.0	2.21	20	0.166	4.61	22	28	no	zero	0.97
183.4	16.3	53.6	92	18	109	0.43	5823	4473	3225	135.8	4.4241	0.73	91.19	3.33	0.71	no	0.4883	0.320	0.43	2.0	2.31	24	0.161	4.56	20	26	no	zero	0.97
183.2	16.4	53.8	92	18	109	0.40	5841	4480	3232	149.73	5.2818	0.74	102.48	3.60	0.71	no	0.4880	0.330	0.45	2.0	2.30	23	0.161	4.57	22	28	no	zero	0.97
183.0	16.4	54.0	92	18	109	0.35	5859	4488	3240	184.5	5.4006	0.77	131.80	2.97	0.71	no	0.4876	0.335	0.45	2.0	2.17	19	0.169	4.63	28	34	no	zero	0.97
182.9	16.5	54.1	92	18	109	0.26	5877	4496	3248	255.34	4.6225	0.82	195.72	1.83	0.71	no	0.4873	0.340	0.46	2.0	1.89	11	0.181	4.72	41	43	no	zero	0.97
182.7	16.5	54.3	92	18	109	0.22	5895	4503	3255	290.98	3.4854	0.84	229.70	1.21	0.71	no	0.4870	0.310	0.42	2.0	1.71	7	0.188	4.76	48	49	no	zero	0.97
182.5	16.6	54.5	92	18	109	0.22	5912	4511	3263	297.22	3.3716	0.85	235.70	1.15	0.71	no	0.4867	0.300	0.41	2.0	1.69	7	0.189	4.77	49	50	no	zero	0.97
182.4	16.6	54.6	92	18	109	0.21	5930	4518	3270	306.91	3.5547	0.85	245.12	1.17	0.71	no	0.4864	0.300	0.41	2.0	1.68	7	0.189	4.77	51	52	no	zero	0.97
182.2	16.7	54.8	92	18	109	0.20	5948	4526	3278	311.79	3.1193	0.86	249.86	1.01	0.71	no	0.4861	0.300	0.41	2.0	1.63	6	0.190	4.78	52	53	no	zero	0.97
182.0	16.7	55.0	92	18	109	0.20	5966	4533	3285	316.29	2.1281	0.86	254.24	0.68	0.70	no	0.4858	0.260	0.35	2.0	1.50	4	0.194	4.80	53	53	no	zero	0.97
181.9	16.8	55.1	92	18	109	0.20	5984	4541	3293	317.75	1.3735	0.86	255.60	0.44	0.70	no	0.4854	0.240	0.32	2.0	1.37	2	0.196	4.82	53	53	no	zero	0.97
181.7	16.8	55.3	92	18	109	0.20	6001	4549	3301	314.56	1.3665	0.86	252.33	0.44	0.70	no	0.4851	0.240	0.32	2.0	1.37	2	0.196	4.82	52	52	no	zero	0.97
181.6	16.9	55.4	92	18	109	0.21	6019	4556	3308	301.45	1.3043	0.85	239.29	0.44	0.70	no	0.4848	0.240	0.32	2.0	1.39	2	0.196	4.82	50	50	no	zero	0.97
181.4	16.9	55.6	92	18	109	0.23	6037	4564	3316	285.67	1.3805	0.84	223.81	0.49	0.70	no	0.4845	0.250	0.34	2.0	1.44	3	0.195	4.81	47	47	no	zero	0.97
181.2	17.0	55.8	92	18	109	0.24	6055	4571	3323	271.72	1.3452	0.83	210.30	0.50	0.70	no	0.4842	0.250	0.34	2.0	1.47	3	0.194	4.81	44	44	no	zero	0.97
181.1	17.0	55.9	92	18	109	0.26	6073	4579	3331	260.44	1.5568	0.82	199.50	0.60	0.70	no	0.4838	0.250	0.34	2.0	1.54	4	0.193	4.79	42	42	no	zero	0.97
180.9	17.1	56.1	92	18	109	0.30	6090	4586	3338	226.71	2.4499	0.80	168.15	1.10	0.70	no	0.4835	0.300	0.41	2.0	1.77	9	0.186	4.75	35	36	no	zero	0.97
180.7	17.1	56.3	92	18	109	0.41	6108	4594	3346	143.75	3.4846	0.73	96.47	2.48	0.70	no	0.4832	0.320	0.43	2.0	2.19	20	0.167	4.61	21	27	no	zero	0.97
180.6	17.2	56.4	92	18	109	0.52	6126	4602	3354	90.88	4.0382	0.67	55.45	4.60	0.70	no	0.4828	0.300	0.41	2.0	2.55	34	0.144	4.43	13	20	no	zero	0.97
180.4	17.2	56.6	92	18	109	0.56	6144	4609	3361	75.59	3.5289	0.65	44.38	4.87	0.70	no	0.4825	0.290	0.39	2.0	2.64	38	0.137	4.37	10	17	no	zero	0.97
180.2	17.3	56.8	92	18	109	0.56	6162	4617	3369	74.39	4.5748	0.65	43.49	6.42	0.69	no	0.4822	0.290	0.39	2.0	2.73	43	0.129	4.30	10	17	no	zero	0.97
180.1	17.3	56.9	92	18	109	0.55	6180	4624	3376	80.07	5.069	0.65	47.47	6.58	0.69	no	0.4818	0.295	0.40	2.0	2.72	42	0.130	4.31	11	18	no	zero	0.97
179.9	17.4	57.1	92	18	109	0.53	6197	4632	3384	88.27	4.6661	0.66	53.33	5.48	0.69	no	0.4815	0.300	0.41	2.0	2.62	37	0.138	4.38	12	19	no	zero	0.97
179.7	17.4	57.3	92	18	109	0.45	6215	4639	3391	120.94	3.5472	0.70	77.91	3.01	0.69	no	0.4812	0.300	0.41	2.0	2.32	24	0.160	4.56	17	23	no	zero	0.97
179.6	17.5	57.4	92	18	109	0.40	6233	4647	3399	153.63	3.2944	0.73	104.05	2.19	0.69	no	0.4808	0.330	0.45	2.0	2.13	18	0.171	4.64	22	28	no	zero	0.97
179.4	17.5	57.6	92	18	109	0.51	6251	4655	3407	96.61	3.6169	0.67	59.29	3.87	0.69	no	0.4805	0.300	0.41	2.0	2.48	31	0.149	4.47	13	20	no	zero	0.97
179.3	17.6	57.7	92	18	109	0.56	6269	4662	3414	73.7	3.533	0.64	42.74	5.01	0.69	no	0.4802	0.290	0.39	2.0	2.66	39	0.135	4.35	10	17	no	zero	0.97
179.1	17.6	57.9	92	18	109	0.56	6286	4670	3422	76.23	3.7753	0.64	44.47	5.17	0.69	no	0.4798	0.290	0.39	2.0	2.66	39	0.135	4.35	10	17	no	zero	0.97
178.9	17.7	58.1	92	18	109	0.54	6304	4677	3429	82.67	3.7675	0.65	48.99	4.74	0.69	no	0.4795	0.295	0.40	2.0	2.60	36	0.140	4.39	11	18	no	zero	0.97
178.8	17.7	58.2	92	18	109	0.50	6322	4685	3437	101.06	4.5419	0.67	62.38	4.64	0.69	no	0.4792	0.300	0.41	2.0	2.52	33	0.146	4.45	14	21	no	zero	0.97
178.6	17.8	58.4	92	18	109	0.53	6340	4692	3444	86.3	3.6258	0.66	51.50	4.36	0.69	no	0.4788	0.300	0.41	2.0	2.56	34	0.143	4.42	12	18	no	zero	0.97
178.4	17.8	58.6	92	18	109	0.46	6358	4700	3452	116.85	2.3413	0.69	74.24	2.06	0.68	no	0.4785	0.300	0.41	2.0	2.22	21	0.166	4.60	16	21	no	zero	0.97
178.3	17.9	58.7	92	18	109	0.34	6375	4708	3460	194.94	1.3192	0.76	138.47	0.69	0.68	yes	0.4781	0.245	0.33	0.7	1.70	7	0.188	4.76	29	30	0.001	0.00	0.98
178.1	17.9	58.9	92	18	109	0.31	6393	4715	3467	214.34	1.0133	0.78	155.52	0.48	0.68	yes	0.4778	0.243	0.33	0.7	1.56	5	0.192	4.79	32	32	0.001	0.00	0.98
177.9	18.0	59.1	92	18	109	0.40	6411	4723	3475	154.86	2.0912	0.73	104.33	1.38	0.68	yes	0.4774	0.280	0.38	0.8	1.99	14	0.177	4.69	22	24	0.015	0.03	1.01
177.8	18.0	59.2	92	18	109	0.54	6429	4730	3482	84.26	2.6145	0.65	49.79	3.23	0.68	no	0.4771	0.295	0.40	2.0	2.48	31	0.149	4.47	11	17	no	zero	1.01
177.6	18.1	59.4	92	18	109	0.61	6447	4738	3490	58.58	3.0726	0.61	32.03	5.55	0.68	no	0.4768	0.280	0.38	2.0	2.78	46	0.125	4.26	8	14	no	zero	1.01
177.5	18.1	59.5	92	18	109	0.61	6464	4746	3498	56.85	2.71	0.61	30.85	5.05	0.68	no	0.4764	0.280	0.38	2.0	2.76	45	0.126	4.27	7	13	no	zero	1.01
177.3	18.2	59.7	92	18	109	0.63	6482	4753	3505	53.38	1.3983	0.60	28.54	2.79	0.68	no	0.4761	0.274	0.37	2.0	2.61	37	0.139	4.39	7	13	no	zero	1.01
177.1	18.2	59.9	92	18	109	0.66	6500	4761	3513	45.66	0.7783	0.59	23.56	1.84	0.68	yes	0.4757	0.236	0.32	0.7	2.57	35	0.142	4.42	5	10	0.025	0.05	1.06

Elevation	Depth		In-Situ Soil Condition				Overburden Stress			CPT Input		Overburden Resistance Correction	Normalized Tip Resistance	Normalized Friction Ratio	Depth Reduction Factor	Robertson's ECPT Chart Check	Cyclic Stress Ratio	Cyclic Resistance Ratio	Magnitude Adjusted CRR	Liquefaction Factor of Safety	Soil-Type Behavior Index	Fines Content	Mean Grain Size	CPT/SPT Correlation Factor	Equivalent SPT	Corrected SPT (Clean Sand)	Vertical Strain	Liquefaction Induced Settlement	Cumulative Settlement
			Dry Density	Percent Moisture	Moist Density	Stress Exponent	Total	Effective		Tip Resistance	Sleeve Friction																	
								Current GW	HHGWL																			
			γ_D	w	γ_M	n	σ_o	σ'_o	σ'_o	q_c	f_s	C_Q	q_{c1}	F	r_d	Liquefiable	CSR	CRR_1	CRR	FS_{liq}	I_c	AFC	D_{50}	q_c/N	N	N_{clean}	ε		
ft	m	ft	pcf	%	pcf		psf	psf	psf	tsf	tsf					yes/no						0						(in)	(in)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Appendix E

Greenhouse Gas Emissions Modeling Results

8555 Santa Monica Boulevard - Existing Uses - GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8555 Santa Monica Boulevard - Existing Uses - GHG

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	4.21	1000sqft	0.00	4,211.00	0
Health Club	4.06	1000sqft	0.00	4,058.00	0
High Turnover (Sit Down Restaurant)	2.48	1000sqft	0.00	2,475.00	0
Single Family Housing	4.00	Dwelling Unit	1.30	7,200.00	11
Strip Mall	16.64	1000sqft	0.10	16,644.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	240.97	**CH4 Intensity (lb/MWhr)**	0.02	**N2O Intensity (lb/MWhr)**	0.002

1.3 User Entered Comments & Non-Default Data

Project Characteristics - This analysis only looks at existing operational emissions on the project site. Utility carbon intensity factors adjusted for RPS for 2030.

Land Use - Hair Salon (6,218 sf) added to retail (10,426 sf)

Construction Phase - No construction information - only analyzing existing operational emissions

Vehicle Trips - Trip generation rates per 2019 project traffic study

Woodstoves - No woodstoves - residences may have fireplaces

Energy Use - "Using Historical Data" feature selected to account for existing uses built to prior iterations of building code

Mobile Land Use Mitigation - Features selected to account for mixed-use nature of area, location in a central business district, and proximity to Santa Monica/Westborne bus stop for Cityline Commuter and LA Metro Route 4

8555 Santa Monica Boulevard - Existing Uses - GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fleet Mix -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	4,210.00	4,211.00
tblLandUse	LandUseSquareFeet	4,060.00	4,058.00
tblLandUse	LandUseSquareFeet	2,480.00	2,475.00
tblLandUse	LandUseSquareFeet	16,640.00	16,644.00
tblLandUse	LotAcreage	0.10	0.00
tblLandUse	LotAcreage	0.09	0.00
tblLandUse	LotAcreage	0.06	0.00
tblLandUse	LotAcreage	0.38	0.10
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.02
tblProjectCharacteristics	CO2IntensityFactor	390.98	240.97
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.002
tblVehicleTrips	WD_TR	9.74	13.80
tblVehicleTrips	WD_TR	9.44	9.52
tblWoodstoves	NumberCatalytic	0.20	0.00
tblWoodstoves	NumberNoncatalytic	0.20	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

8555 Santa Monica Boulevard - Existing Uses - GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.4546	2.1631	1.7046	2.8400e-003	0.0382	0.1282	0.1664	0.0147	0.1230	0.1377	0.0000	242.0827	242.0827	0.0471	1.9300e-003	243.8346
Maximum	**0.4546**	**2.1631**	**1.7046**	**2.8400e-003**	**0.0382**	**0.1282**	**0.1664**	**0.0147**	**0.1230**	**0.1377**	**0.0000**	**242.0827**	**242.0827**	**0.0471**	**1.9300e-003**	**243.8346**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.4546	2.1631	1.7046	2.8400e-003	0.0382	0.1282	0.1664	0.0147	0.1230	0.1377	0.0000	242.0824	242.0824	0.0471	1.9300e-003	243.8343
Maximum	**0.4546**	**2.1631**	**1.7046**	**2.8400e-003**	**0.0382**	**0.1282**	**0.1664**	**0.0147**	**0.1230**	**0.1377**	**0.0000**	**242.0824**	**242.0824**	**0.0471**	**1.9300e-003**	**243.8343**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

8555 Santa Monica Boulevard - Existing Uses - GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2018	3-31-2018	0.7356	0.7356
2	4-1-2018	6-30-2018	0.6666	0.6666
3	7-1-2018	9-30-2018	0.6739	0.6739
		Highest	0.7356	0.7356

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1530	1.3100e-003	0.0547	3.0000e-005		2.0500e-003	2.0500e-003		2.0500e-003	2.0500e-003	0.1572	0.8845	1.0417	8.0000e-005	3.0000e-005	1.0523
Energy	4.7500e-003	0.0428	0.0333	2.6000e-004		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003	0.0000	104.8208	104.8208	5.7000e-003	1.3400e-003	105.3631
Mobile	0.3774	0.3656	3.3244	6.7600e-003	0.8338	4.6400e-003	0.8384	0.2225	4.3200e-003	0.2269	0.0000	661.3659	661.3659	0.0467	0.0312	671.8150
Waste						0.0000	0.0000		0.0000	0.0000	15.9449	0.0000	15.9449	0.9423	0.0000	39.5029
Water						0.0000	0.0000		0.0000	0.0000	1.0261	6.5140	7.5401	0.1059	2.5400e-003	10.9461
Total	**0.5351**	**0.4097**	**3.4124**	**7.0500e-003**	**0.8338**	**9.9700e-003**	**0.8438**	**0.2225**	**9.6500e-003**	**0.2322**	**17.1282**	**773.5853**	**790.7135**	**1.1007**	**0.0351**	**828.6795**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1530	1.3100e-003	0.0547	3.0000e-005		2.0500e-003	2.0500e-003		2.0500e-003	2.0500e-003	0.1572	0.8845	1.0417	8.0000e-005	3.0000e-005	1.0523
Energy	4.7500e-003	0.0428	0.0333	2.6000e-004		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003	0.0000	104.8208	104.8208	5.7000e-003	1.3400e-003	105.3631
Mobile	0.2862	0.2293	2.0252	3.2400e-003	0.3826	2.4700e-003	0.3851	0.1021	2.3000e-003	0.1044	0.0000	317.1633	317.1633	0.0299	0.0191	323.6135
Waste						0.0000	0.0000		0.0000	0.0000	15.9449	0.0000	15.9449	0.9423	0.0000	39.5029
Water						0.0000	0.0000		0.0000	0.0000	1.0261	6.5140	7.5401	0.1059	2.5400e-003	10.9461
Total	**0.4439**	**0.2734**	**2.1132**	**3.5300e-003**	**0.3826**	**7.8000e-003**	**0.3904**	**0.1021**	**7.6300e-003**	**0.1098**	**17.1282**	**429.3827**	**446.5109**	**1.0839**	**0.0231**	**480.4780**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**17.05**	**33.27**	**38.07**	**49.93**	**54.11**	**21.77**	**53.73**	**54.11**	**20.93**	**52.73**	**0.00**	**44.49**	**43.53**	**1.53**	**34.26**	**42.02**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2018	1/26/2018	5	20	
2	Site Preparation	Site Preparation	1/27/2018	1/30/2018	5	2	
3	Grading	Grading	1/31/2018	2/5/2018	5	4	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction	Building Construction	2/6/2018	11/12/2018	5	200	
5	Paving	Paving	11/13/2018	11/26/2018	5	10	
6	Architectural Coating	Architectural Coating	11/27/2018	12/10/2018	5	10	

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 14,580; Residential Outdoor: 4,860; Non-Residential Indoor: 41,082; Non-Residential Outdoor: 13,694; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	11.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0248	0.2436	0.1511	2.4000e-004		0.0144	0.0144		0.0134	0.0134	0.0000	21.6923	21.6923	5.5000e-003	0.0000	21.8297
Total	**0.0248**	**0.2436**	**0.1511**	**2.4000e-004**		**0.0144**	**0.0144**		**0.0134**	**0.0134**	**0.0000**	**21.6923**	**21.6923**	**5.5000e-003**	**0.0000**	**21.8297**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	6.2000e-004	6.9200e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2994	1.2994	5.0000e-005	5.0000e-005	1.3142
Total	**6.3000e-004**	**6.2000e-004**	**6.9200e-003**	**1.0000e-005**	**1.4300e-003**	**1.0000e-005**	**1.4400e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.2994**	**1.2994**	**5.0000e-005**	**5.0000e-005**	**1.3142**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0248	0.2436	0.1511	2.4000e-004		0.0144	0.0144		0.0134	0.0134	0.0000	21.6923	21.6923	5.5000e-003	0.0000	21.8297
Total	**0.0248**	**0.2436**	**0.1511**	**2.4000e-004**		**0.0144**	**0.0144**		**0.0134**	**0.0134**	**0.0000**	**21.6923**	**21.6923**	**5.5000e-003**	**0.0000**	**21.8297**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	6.2000e-004	6.9200e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2994	1.2994	5.0000e-005	5.0000e-005	1.3142
Total	**6.3000e-004**	**6.2000e-004**	**6.9200e-003**	**1.0000e-005**	**1.4300e-003**	**1.0000e-005**	**1.4400e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.2994**	**1.2994**	**5.0000e-005**	**5.0000e-005**	**1.3142**

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0208	8.0800e-003	2.0000e-005		9.5000e-004	9.5000e-004		8.8000e-004	8.8000e-004	0.0000	1.5743	1.5743	4.9000e-004	0.0000	1.5866
Total	**1.8100e-003**	**0.0208**	**8.0800e-003**	**2.0000e-005**	**6.2700e-003**	**9.5000e-004**	**7.2200e-003**	**3.0000e-003**	**8.8000e-004**	**3.8800e-003**	**0.0000**	**1.5743**	**1.5743**	**4.9000e-004**	**0.0000**	**1.5866**

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3.3 Site Preparation - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	4.0000e-005	4.3000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0800	0.0800	0.0000	0.0000	0.0809
Total	**4.0000e-005**	**4.0000e-005**	**4.3000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0800**	**0.0800**	**0.0000**	**0.0000**	**0.0809**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0208	8.0800e-003	2.0000e-005		9.5000e-004	9.5000e-004		8.8000e-004	8.8000e-004	0.0000	1.5743	1.5743	4.9000e-004	0.0000	1.5866
Total	**1.8100e-003**	**0.0208**	**8.0800e-003**	**2.0000e-005**	**6.2700e-003**	**9.5000e-004**	**7.2200e-003**	**3.0000e-003**	**8.8000e-004**	**3.8800e-003**	**0.0000**	**1.5743**	**1.5743**	**4.9000e-004**	**0.0000**	**1.5866**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	4.0000e-005	4.3000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0800	0.0800	0.0000	0.0000	0.0809
Total	**4.0000e-005**	**4.0000e-005**	**4.3000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0800**	**0.0800**	**0.0000**	**0.0000**	**0.0809**

3.4 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3000e-003	0.0486	0.0208	4.0000e-005		2.3400e-003	2.3400e-003		2.1500e-003	2.1500e-003	0.0000	3.7693	3.7693	1.1700e-003	0.0000	3.7986
Total	**4.3000e-003**	**0.0486**	**0.0208**	**4.0000e-005**	**0.0142**	**2.3400e-003**	**0.0165**	**6.8500e-003**	**2.1500e-003**	**9.0000e-003**	**0.0000**	**3.7693**	**3.7693**	**1.1700e-003**	**0.0000**	**3.7986**

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3.4 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	9.0000e-005	1.0600e-003	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1999	0.1999	1.0000e-005	1.0000e-005	0.2022
Total	**1.0000e-004**	**9.0000e-005**	**1.0600e-003**	**0.0000**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1999**	**0.1999**	**1.0000e-005**	**1.0000e-005**	**0.2022**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3000e-003	0.0486	0.0208	4.0000e-005		2.3400e-003	2.3400e-003		2.1500e-003	2.1500e-003	0.0000	3.7693	3.7693	1.1700e-003	0.0000	3.7986
Total	**4.3000e-003**	**0.0486**	**0.0208**	**4.0000e-005**	**0.0142**	**2.3400e-003**	**0.0165**	**6.8500e-003**	**2.1500e-003**	**9.0000e-003**	**0.0000**	**3.7693**	**3.7693**	**1.1700e-003**	**0.0000**	**3.7986**

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3.4 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	9.0000e-005	1.0600e-003	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1999	0.1999	1.0000e-005	1.0000e-005	0.2022
Total	**1.0000e-004**	**9.0000e-005**	**1.0600e-003**	**0.0000**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1999**	**0.1999**	**1.0000e-005**	**1.0000e-005**	**0.2022**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2592	1.7428	1.3877	2.2000e-003		0.1058	0.1058		0.1022	0.1022	0.0000	184.2346	184.2346	0.0371	0.0000	185.1618
Total	**0.2592**	**1.7428**	**1.3877**	**2.2000e-003**		**0.1058**	**0.1058**		**0.1022**	**0.1022**	**0.0000**	**184.2346**	**184.2346**	**0.0371**	**0.0000**	**185.1618**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0100e-003	0.0388	0.0119	1.0000e-004	3.1500e-003	7.8000e-004	3.9300e-003	9.1000e-004	7.5000e-004	1.6600e-003	0.0000	10.1042	10.1042	3.5000e-004	1.4600e-003	10.5482
Worker	5.3100e-003	5.2200e-003	0.0586	1.2000e-004	0.0121	9.0000e-005	0.0122	3.2100e-003	8.0000e-005	3.2900e-003	0.0000	10.9951	10.9951	4.4000e-004	3.8000e-004	11.1205
Total	**7.3200e-003**	**0.0440**	**0.0704**	**2.2000e-004**	**0.0152**	**8.7000e-004**	**0.0161**	**4.1200e-003**	**8.3000e-004**	**4.9500e-003**	**0.0000**	**21.0993**	**21.0993**	**7.9000e-004**	**1.8400e-003**	**21.6687**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2592	1.7428	1.3877	2.2000e-003		0.1058	0.1058		0.1022	0.1022	0.0000	184.2344	184.2344	0.0371	0.0000	185.1616
Total	**0.2592**	**1.7428**	**1.3877**	**2.2000e-003**		**0.1058**	**0.1058**		**0.1022**	**0.1022**	**0.0000**	**184.2344**	**184.2344**	**0.0371**	**0.0000**	**185.1616**

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3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0100e-003	0.0388	0.0119	1.0000e-004	3.1500e-003	7.8000e-004	3.9300e-003	9.1000e-004	7.5000e-004	1.6600e-003	0.0000	10.1042	10.1042	3.5000e-004	1.4600e-003	10.5482
Worker	5.3100e-003	5.2200e-003	0.0586	1.2000e-004	0.0121	9.0000e-005	0.0122	3.2100e-003	8.0000e-005	3.2900e-003	0.0000	10.9951	10.9951	4.4000e-004	3.8000e-004	11.1205
Total	**7.3200e-003**	**0.0440**	**0.0704**	**2.2000e-004**	**0.0152**	**8.7000e-004**	**0.0161**	**4.1200e-003**	**8.3000e-004**	**4.9500e-003**	**0.0000**	**21.0993**	**21.0993**	**7.9000e-004**	**1.8400e-003**	**21.6687**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.0900e-003	0.0523	0.0450	7.0000e-005		3.0500e-003	3.0500e-003		2.8100e-003	2.8100e-003	0.0000	6.1073	6.1073	1.8700e-003	0.0000	6.1540
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.0900e-003**	**0.0523**	**0.0450**	**7.0000e-005**		**3.0500e-003**	**3.0500e-003**		**2.8100e-003**	**2.8100e-003**	**0.0000**	**6.1073**	**6.1073**	**1.8700e-003**	**0.0000**	**6.1540**

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3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	3.1000e-004	3.4600e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6497	0.6497	3.0000e-005	2.0000e-005	0.6571
Total	**3.1000e-004**	**3.1000e-004**	**3.4600e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.6497**	**0.6497**	**3.0000e-005**	**2.0000e-005**	**0.6571**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.0900e-003	0.0523	0.0450	7.0000e-005		3.0500e-003	3.0500e-003		2.8100e-003	2.8100e-003	0.0000	6.1073	6.1073	1.8700e-003	0.0000	6.1540
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.0900e-003**	**0.0523**	**0.0450**	**7.0000e-005**		**3.0500e-003**	**3.0500e-003**		**2.8100e-003**	**2.8100e-003**	**0.0000**	**6.1073**	**6.1073**	**1.8700e-003**	**0.0000**	**6.1540**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	3.1000e-004	3.4600e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6497	0.6497	3.0000e-005	2.0000e-005	0.6571
Total	**3.1000e-004**	**3.1000e-004**	**3.4600e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.6497**	**0.6497**	**3.0000e-005**	**2.0000e-005**	**0.6571**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1495					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2797
Total	**0.1510**	**0.0100**	**9.2700e-003**	**1.0000e-005**		**7.5000e-004**	**7.5000e-004**		**7.5000e-004**	**7.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.2000e-004**	**0.0000**	**1.2797**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	5.0000e-005	5.3000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1000	0.1000	0.0000	0.0000	0.1011
Total	**5.0000e-005**	**5.0000e-005**	**5.3000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1000**	**0.1000**	**0.0000**	**0.0000**	**0.1011**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1495					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2797
Total	**0.1510**	**0.0100**	**9.2700e-003**	**1.0000e-005**		**7.5000e-004**	**7.5000e-004**		**7.5000e-004**	**7.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.2000e-004**	**0.0000**	**1.2797**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	5.0000e-005	5.3000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1000	0.1000	0.0000	0.0000	0.1011
Total	**5.0000e-005**	**5.0000e-005**	**5.3000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1000**	**0.1000**	**0.0000**	**0.0000**	**0.1011**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2862	0.2293	2.0252	3.2400e-003	0.3826	2.4700e-003	0.3851	0.1021	2.3000e-003	0.1044	0.0000	317.1633	317.1633	0.0299	0.0191	323.6135
Unmitigated	0.3774	0.3656	3.3244	6.7600e-003	0.8338	4.6400e-003	0.8384	0.2225	4.3200e-003	0.2269	0.0000	661.3659	661.3659	0.0467	0.0312	671.8150

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	58.10	9.30	2.95	139,324	63,934
Health Club	133.70	84.73	108.52	263,293	120,821
High Turnover (Sit Down Restaurant)	278.21	303.55	353.75	398,790	182,999
Single Family Housing	38.08	38.16	34.20	128,270	58,861
Strip Mall	737.48	699.55	339.96	1,284,775	589,564
Total	1,245.57	1,135.29	839.37	2,214,452	1,016,179

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Health Club	16.60	8.40	6.90	16.90	64.10	19.00	52	39	9
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
Health Club	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
High Turnover (Sit Down Restaurant)	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
Single Family Housing	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
Strip Mall	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	57.8163	57.8163	4.8000e-003	4.8000e-004	58.0792
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	57.8163	57.8163	4.8000e-003	4.8000e-004	58.0792
NaturalGas Mitigated	4.7500e-003	0.0428	0.0333	2.6000e-004		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003	0.0000	47.0046	47.0046	9.0000e-004	8.6000e-004	47.2839
NaturalGas Unmitigated	4.7500e-003	0.0428	0.0333	2.6000e-004		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003	0.0000	47.0046	47.0046	9.0000e-004	8.6000e-004	47.2839

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	52384.8	2.8000e-004	2.5700e-003	2.1600e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	2.7955	2.7955	5.0000e-005	5.0000e-005	2.8121
Health Club	80348.4	4.3000e-004	3.9400e-003	3.3100e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.2877	4.2877	8.0000e-005	8.0000e-005	4.3132
High Turnover (Sit Down Restaurant)	580016	3.1300e-003	0.0284	0.0239	1.7000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	30.9519	30.9519	5.9000e-004	5.7000e-004	31.1358
Single Family Housing	137791	7.4000e-004	6.3500e-003	2.7000e-003	4.0000e-005		5.1000e-004	5.1000e-004		5.1000e-004	5.1000e-004	0.0000	7.3531	7.3531	1.4000e-004	1.3000e-004	7.3968
Strip Mall	30292.1	1.6000e-004	1.4800e-003	1.2500e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.6165	1.6165	3.0000e-005	3.0000e-005	1.6261
Total		**4.7400e-003**	**0.0428**	**0.0333**	**2.6000e-004**		**3.2800e-003**	**3.2800e-003**		**3.2800e-003**	**3.2800e-003**	**0.0000**	**47.0046**	**47.0046**	**8.9000e-004**	**8.6000e-004**	**47.2839**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	52384.8	2.8000e-004	2.5700e-003	2.1600e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	2.7955	2.7955	5.0000e-005	5.0000e-005	2.8121
Health Club	80348.4	4.3000e-004	3.9400e-003	3.3100e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.2877	4.2877	8.0000e-005	8.0000e-005	4.3132
High Turnover (Sit Down Restaurant)	580016	3.1300e-003	0.0284	0.0239	1.7000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	30.9519	30.9519	5.9000e-004	5.7000e-004	31.1358
Single Family Housing	137791	7.4000e-004	6.3500e-003	2.7000e-003	4.0000e-005		5.1000e-004	5.1000e-004		5.1000e-004	5.1000e-004	0.0000	7.3531	7.3531	1.4000e-004	1.3000e-004	7.3968
Strip Mall	30292.1	1.6000e-004	1.4800e-003	1.2500e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.6165	1.6165	3.0000e-005	3.0000e-005	1.6261
Total		**4.7400e-003**	**0.0428**	**0.0333**	**2.6000e-004**		**3.2800e-003**	**3.2800e-003**		**3.2800e-003**	**3.2800e-003**	**0.0000**	**47.0046**	**47.0046**	**8.9000e-004**	**8.6000e-004**	**47.2839**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	64175.6	7.0145	5.8000e-004	6.0000e-005	7.0464
Health Club	50887.3	5.5621	4.6000e-004	5.0000e-005	5.5874
High Turnover (Sit Down Restaurant)	119592	13.0717	1.0800e-003	1.1000e-004	13.1311
Single Family Housing	28664.8	3.1331	2.6000e-004	3.0000e-005	3.1474
Strip Mall	265638	29.0348	2.4100e-003	2.4000e-004	29.1669
Total		**57.8162**	**4.7900e-003**	**4.9000e-004**	**58.0792**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	64175.6	7.0145	5.8000e-004	6.0000e-005	7.0464
Health Club	50887.3	5.5621	4.6000e-004	5.0000e-005	5.5874
High Turnover (Sit Down Restaurant)	119592	13.0717	1.0800e-003	1.1000e-004	13.1311
Single Family Housing	28664.8	3.1331	2.6000e-004	3.0000e-005	3.1474
Strip Mall	265638	29.0348	2.4100e-003	2.4000e-004	29.1669
Total		**57.8162**	**4.7900e-003**	**4.9000e-004**	**58.0792**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1530	1.3100e-003	0.0547	3.0000e-005		2.0500e-003	2.0500e-003		2.0500e-003	2.0500e-003	0.1572	0.8845	1.0417	8.0000e-005	3.0000e-005	1.0523
Unmitigated	0.1530	1.3100e-003	0.0547	3.0000e-005		2.0500e-003	2.0500e-003		2.0500e-003	2.0500e-003	0.1572	0.8845	1.0417	8.0000e-005	3.0000e-005	1.0523

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0150					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1250					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0118	8.4000e-004	0.0132	2.0000e-005		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003	0.1572	0.8165	0.9737	2.0000e-005	3.0000e-005	0.9826
Landscaping	1.2600e-003	4.8000e-004	0.0415	0.0000		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	0.0681	0.0681	7.0000e-005	0.0000	0.0697
Total	**0.1529**	**1.3200e-003**	**0.0547**	**2.0000e-005**		**2.0500e-003**	**2.0500e-003**		**2.0500e-003**	**2.0500e-003**	**0.1572**	**0.8845**	**1.0417**	**9.0000e-005**	**3.0000e-005**	**1.0523**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0150					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1250					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0118	8.4000e-004	0.0132	2.0000e-005		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003	0.1572	0.8165	0.9737	2.0000e-005	3.0000e-005	0.9826
Landscaping	1.2600e-003	4.8000e-004	0.0415	0.0000		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	0.0681	0.0681	7.0000e-005	0.0000	0.0697
Total	**0.1529**	**1.3200e-003**	**0.0547**	**2.0000e-005**		**2.0500e-003**	**2.0500e-003**		**2.0500e-003**	**2.0500e-003**	**0.1572**	**0.8845**	**1.0417**	**9.0000e-005**	**3.0000e-005**	**1.0523**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.5401	0.1059	2.5400e-003	10.9461
Unmitigated	7.5401	0.1059	2.5400e-003	10.9461

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.748259 / 0.45861	1.8592	0.0245	5.9000e-004	2.6477
Health Club	0.240121 / 0.147171	0.5966	7.8700e-003	1.9000e-004	0.8497
High Turnover (Sit Down Restaurant)	0.752764 / 0.0480487	1.3685	0.0246	5.9000e-004	2.1595
Single Family Housing	0.260616 / 0.164301	0.6531	8.5400e-003	2.1000e-004	0.9278
Strip Mall	1.23257 / 0.755444	3.0626	0.0404	9.7000e-004	4.3615
Total		**7.5402**	**0.1059**	**2.5500e-003**	**10.9461**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.748259 / 0.45861	1.8592	0.0245	5.9000e-004	2.6477
Health Club	0.240121 / 0.147171	0.5966	7.8700e-003	1.9000e-004	0.8497
High Turnover (Sit Down Restaurant)	0.752764 / 0.0480487	1.3685	0.0246	5.9000e-004	2.1595
Single Family Housing	0.260616 / 0.164301	0.6531	8.5400e-003	2.1000e-004	0.9278
Strip Mall	1.23257 / 0.755444	3.0626	0.0404	9.7000e-004	4.3615
Total		**7.5402**	**0.1059**	**2.5500e-003**	**10.9461**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	15.9449	0.9423	0.0000	39.5029
Unmitigated	15.9449	0.9423	0.0000	39.5029

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	3.92	0.7957	0.0470	0.0000	1.9714
Health Club	23.14	4.6972	0.2776	0.0000	11.6371
High Turnover (Sit Down Restaurant)	29.51	5.9903	0.3540	0.0000	14.8406
Single Family Housing	4.51	0.9155	0.0541	0.0000	2.2681
Strip Mall	17.47	3.5463	0.2096	0.0000	8.7857
Total		**15.9449**	**0.9423**	**0.0000**	**39.5029**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	3.92	0.7957	0.0470	0.0000	1.9714
Health Club	23.14	4.6972	0.2776	0.0000	11.6371
High Turnover (Sit Down Restaurant)	29.51	5.9903	0.3540	0.0000	14.8406
Single Family Housing	4.51	0.9155	0.0541	0.0000	2.2681
Strip Mall	17.47	3.5463	0.2096	0.0000	8.7857
Total		**15.9449**	**0.9423**	**0.0000**	**39.5029**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

8555 Santa Monica Boulevard - Existing Uses - GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8555 Santa Monica Boulevard - Proposed Project - GHG

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.71	1000sqft	0.00	6,710.00	0
Enclosed Parking with Elevator	346.00	Space	0.00	138,400.00	0
High Turnover (Sit Down Restaurant)	3.94	1000sqft	0.00	3,938.00	0
Apartments Mid Rise	111.00	Dwelling Unit	1.00	110,568.00	317
Condo/Townhouse	12.00	Dwelling Unit	0.00	15,494.00	34
Strip Mall	18.13	1000sqft	0.42	18,131.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	240.97	**CH4 Intensity (lb/MWhr)**	0.02	**N2O Intensity (lb/MWhr)**	0.002

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted utility carbon intensity factors for RPS for year 2030.

Land Use - Source: PD. Hair Salon modeled as strip mall retail; Live/work space: 15,494 sf; apartments 110,568 sf

Construction Phase - Source: Client provided construction schedule. Demolition + grading 6 mo., Const. 11 mo., Paving 3 mo., AC 3 mo.

Trips and VMT - Assume 15 CY truck and 5134 loads (per VCA Engineers 7/2019, 77,000 CY) = 10,268 one-way trips, 48 loads/day; 376 loads demolition = 752 one-way trips, 16 loads/day

Demolition - Per VCA Engineers 7/2019: demolition 5,638 cy = 152,226 cf

Grading - Export material per VCA Engineers 7/2019: 77,000 CY

8555 Santa Monica Boulevard - Proposed Project - GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating - SCAQMD Rule 1113

Vehicle Trips - Rates per project traffic study

Woodstoves - SCAQMD Rule 445

Area Coating - SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation - Net increase of 119 residential units on 1.4 acres, mixed use, 17 apt units of affordable housing, 0.1 mile to Santa Monica/Westborne stop for Cityline Commuter and Metro Route 4, located in a central business district

Water Mitigation - Compliance with CALGreen

Stationary Sources - Emergency Generators and Fire Pumps -

Fleet Mix -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	67.00
tblConstructionPhase	NumDays	200.00	238.00
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	10.00	65.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	94.35	99.90
tblFireplaces	NumberGas	10.20	10.80
tblFireplaces	NumberWood	5.55	0.00
tblFireplaces	NumberWood	0.60	0.00
tblGrading	MaterialExported	0.00	77,000.00
tblLandUse	LandUseSquareFeet	3,940.00	3,938.00
tblLandUse	LandUseSquareFeet	111,000.00	110,568.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LandUseSquareFeet	12,000.00	15,494.00
tblLandUse	LandUseSquareFeet	18,130.00	18,131.00
tblLandUse	LotAcreage	0.15	0.00
tblLandUse	LotAcreage	3.11	0.00
tblLandUse	LotAcreage	0.09	0.00
tblLandUse	LotAcreage	2.92	1.00
tblLandUse	LotAcreage	0.75	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.02
tblProjectCharacteristics	CO2IntensityFactor	390.98	240.97
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.002
tblTripsAndVMT	HaulingTripNumber	692.00	752.00
tblTripsAndVMT	HaulingTripNumber	9,625.00	10,268.00
tblVehicleTrips	WD_TR	7.32	5.80
tblVehicleTrips	WD_TR	9.74	13.70
tblWoodstoves	NumberCatalytic	5.55	0.00
tblWoodstoves	NumberCatalytic	0.60	0.00
tblWoodstoves	NumberNoncatalytic	5.55	0.00
tblWoodstoves	NumberNoncatalytic	0.60	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

8555 Santa Monica Boulevard - Proposed Project - GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2722	2.9698	2.1107	7.6900e-003	0.6806	0.0966	0.7772	0.2540	0.0911	0.3451	0.0000	715.7080	715.7080	0.0800	0.0624	736.3077
2023	0.6909	0.9935	1.3924	3.0800e-003	0.1234	0.0415	0.1649	0.0331	0.0397	0.0728	0.0000	272.1663	272.1663	0.0330	7.9600e-003	275.3638
Maximum	**0.6909**	**2.9698**	**2.1107**	**7.6900e-003**	**0.6806**	**0.0966**	**0.7772**	**0.2540**	**0.0911**	**0.3451**	**0.0000**	**715.7080**	**715.7080**	**0.0800**	**0.0624**	**736.3077**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2722	2.9698	2.1107	7.6900e-003	0.4325	0.0966	0.5291	0.1485	0.0911	0.2396	0.0000	715.7077	715.7077	0.0800	0.0624	736.3074
2023	0.6909	0.9935	1.3924	3.0800e-003	0.1234	0.0415	0.1649	0.0331	0.0397	0.0728	0.0000	272.1662	272.1662	0.0330	7.9600e-003	275.3636
Maximum	**0.6909**	**2.9698**	**2.1107**	**7.6900e-003**	**0.4325**	**0.0966**	**0.5291**	**0.1485**	**0.0911**	**0.2396**	**0.0000**	**715.7077**	**715.7077**	**0.0800**	**0.0624**	**736.3074**

8555 Santa Monica Boulevard - Proposed Project - GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**30.86**	**0.00**	**26.34**	**36.75**	**0.00**	**25.24**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-3-2022**	**4-2-2022**	0.9613	0.9613
2	**4-3-2022**	**7-2-2022**	1.1010	1.1010
3	**7-3-2022**	**10-2-2022**	0.5481	0.5481
4	**10-3-2022**	**1-2-2023**	0.5639	0.5639
5	**1-3-2023**	**4-2-2023**	0.5055	0.5055
6	**4-3-2023**	**7-2-2023**	0.4112	0.4112
7	**7-3-2023**	**9-30-2023**	0.3417	0.3417
		Highest	1.1010	1.1010

8555 Santa Monica Boulevard - Proposed Project - GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6641	0.0376	1.2796	2.1000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003	0.0000	28.6645	28.6645	2.5100e-003	4.9000e-004	28.8724
Energy	0.0119	0.1048	0.0650	6.5000e-004		8.2300e-003	8.2300e-003		8.2300e-003	8.2300e-003	0.0000	306.7325	306.7325	0.0179	3.7300e-003	308.2921
Mobile	0.6821	0.6946	6.3575	0.0136	1.6830	9.1300e-003	1.6921	0.4492	8.5000e-003	0.4577	0.0000	1,325.2894	1,325.2894	0.0883	0.0595	1,345.2120
Stationary	2.5400e-003	8.2800e-003	9.2200e-003	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.1790	1.1790	1.7000e-004	0.0000	1.1831
Waste						0.0000	0.0000		0.0000	0.0000	26.1351	0.0000	26.1351	1.5445	0.0000	64.7486
Water						0.0000	0.0000		0.0000	0.0000	3.7263	24.8314	28.5576	0.3848	9.2400e-003	40.9317
Total	**1.3607**	**0.8452**	**7.7113**	**0.0144**	**1.6830**	**0.0266**	**1.7096**	**0.4492**	**0.0260**	**0.4752**	**29.8614**	**1,686.6967**	**1,716.5581**	**2.0382**	**0.0729**	**1,789.2398**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6641	0.0376	1.2796	2.1000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003	0.0000	28.6645	28.6645	2.5100e-003	4.9000e-004	28.8724
Energy	0.0119	0.1048	0.0650	6.5000e-004		8.2300e-003	8.2300e-003		8.2300e-003	8.2300e-003	0.0000	306.7325	306.7325	0.0179	3.7300e-003	308.2921
Mobile	0.4663	0.3722	3.2851	5.2300e-003	0.6160	4.0000e-003	0.6200	0.1644	3.7100e-003	0.1681	0.0000	511.3328	511.3328	0.0485	0.0311	521.7989
Stationary	2.5400e-003	8.2800e-003	9.2200e-003	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.1790	1.1790	1.7000e-004	0.0000	1.1831
Waste						0.0000	0.0000		0.0000	0.0000	26.1351	0.0000	26.1351	1.5445	0.0000	64.7486
Water						0.0000	0.0000		0.0000	0.0000	2.9810	21.4881	24.4691	0.3080	7.4100e-003	34.3757
Total	**1.1449**	**0.5229**	**4.6390**	**6.1000e-003**	**0.6160**	**0.0215**	**0.6376**	**0.1644**	**0.0212**	**0.1857**	**29.1161**	**869.3969**	**898.5130**	**1.9216**	**0.0427**	**959.2707**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**15.86**	**38.14**	**39.84**	**57.70**	**63.40**	**19.26**	**62.71**	**63.40**	**18.42**	**60.93**	**2.50**	**48.46**	**47.66**	**5.72**	**41.46**	**46.39**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	2/4/2022	5	25	
2	Grading	Grading	2/7/2022	7/1/2022	5	105	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3	Building Construction	Building Construction	7/5/2022	6/1/2023	5	238	
4	Paving	Paving	6/2/2023	8/31/2023	5	65	
5	Architectural Coating	Architectural Coating	9/1/2023	12/4/2023	5	67	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 255,276; Residential Outdoor: 85,092; Non-Residential Indoor: 43,169; Non-Residential Outdoor: 14,390; Striped Parking Area: 8,304 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	752.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	10,268.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	156.00	41.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	31.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0749	0.0000	0.0749	0.0113	0.0000	0.0113	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0211	0.2078	0.1745	3.0000e-004		0.0105	0.0105		9.7900e-003	9.7900e-003	0.0000	26.3471	26.3471	6.7100e-003	0.0000	26.5150
Total	**0.0211**	**0.2078**	**0.1745**	**3.0000e-004**	**0.0749**	**0.0105**	**0.0854**	**0.0113**	**9.7900e-003**	**0.0211**	**0.0000**	**26.3471**	**26.3471**	**6.7100e-003**	**0.0000**	**26.5150**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5700e-003	0.0618	0.0141	2.3000e-004	6.4700e-003	4.9000e-004	6.9600e-003	1.7800e-003	4.7000e-004	2.2500e-003	0.0000	22.6472	22.6472	1.2200e-003	3.6000e-003	23.7490
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	4.4000e-004	5.7700e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4509	1.4509	4.0000e-005	4.0000e-005	1.4634
Total	**2.1200e-003**	**0.0622**	**0.0199**	**2.5000e-004**	**8.2500e-003**	**5.0000e-004**	**8.7500e-003**	**2.2500e-003**	**4.8000e-004**	**2.7300e-003**	**0.0000**	**24.0981**	**24.0981**	**1.2600e-003**	**3.6400e-003**	**25.2124**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0337	0.0000	0.0337	5.1000e-003	0.0000	5.1000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0211	0.2078	0.1745	3.0000e-004		0.0105	0.0105		9.7900e-003	9.7900e-003	0.0000	26.3471	26.3471	6.7100e-003	0.0000	26.5149
Total	**0.0211**	**0.2078**	**0.1745**	**3.0000e-004**	**0.0337**	**0.0105**	**0.0442**	**5.1000e-003**	**9.7900e-003**	**0.0149**	**0.0000**	**26.3471**	**26.3471**	**6.7100e-003**	**0.0000**	**26.5149**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5700e-003	0.0618	0.0141	2.3000e-004	6.4700e-003	4.9000e-004	6.9600e-003	1.7800e-003	4.7000e-004	2.2500e-003	0.0000	22.6472	22.6472	1.2200e-003	3.6000e-003	23.7490
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	4.4000e-004	5.7700e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4509	1.4509	4.0000e-005	4.0000e-005	1.4634
Total	**2.1200e-003**	**0.0622**	**0.0199**	**2.5000e-004**	**8.2500e-003**	**5.0000e-004**	**8.7500e-003**	**2.2500e-003**	**4.8000e-004**	**2.7300e-003**	**0.0000**	**24.0981**	**24.0981**	**1.2600e-003**	**3.6400e-003**	**25.2124**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3762	0.0000	0.3762	0.1805	0.0000	0.1805	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0809	0.8916	0.4841	1.0800e-003		0.0390	0.0390		0.0359	0.0359	0.0000	95.0392	95.0392	0.0307	0.0000	95.8077
Total	**0.0809**	**0.8916**	**0.4841**	**1.0800e-003**	**0.3762**	**0.0390**	**0.4152**	**0.1805**	**0.0359**	**0.2163**	**0.0000**	**95.0392**	**95.0392**	**0.0307**	**0.0000**	**95.8077**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0214	0.8438	0.1929	3.1100e-003	0.0884	6.7000e-003	0.0951	0.0243	6.4100e-003	0.0307	0.0000	309.2307	309.2307	0.0166	0.0491	324.2747
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7600e-003	1.4200e-003	0.0186	5.0000e-005	5.7600e-003	4.0000e-005	5.8000e-003	1.5300e-003	3.0000e-005	1.5600e-003	0.0000	4.6874	4.6874	1.3000e-004	1.3000e-004	4.7280
Total	**0.0232**	**0.8452**	**0.2115**	**3.1600e-003**	**0.0941**	**6.7400e-003**	**0.1009**	**0.0258**	**6.4400e-003**	**0.0322**	**0.0000**	**313.9181**	**313.9181**	**0.0167**	**0.0492**	**329.0027**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1693	0.0000	0.1693	0.0812	0.0000	0.0812	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0809	0.8916	0.4841	1.0800e-003		0.0390	0.0390		0.0359	0.0359	0.0000	95.0391	95.0391	0.0307	0.0000	95.8076
Total	**0.0809**	**0.8916**	**0.4841**	**1.0800e-003**	**0.1693**	**0.0390**	**0.2083**	**0.0812**	**0.0359**	**0.1171**	**0.0000**	**95.0391**	**95.0391**	**0.0307**	**0.0000**	**95.8076**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0214	0.8438	0.1929	3.1100e-003	0.0884	6.7000e-003	0.0951	0.0243	6.4100e-003	0.0307	0.0000	309.2307	309.2307	0.0166	0.0491	324.2747
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7600e-003	1.4200e-003	0.0186	5.0000e-005	5.7600e-003	4.0000e-005	5.8000e-003	1.5300e-003	3.0000e-005	1.5600e-003	0.0000	4.6874	4.6874	1.3000e-004	1.3000e-004	4.7280
Total	**0.0232**	**0.8452**	**0.2115**	**3.1600e-003**	**0.0941**	**6.7400e-003**	**0.1009**	**0.0258**	**6.4400e-003**	**0.0322**	**0.0000**	**313.9181**	**313.9181**	**0.0167**	**0.0492**	**329.0027**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1063	0.8065	0.8209	1.4200e-003		0.0380	0.0380		0.0367	0.0367	0.0000	117.1171	117.1171	0.0204	0.0000	117.6271
Total	**0.1063**	**0.8065**	**0.8209**	**1.4200e-003**		**0.0380**	**0.0380**		**0.0367**	**0.0367**	**0.0000**	**117.1171**	**117.1171**	**0.0204**	**0.0000**	**117.6271**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.7700e-003	0.1291	0.0429	5.1000e-004	0.0167	1.2900e-003	0.0180	4.8100e-003	1.2300e-003	6.0500e-003	0.0000	49.3516	49.3516	1.6500e-003	7.1600e-003	51.5268
Worker	0.0338	0.0273	0.3570	9.7000e-004	0.1104	6.7000e-004	0.1111	0.0293	6.2000e-004	0.0299	0.0000	89.8369	89.8369	2.4700e-003	2.4100e-003	90.6160
Total	**0.0386**	**0.1564**	**0.3998**	**1.4800e-003**	**0.1271**	**1.9600e-003**	**0.1290**	**0.0341**	**1.8500e-003**	**0.0360**	**0.0000**	**139.1884**	**139.1884**	**4.1200e-003**	**9.5700e-003**	**142.1428**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1063	0.8065	0.8209	1.4200e-003		0.0380	0.0380		0.0367	0.0367	0.0000	117.1170	117.1170	0.0204	0.0000	117.6269
Total	**0.1063**	**0.8065**	**0.8209**	**1.4200e-003**		**0.0380**	**0.0380**		**0.0367**	**0.0367**	**0.0000**	**117.1170**	**117.1170**	**0.0204**	**0.0000**	**117.6269**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.7700e-003	0.1291	0.0429	5.1000e-004	0.0167	1.2900e-003	0.0180	4.8100e-003	1.2300e-003	6.0500e-003	0.0000	49.3516	49.3516	1.6500e-003	7.1600e-003	51.5268
Worker	0.0338	0.0273	0.3570	9.7000e-004	0.1104	6.7000e-004	0.1111	0.0293	6.2000e-004	0.0299	0.0000	89.8369	89.8369	2.4700e-003	2.4100e-003	90.6160
Total	**0.0386**	**0.1564**	**0.3998**	**1.4800e-003**	**0.1271**	**1.9600e-003**	**0.1290**	**0.0341**	**1.8500e-003**	**0.0360**	**0.0000**	**139.1884**	**139.1884**	**4.1200e-003**	**9.5700e-003**	**142.1428**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0830	0.6382	0.6873	1.2000e-003		0.0280	0.0280		0.0271	0.0271	0.0000	98.9715	98.9715	0.0168	0.0000	99.3917
Total	**0.0830**	**0.6382**	**0.6873**	**1.2000e-003**		**0.0280**	**0.0280**		**0.0271**	**0.0271**	**0.0000**	**98.9715**	**98.9715**	**0.0168**	**0.0000**	**99.3917**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4200e-003	0.0851	0.0324	4.1000e-004	0.0141	4.7000e-004	0.0146	4.0700e-003	4.5000e-004	4.5200e-003	0.0000	39.7678	39.7678	1.3300e-003	5.7600e-003	41.5182
Worker	0.0265	0.0204	0.2782	8.0000e-004	0.0933	5.4000e-004	0.0938	0.0248	4.9000e-004	0.0253	0.0000	73.9121	73.9121	1.8800e-003	1.8800e-003	74.5187
Total	**0.0289**	**0.1055**	**0.3106**	**1.2100e-003**	**0.1074**	**1.0100e-003**	**0.1084**	**0.0288**	**9.4000e-004**	**0.0298**	**0.0000**	**113.6798**	**113.6798**	**3.2100e-003**	**7.6400e-003**	**116.0369**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0830	0.6382	0.6873	1.2000e-003		0.0280	0.0280		0.0271	0.0271	0.0000	98.9714	98.9714	0.0168	0.0000	99.3916
Total	**0.0830**	**0.6382**	**0.6873**	**1.2000e-003**		**0.0280**	**0.0280**		**0.0271**	**0.0271**	**0.0000**	**98.9714**	**98.9714**	**0.0168**	**0.0000**	**99.3916**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4200e-003	0.0851	0.0324	4.1000e-004	0.0141	4.7000e-004	0.0146	4.0700e-003	4.5000e-004	4.5200e-003	0.0000	39.7678	39.7678	1.3300e-003	5.7600e-003	41.5182
Worker	0.0265	0.0204	0.2782	8.0000e-004	0.0933	5.4000e-004	0.0938	0.0248	4.9000e-004	0.0253	0.0000	73.9121	73.9121	1.8800e-003	1.8800e-003	74.5187
Total	**0.0289**	**0.1055**	**0.3106**	**1.2100e-003**	**0.1074**	**1.0100e-003**	**0.1084**	**0.0288**	**9.4000e-004**	**0.0298**	**0.0000**	**113.6798**	**113.6798**	**3.2100e-003**	**7.6400e-003**	**116.0369**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0210	0.2027	0.2861	4.4000e-004		0.0100	0.0100		9.2500e-003	9.2500e-003	0.0000	38.2604	38.2604	0.0121	0.0000	38.5636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0210**	**0.2027**	**0.2861**	**4.4000e-004**		**0.0100**	**0.0100**		**9.2500e-003**	**9.2500e-003**	**0.0000**	**38.2604**	**38.2604**	**0.0121**	**0.0000**	**38.5636**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3200e-003	1.0100e-003	0.0138	4.0000e-005	4.6400e-003	3.0000e-005	4.6600e-003	1.2300e-003	2.0000e-005	1.2600e-003	0.0000	3.6730	3.6730	9.0000e-005	9.0000e-005	3.7032
Total	**1.3200e-003**	**1.0100e-003**	**0.0138**	**4.0000e-005**	**4.6400e-003**	**3.0000e-005**	**4.6600e-003**	**1.2300e-003**	**2.0000e-005**	**1.2600e-003**	**0.0000**	**3.6730**	**3.6730**	**9.0000e-005**	**9.0000e-005**	**3.7032**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0210	0.2027	0.2861	4.4000e-004		0.0100	0.0100		9.2500e-003	9.2500e-003	0.0000	38.2603	38.2603	0.0121	0.0000	38.5636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0210**	**0.2027**	**0.2861**	**4.4000e-004**		**0.0100**	**0.0100**		**9.2500e-003**	**9.2500e-003**	**0.0000**	**38.2603**	**38.2603**	**0.0121**	**0.0000**	**38.5636**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3200e-003	1.0100e-003	0.0138	4.0000e-005	4.6400e-003	3.0000e-005	4.6600e-003	1.2300e-003	2.0000e-005	1.2600e-003	0.0000	3.6730	3.6730	9.0000e-005	9.0000e-005	3.7032
Total	**1.3200e-003**	**1.0100e-003**	**0.0138**	**4.0000e-005**	**4.6400e-003**	**3.0000e-005**	**4.6600e-003**	**1.2300e-003**	**2.0000e-005**	**1.2600e-003**	**0.0000**	**3.6730**	**3.6730**	**9.0000e-005**	**9.0000e-005**	**3.7032**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5470					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4200e-003	0.0437	0.0607	1.0000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	8.5534	8.5534	5.1000e-004	0.0000	8.5662
Total	**0.5535**	**0.0437**	**0.0607**	**1.0000e-004**		**2.3700e-003**	**2.3700e-003**		**2.3700e-003**	**2.3700e-003**	**0.0000**	**8.5534**	**8.5534**	**5.1000e-004**	**0.0000**	**8.5662**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2400e-003	2.4900e-003	0.0340	1.0000e-004	0.0114	7.0000e-005	0.0115	3.0300e-003	6.0000e-005	3.0900e-003	0.0000	9.0282	9.0282	2.3000e-004	2.3000e-004	9.1023
Total	**3.2400e-003**	**2.4900e-003**	**0.0340**	**1.0000e-004**	**0.0114**	**7.0000e-005**	**0.0115**	**3.0300e-003**	**6.0000e-005**	**3.0900e-003**	**0.0000**	**9.0282**	**9.0282**	**2.3000e-004**	**2.3000e-004**	**9.1023**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5470					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4200e-003	0.0437	0.0607	1.0000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	8.5534	8.5534	5.1000e-004	0.0000	8.5662
Total	**0.5535**	**0.0437**	**0.0607**	**1.0000e-004**		**2.3700e-003**	**2.3700e-003**		**2.3700e-003**	**2.3700e-003**	**0.0000**	**8.5534**	**8.5534**	**5.1000e-004**	**0.0000**	**8.5662**

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2400e-003	2.4900e-003	0.0340	1.0000e-004	0.0114	7.0000e-005	0.0115	3.0300e-003	6.0000e-005	3.0900e-003	0.0000	9.0282	9.0282	2.3000e-004	2.3000e-004	9.1023
Total	**3.2400e-003**	**2.4900e-003**	**0.0340**	**1.0000e-004**	**0.0114**	**7.0000e-005**	**0.0115**	**3.0300e-003**	**6.0000e-005**	**3.0900e-003**	**0.0000**	**9.0282**	**9.0282**	**2.3000e-004**	**2.3000e-004**	**9.1023**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4663	0.3722	3.2851	5.2300e-003	0.6160	4.0000e-003	0.6200	0.1644	3.7100e-003	0.1681	0.0000	511.3328	511.3328	0.0485	0.0311	521.7989
Unmitigated	0.6821	0.6946	6.3575	0.0136	1.6830	9.1300e-003	1.6921	0.4492	8.5000e-003	0.4577	0.0000	1,325.2894	1,325.2894	0.0883	0.0595	1,345.2120

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	603.84	545.01	453.99	1,961,543	718,020
Condo/Townhouse	69.60	97.68	75.36	254,353	93,106
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	91.93	14.83	4.70	220,514	80,719
High Turnover (Sit Down Restaurant)	441.99	482.26	562.00	633,561	231,914
Strip Mall	803.52	762.19	370.40	1,399,818	512,401
Total	2,010.88	1,901.96	1,466.44	4,469,789	1,636,160

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
Condo/Townhouse	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
Enclosed Parking with Elevator	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
General Office Building	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
High Turnover (Sit Down Restaurant)	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
Strip Mall	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	188.8041	188.8041	0.0157	1.5700e-003	189.6629
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	188.8041	188.8041	0.0157	1.5700e-003	189.6629
NaturalGas Mitigated	0.0119	0.1048	0.0650	6.5000e-004		8.2300e-003	8.2300e-003		8.2300e-003	8.2300e-003	0.0000	117.9284	117.9284	2.2600e-003	2.1600e-003	118.6292
NaturalGas Unmitigated	0.0119	0.1048	0.0650	6.5000e-004		8.2300e-003	8.2300e-003		8.2300e-003	8.2300e-003	0.0000	117.9284	117.9284	2.2600e-003	2.1600e-003	118.6292

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.0002e+006	5.3900e-003	0.0461	0.0196	2.9000e-004		3.7300e-003	3.7300e-003		3.7300e-003	3.7300e-003	0.0000	53.3744	53.3744	1.0200e-003	9.8000e-004	53.6916
Condo/Townhouse	203923	1.1000e-003	9.4000e-003	4.0000e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	10.8821	10.8821	2.1000e-004	2.0000e-004	10.9468
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	69180.1	3.7000e-004	3.3900e-003	2.8500e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.6917	3.6917	7.0000e-005	7.0000e-005	3.7137
High Turnover (Sit Down Restaurant)	907040	4.8900e-003	0.0445	0.0374	2.7000e-004		3.3800e-003	3.3800e-003		3.3800e-003	3.3800e-003	0.0000	48.4031	48.4031	9.3000e-004	8.9000e-004	48.6907
Strip Mall	29553.5	1.6000e-004	1.4500e-003	1.2200e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5771	1.5771	3.0000e-005	3.0000e-005	1.5865
Total		**0.0119**	**0.1048**	**0.0650**	**6.5000e-004**		**8.2400e-003**	**8.2400e-003**		**8.2400e-003**	**8.2400e-003**	**0.0000**	**117.9284**	**117.9284**	**2.2600e-003**	**2.1700e-003**	**118.6292**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.0002e+006	5.3900e-003	0.0461	0.0196	2.9000e-004		3.7300e-003	3.7300e-003		3.7300e-003	3.7300e-003	0.0000	53.3744	53.3744	1.0200e-003	9.8000e-004	53.6916
Condo/Townhouse	203923	1.1000e-003	9.4000e-003	4.0000e-003	6.0000e-005		7.6000e-004	7.6000e-004		7.6000e-004	7.6000e-004	0.0000	10.8821	10.8821	2.1000e-004	2.0000e-004	10.9468
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	69180.1	3.7000e-004	3.3900e-003	2.8500e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.6917	3.6917	7.0000e-005	7.0000e-005	3.7137
High Turnover (Sit Down Restaurant)	907040	4.8900e-003	0.0445	0.0374	2.7000e-004		3.3800e-003	3.3800e-003		3.3800e-003	3.3800e-003	0.0000	48.4031	48.4031	9.3000e-004	8.9000e-004	48.6907
Strip Mall	29553.5	1.6000e-004	1.4500e-003	1.2200e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5771	1.5771	3.0000e-005	3.0000e-005	1.5865
Total		**0.0119**	**0.1048**	**0.0650**	**6.5000e-004**		**8.2400e-003**	**8.2400e-003**		**8.2400e-003**	**8.2400e-003**	**0.0000**	**117.9284**	**117.9284**	**2.2600e-003**	**2.1700e-003**	**118.6292**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	425195	46.4748	3.8600e-003	3.9000e-004	46.6862
Condo/Townhouse	58023.6	6.3421	5.3000e-004	5.0000e-005	6.3710
Enclosed Parking with Elevator	752896	82.2932	6.8300e-003	6.8000e-004	82.6675
General Office Building	83875	9.1677	7.6000e-004	8.0000e-005	9.2094
High Turnover (Sit Down Restaurant)	170397	18.6248	1.5500e-003	1.5000e-004	18.7095
Strip Mall	236972	25.9016	2.1500e-003	2.1000e-004	26.0194
Total		**188.8041**	**0.0157**	**1.5600e-003**	**189.6629**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	425195	46.4748	3.8600e-003	3.9000e-004	46.6862
Condo/Townhouse	58023.6	6.3421	5.3000e-004	5.0000e-005	6.3710
Enclosed Parking with Elevator	752896	82.2932	6.8300e-003	6.8000e-004	82.6675
General Office Building	83875	9.1677	7.6000e-004	8.0000e-005	9.2094
High Turnover (Sit Down Restaurant)	170397	18.6248	1.5500e-003	1.5000e-004	18.7095
Strip Mall	236972	25.9016	2.1500e-003	2.1000e-004	26.0194
Total		**188.8041**	**0.0157**	**1.5600e-003**	**189.6629**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6641	0.0376	1.2796	2.1000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003	0.0000	28.6645	28.6645	2.5100e-003	4.9000e-004	28.8724
Unmitigated	0.6641	0.0376	1.2796	2.1000e-004		8.9100e-003	8.9100e-003		8.9100e-003	8.9100e-003	0.0000	28.6645	28.6645	2.5100e-003	4.9000e-004	28.8724

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0547					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5685					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.6900e-003	0.0230	9.7700e-003	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	26.5832	26.5832	5.1000e-004	4.9000e-004	26.7412
Landscaping	0.0383	0.0146	1.2699	7.0000e-005		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003	0.0000	2.0813	2.0813	2.0000e-003	0.0000	2.1313
Total	**0.6641**	**0.0376**	**1.2796**	**2.2000e-004**		**8.9100e-003**	**8.9100e-003**		**8.9100e-003**	**8.9100e-003**	**0.0000**	**28.6645**	**28.6645**	**2.5100e-003**	**4.9000e-004**	**28.8724**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0547					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5685					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.6900e-003	0.0230	9.7700e-003	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	26.5832	26.5832	5.1000e-004	4.9000e-004	26.7412
Landscaping	0.0383	0.0146	1.2699	7.0000e-005		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003	0.0000	2.0813	2.0813	2.0000e-003	0.0000	2.1313
Total	**0.6641**	**0.0376**	**1.2796**	**2.2000e-004**		**8.9100e-003**	**8.9100e-003**		**8.9100e-003**	**8.9100e-003**	**0.0000**	**28.6645**	**28.6645**	**2.5100e-003**	**4.9000e-004**	**28.8724**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	24.4691	0.3080	7.4100e-003	34.3757
Unmitigated	28.5576	0.3848	9.2400e-003	40.9317

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	7.2321 / 4.55937	18.1240	0.2370	5.7000e-003	25.7456
Condo/Townhouse	0.781848 / 0.492904	1.9594	0.0256	6.2000e-004	2.7833
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	1.19259 / 0.730944	2.9633	0.0391	9.4000e-004	4.2200
High Turnover (Sit Down Restaurant)	1.19592 / 0.0763355	2.1742	0.0391	9.4000e-004	3.4308
Strip Mall	1.34293 / 0.823089	3.3369	0.0440	1.0600e-003	4.7520
Total		**28.5576**	**0.3848**	**9.2600e-003**	**40.9317**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	5.78568 / 4.55937	15.6065	0.1897	4.5700e-003	21.7088
Condo/Townhouse	0.625479 / 0.492904	1.6872	0.0205	4.9000e-004	2.3469
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0.954075 / 0.730944	2.5482	0.0313	7.5000e-004	3.5543
High Turnover (Sit Down Restaurant)	0.956738 / 0.0763355	1.7579	0.0313	7.5000e-004	2.7632
Strip Mall	1.07435 / 0.823089	2.8694	0.0352	8.5000e-004	4.0024
Total		**24.4691**	**0.3080**	**7.4100e-003**	**34.3757**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	26.1351	1.5445	0.0000	64.7486
Unmitigated	26.1351	1.5445	0.0000	64.7486

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	51.06	10.3647	0.6125	0.0000	25.6782
Condo/Townhouse	5.52	1.1205	0.0662	0.0000	2.7760
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	6.24	1.2667	0.0749	0.0000	3.1381
High Turnover (Sit Down Restaurant)	46.89	9.5183	0.5625	0.0000	23.5811
Strip Mall	19.04	3.8650	0.2284	0.0000	9.5752
Total		**26.1351**	**1.5445**	**0.0000**	**64.7486**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	51.06	10.3647	0.6125	0.0000	25.6782
Condo/Townhouse	5.52	1.1205	0.0662	0.0000	2.7760
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	6.24	1.2667	0.0749	0.0000	3.1381
High Turnover (Sit Down Restaurant)	46.89	9.5183	0.5625	0.0000	23.5811
Strip Mall	19.04	3.8650	0.2284	0.0000	9.5752
Total		**26.1351**	**1.5445**	**0.0000**	**64.7486**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	36	86	0.73	Diesel

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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (75 - 100 HP)	2.5400e-003	8.2800e-003	9.2200e-003	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.1790	1.1790	1.7000e-004	0.0000	1.1831
Total	**2.5400e-003**	**8.2800e-003**	**9.2200e-003**	**1.0000e-005**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**1.1790**	**1.1790**	**1.7000e-004**	**0.0000**	**1.1831**

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	46.00	1000sqft	0.00	46,002.00	0
Enclosed Parking with Elevator	292.00	Space	0.00	116,800.00	0
High Turnover (Sit Down Restaurant)	1.05	1000sqft	0.00	1,054.00	0
Apartments Mid Rise	30.00	Dwelling Unit	1.00	36,000.00	86
Strip Mall	17.44	1000sqft	0.40	17,444.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	240.97	**CH4 Intensity (lb/MWhr)**	0.02	**N2O Intensity (lb/MWhr)**	0.002

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted utility carbon intensity factors for RPS for year 2030.

Land Use - Source: Section 6.0 Alternatives

Construction Phase - Source: Client provided construction schedule. Demolition + grading 6 mo., Const. 11 mo., Paving 3 mo., AC 3 mo.

Trips and VMT - Assume 15 CY truck and 5134 loads (per VCA Engineers 7/2019, 77,000 CY) = 10,268 one-way trips, 48 loads/day; 376 loads demolition = 752 one-way trips, 16 loads/day

Demolition - Per VCA Engineers 7/2019: demolition 5,638 cy = 152,226 cf

Grading - Export material per VCA Engineers 7/2019: 77,000 CY

Architectural Coating - SCAQMD Rule 1113

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Vehicle Trips - Rates per project traffic study

Woodstoves - SCAQMD Rule 445

Area Coating - SCAQMD Rule 1113

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation - Net increase of 26 residential units on 1.4 acres, mixed use, 5 apt units of affordable housing, 0.1 mile to Santa Monica/Westborne stop for Cityline Commuter and Metro Route 4, located in a central business district

Water Mitigation - Compliance with CALGreen

Stationary Sources - Emergency Generators and Fire Pumps -

Fleet Mix -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	200.00	238.00
tblConstructionPhase	NumDays	10.00	65.00
tblConstructionPhase	NumDays	10.00	67.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	25.50	27.00
tblFireplaces	NumberWood	1.50	0.00
tblGrading	MaterialExported	0.00	77,000.00
tblLandUse	LandUseSquareFeet	46,000.00	46,002.00
tblLandUse	LandUseSquareFeet	1,050.00	1,054.00
tblLandUse	LandUseSquareFeet	30,000.00	36,000.00
tblLandUse	LandUseSquareFeet	17,440.00	17,444.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	1.06	0.00
tblLandUse	LotAcreage	2.63	0.00
tblLandUse	LotAcreage	0.02	0.00
tblLandUse	LotAcreage	0.79	1.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.02
tblProjectCharacteristics	CO2IntensityFactor	390.98	240.97
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.002
tblTripsAndVMT	HaulingTripNumber	692.00	752.00
tblTripsAndVMT	HaulingTripNumber	9,625.00	10,268.00
tblVehicleTrips	WD_TR	9.74	13.70
tblWoodstoves	NumberCatalytic	1.50	0.00
tblWoodstoves	NumberNoncatalytic	1.50	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2572	2.9332	1.9536	7.1800e-003	0.6313	0.0961	0.7274	0.2408	0.0906	0.3314	0.0000	668.6464	668.6464	0.0786	0.0600	688.4970
2023	0.5588	0.9674	1.2560	2.6300e-003	0.0770	0.0412	0.1182	0.0207	0.0394	0.0601	0.0000	229.8241	229.8241	0.0318	5.9600e-003	232.3961
Maximum	**0.5588**	**2.9332**	**1.9536**	**7.1800e-003**	**0.6313**	**0.0961**	**0.7274**	**0.2408**	**0.0906**	**0.3314**	**0.0000**	**668.6464**	**668.6464**	**0.0786**	**0.0600**	**688.4970**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2572	2.9332	1.9536	7.1800e-003	0.3832	0.0961	0.4793	0.1353	0.0906	0.2259	0.0000	668.6461	668.6461	0.0786	0.0600	688.4967
2023	0.5588	0.9674	1.2560	2.6300e-003	0.0770	0.0412	0.1182	0.0207	0.0394	0.0601	0.0000	229.8239	229.8239	0.0318	5.9600e-003	232.3960
Maximum	**0.5588**	**2.9332**	**1.9536**	**7.1800e-003**	**0.3832**	**0.0961**	**0.4793**	**0.1353**	**0.0906**	**0.2259**	**0.0000**	**668.6461**	**668.6461**	**0.0786**	**0.0600**	**688.4967**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**35.03**	**0.00**	**29.34**	**40.34**	**0.00**	**26.94**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-3-2022**	**4-2-2022**	0.9613	0.9613
2	**4-3-2022**	**7-2-2022**	1.1010	1.1010
3	**7-3-2022**	**10-2-2022**	0.5234	0.5234
4	**10-3-2022**	**1-2-2023**	0.5374	0.5374
5	**1-3-2023**	**4-2-2023**	0.4836	0.4836
6	**4-3-2023**	**7-2-2023**	0.3974	0.3974
7	**7-3-2023**	**9-30-2023**	0.3028	0.3028
		Highest	1.1010	1.1010

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4238	9.2000e-003	0.3155	5.0000e-005		2.1800e-003	2.1800e-003		2.1800e-003	2.1800e-003	0.0000	6.9979	6.9979	6.3000e-004	1.2000e-004	7.0491
Energy	5.4800e-003	0.0490	0.0360	3.0000e-004		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	228.9743	228.9743	0.0155	2.4400e-003	230.0913
Mobile	0.5303	0.5460	5.0044	0.0108	1.3394	7.2300e-003	1.3466	0.3575	6.7300e-003	0.3642	0.0000	1,053.2132	1,053.2132	0.0694	0.0468	1,068.8856
Stationary	2.5400e-003	8.2800e-003	9.2200e-003	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.1790	1.1790	1.7000e-004	0.0000	1.1831
Waste						0.0000	0.0000		0.0000	0.0000	17.7394	0.0000	17.7394	1.0484	0.0000	43.9486
Water						0.0000	0.0000		0.0000	0.0000	3.7249	25.2775	29.0024	0.3847	9.2400e-003	41.3738
Total	**0.9622**	**0.6125**	**5.3650**	**0.0111**	**1.3394**	**0.0136**	**1.3529**	**0.3575**	**0.0131**	**0.3705**	**21.4642**	**1,315.6418**	**1,337.1061**	**1.5187**	**0.0586**	**1,392.5314**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4238	9.2000e-003	0.3155	5.0000e-005		2.1800e-003	2.1800e-003		2.1800e-003	2.1800e-003	0.0000	6.9979	6.9979	6.3000e-004	1.2000e-004	7.0491
Energy	5.4800e-003	0.0490	0.0360	3.0000e-004		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	228.9743	228.9743	0.0155	2.4400e-003	230.0913
Mobile	0.3839	0.3272	2.9191	5.1200e-003	0.6153	3.7400e-003	0.6190	0.1642	3.4800e-003	0.1677	0.0000	500.7731	500.7731	0.0423	0.0275	510.0273
Stationary	2.5400e-003	8.2800e-003	9.2200e-003	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.1790	1.1790	1.7000e-004	0.0000	1.1831
Waste						0.0000	0.0000		0.0000	0.0000	17.7394	0.0000	17.7394	1.0484	0.0000	43.9486
Water						0.0000	0.0000		0.0000	0.0000	2.9799	21.9356	24.9154	0.3079	7.4100e-003	34.8203
Total	**0.8157**	**0.3937**	**3.2798**	**5.4800e-003**	**0.6153**	**0.0101**	**0.6253**	**0.1642**	**9.8100e-003**	**0.1740**	**20.7193**	**759.8598**	**780.5791**	**1.4149**	**0.0375**	**827.1196**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**15.22**	**35.72**	**38.87**	**50.76**	**54.06**	**25.74**	**53.78**	**54.06**	**24.89**	**53.03**	**3.47**	**42.24**	**41.62**	**6.84**	**36.03**	**40.60**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	2/4/2022	5	25	
2	Grading	Grading	2/7/2022	7/1/2022	5	105	

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3	Building Construction	Building Construction	7/5/2022	6/1/2023	5	238	
4	Paving	Paving	6/2/2023	8/31/2023	5	65	
5	Architectural Coating	Architectural Coating	9/1/2023	12/4/2023	5	67	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 72,900; Residential Outdoor: 24,300; Non-Residential Indoor: 96,750; Non-Residential Outdoor: 32,250; Striped Parking Area: 7,008 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	752.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	10,268.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	91.00	33.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0749	0.0000	0.0749	0.0113	0.0000	0.0113	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0211	0.2078	0.1745	3.0000e-004		0.0105	0.0105		9.7900e-003	9.7900e-003	0.0000	26.3471	26.3471	6.7100e-003	0.0000	26.5150
Total	**0.0211**	**0.2078**	**0.1745**	**3.0000e-004**	**0.0749**	**0.0105**	**0.0854**	**0.0113**	**9.7900e-003**	**0.0211**	**0.0000**	**26.3471**	**26.3471**	**6.7100e-003**	**0.0000**	**26.5150**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5700e-003	0.0618	0.0141	2.3000e-004	6.4700e-003	4.9000e-004	6.9600e-003	1.7800e-003	4.7000e-004	2.2500e-003	0.0000	22.6472	22.6472	1.2200e-003	3.6000e-003	23.7490
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	4.4000e-004	5.7700e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4509	1.4509	4.0000e-005	4.0000e-005	1.4634
Total	**2.1200e-003**	**0.0622**	**0.0199**	**2.5000e-004**	**8.2500e-003**	**5.0000e-004**	**8.7500e-003**	**2.2500e-003**	**4.8000e-004**	**2.7300e-003**	**0.0000**	**24.0981**	**24.0981**	**1.2600e-003**	**3.6400e-003**	**25.2124**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0337	0.0000	0.0337	5.1000e-003	0.0000	5.1000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0211	0.2078	0.1745	3.0000e-004		0.0105	0.0105		9.7900e-003	9.7900e-003	0.0000	26.3471	26.3471	6.7100e-003	0.0000	26.5149
Total	**0.0211**	**0.2078**	**0.1745**	**3.0000e-004**	**0.0337**	**0.0105**	**0.0442**	**5.1000e-003**	**9.7900e-003**	**0.0149**	**0.0000**	**26.3471**	**26.3471**	**6.7100e-003**	**0.0000**	**26.5149**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5700e-003	0.0618	0.0141	2.3000e-004	6.4700e-003	4.9000e-004	6.9600e-003	1.7800e-003	4.7000e-004	2.2500e-003	0.0000	22.6472	22.6472	1.2200e-003	3.6000e-003	23.7490
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	4.4000e-004	5.7700e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4509	1.4509	4.0000e-005	4.0000e-005	1.4634
Total	**2.1200e-003**	**0.0622**	**0.0199**	**2.5000e-004**	**8.2500e-003**	**5.0000e-004**	**8.7500e-003**	**2.2500e-003**	**4.8000e-004**	**2.7300e-003**	**0.0000**	**24.0981**	**24.0981**	**1.2600e-003**	**3.6400e-003**	**25.2124**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3762	0.0000	0.3762	0.1805	0.0000	0.1805	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0809	0.8916	0.4841	1.0800e-003		0.0390	0.0390		0.0359	0.0359	0.0000	95.0392	95.0392	0.0307	0.0000	95.8077
Total	**0.0809**	**0.8916**	**0.4841**	**1.0800e-003**	**0.3762**	**0.0390**	**0.4152**	**0.1805**	**0.0359**	**0.2163**	**0.0000**	**95.0392**	**95.0392**	**0.0307**	**0.0000**	**95.8077**

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0214	0.8438	0.1929	3.1100e-003	0.0884	6.7000e-003	0.0951	0.0243	6.4100e-003	0.0307	0.0000	309.2307	309.2307	0.0166	0.0491	324.2747
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7600e-003	1.4200e-003	0.0186	5.0000e-005	5.7600e-003	4.0000e-005	5.8000e-003	1.5300e-003	3.0000e-005	1.5600e-003	0.0000	4.6874	4.6874	1.3000e-004	1.3000e-004	4.7280
Total	**0.0232**	**0.8452**	**0.2115**	**3.1600e-003**	**0.0941**	**6.7400e-003**	**0.1009**	**0.0258**	**6.4400e-003**	**0.0322**	**0.0000**	**313.9181**	**313.9181**	**0.0167**	**0.0492**	**329.0027**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1693	0.0000	0.1693	0.0812	0.0000	0.0812	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0809	0.8916	0.4841	1.0800e-003		0.0390	0.0390		0.0359	0.0359	0.0000	95.0391	95.0391	0.0307	0.0000	95.8076
Total	**0.0809**	**0.8916**	**0.4841**	**1.0800e-003**	**0.1693**	**0.0390**	**0.2083**	**0.0812**	**0.0359**	**0.1171**	**0.0000**	**95.0391**	**95.0391**	**0.0307**	**0.0000**	**95.8076**

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0214	0.8438	0.1929	3.1100e-003	0.0884	6.7000e-003	0.0951	0.0243	6.4100e-003	0.0307	0.0000	309.2307	309.2307	0.0166	0.0491	324.2747
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7600e-003	1.4200e-003	0.0186	5.0000e-005	5.7600e-003	4.0000e-005	5.8000e-003	1.5300e-003	3.0000e-005	1.5600e-003	0.0000	4.6874	4.6874	1.3000e-004	1.3000e-004	4.7280
Total	**0.0232**	**0.8452**	**0.2115**	**3.1600e-003**	**0.0941**	**6.7400e-003**	**0.1009**	**0.0258**	**6.4400e-003**	**0.0322**	**0.0000**	**313.9181**	**313.9181**	**0.0167**	**0.0492**	**329.0027**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1063	0.8065	0.8209	1.4200e-003		0.0380	0.0380		0.0367	0.0367	0.0000	117.1171	117.1171	0.0204	0.0000	117.6271
Total	**0.1063**	**0.8065**	**0.8209**	**1.4200e-003**		**0.0380**	**0.0380**		**0.0367**	**0.0367**	**0.0000**	**117.1171**	**117.1171**	**0.0204**	**0.0000**	**117.6271**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8400e-003	0.1039	0.0345	4.1000e-004	0.0134	1.0400e-003	0.0145	3.8700e-003	9.9000e-004	4.8700e-003	0.0000	39.7220	39.7220	1.3300e-003	5.7600e-003	41.4728
Worker	0.0197	0.0159	0.2082	5.7000e-004	0.0644	3.9000e-004	0.0648	0.0171	3.6000e-004	0.0175	0.0000	52.4048	52.4048	1.4400e-003	1.4000e-003	52.8593
Total	**0.0236**	**0.1199**	**0.2427**	**9.8000e-004**	**0.0778**	**1.4300e-003**	**0.0793**	**0.0210**	**1.3500e-003**	**0.0223**	**0.0000**	**92.1268**	**92.1268**	**2.7700e-003**	**7.1600e-003**	**94.3321**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1063	0.8065	0.8209	1.4200e-003		0.0380	0.0380		0.0367	0.0367	0.0000	117.1170	117.1170	0.0204	0.0000	117.6269
Total	**0.1063**	**0.8065**	**0.8209**	**1.4200e-003**		**0.0380**	**0.0380**		**0.0367**	**0.0367**	**0.0000**	**117.1170**	**117.1170**	**0.0204**	**0.0000**	**117.6269**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8400e-003	0.1039	0.0345	4.1000e-004	0.0134	1.0400e-003	0.0145	3.8700e-003	9.9000e-004	4.8700e-003	0.0000	39.7220	39.7220	1.3300e-003	5.7600e-003	41.4728
Worker	0.0197	0.0159	0.2082	5.7000e-004	0.0644	3.9000e-004	0.0648	0.0171	3.6000e-004	0.0175	0.0000	52.4048	52.4048	1.4400e-003	1.4000e-003	52.8593
Total	**0.0236**	**0.1199**	**0.2427**	**9.8000e-004**	**0.0778**	**1.4300e-003**	**0.0793**	**0.0210**	**1.3500e-003**	**0.0223**	**0.0000**	**92.1268**	**92.1268**	**2.7700e-003**	**7.1600e-003**	**94.3321**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0830	0.6382	0.6873	1.2000e-003		0.0280	0.0280		0.0271	0.0271	0.0000	98.9715	98.9715	0.0168	0.0000	99.3917
Total	**0.0830**	**0.6382**	**0.6873**	**1.2000e-003**		**0.0280**	**0.0280**		**0.0271**	**0.0271**	**0.0000**	**98.9715**	**98.9715**	**0.0168**	**0.0000**	**99.3917**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9400e-003	0.0685	0.0261	3.3000e-004	0.0113	3.8000e-004	0.0117	3.2700e-003	3.6000e-004	3.6400e-003	0.0000	32.0082	32.0082	1.0700e-003	4.6400e-003	33.4171
Worker	0.0155	0.0119	0.1623	4.6000e-004	0.0544	3.1000e-004	0.0547	0.0145	2.9000e-004	0.0147	0.0000	43.1154	43.1154	1.0900e-003	1.1000e-003	43.4692
Total	**0.0174**	**0.0804**	**0.1884**	**7.9000e-004**	**0.0658**	**6.9000e-004**	**0.0664**	**0.0177**	**6.5000e-004**	**0.0184**	**0.0000**	**75.1236**	**75.1236**	**2.1600e-003**	**5.7400e-003**	**76.8863**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0830	0.6382	0.6873	1.2000e-003		0.0280	0.0280		0.0271	0.0271	0.0000	98.9714	98.9714	0.0168	0.0000	99.3916
Total	**0.0830**	**0.6382**	**0.6873**	**1.2000e-003**		**0.0280**	**0.0280**		**0.0271**	**0.0271**	**0.0000**	**98.9714**	**98.9714**	**0.0168**	**0.0000**	**99.3916**

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9400e-003	0.0685	0.0261	3.3000e-004	0.0113	3.8000e-004	0.0117	3.2700e-003	3.6000e-004	3.6400e-003	0.0000	32.0082	32.0082	1.0700e-003	4.6400e-003	33.4171
Worker	0.0155	0.0119	0.1623	4.6000e-004	0.0544	3.1000e-004	0.0547	0.0145	2.9000e-004	0.0147	0.0000	43.1154	43.1154	1.0900e-003	1.1000e-003	43.4692
Total	**0.0174**	**0.0804**	**0.1884**	**7.9000e-004**	**0.0658**	**6.9000e-004**	**0.0664**	**0.0177**	**6.5000e-004**	**0.0184**	**0.0000**	**75.1236**	**75.1236**	**2.1600e-003**	**5.7400e-003**	**76.8863**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0210	0.2027	0.2861	4.4000e-004		0.0100	0.0100		9.2500e-003	9.2500e-003	0.0000	38.2604	38.2604	0.0121	0.0000	38.5636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0210**	**0.2027**	**0.2861**	**4.4000e-004**		**0.0100**	**0.0100**		**9.2500e-003**	**9.2500e-003**	**0.0000**	**38.2604**	**38.2604**	**0.0121**	**0.0000**	**38.5636**

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3200e-003	1.0100e-003	0.0138	4.0000e-005	4.6400e-003	3.0000e-005	4.6600e-003	1.2300e-003	2.0000e-005	1.2600e-003	0.0000	3.6730	3.6730	9.0000e-005	9.0000e-005	3.7032
Total	**1.3200e-003**	**1.0100e-003**	**0.0138**	**4.0000e-005**	**4.6400e-003**	**3.0000e-005**	**4.6600e-003**	**1.2300e-003**	**2.0000e-005**	**1.2600e-003**	**0.0000**	**3.6730**	**3.6730**	**9.0000e-005**	**9.0000e-005**	**3.7032**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0210	0.2027	0.2861	4.4000e-004		0.0100	0.0100		9.2500e-003	9.2500e-003	0.0000	38.2603	38.2603	0.0121	0.0000	38.5636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0210**	**0.2027**	**0.2861**	**4.4000e-004**		**0.0100**	**0.0100**		**9.2500e-003**	**9.2500e-003**	**0.0000**	**38.2603**	**38.2603**	**0.0121**	**0.0000**	**38.5636**

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3200e-003	1.0100e-003	0.0138	4.0000e-005	4.6400e-003	3.0000e-005	4.6600e-003	1.2300e-003	2.0000e-005	1.2600e-003	0.0000	3.6730	3.6730	9.0000e-005	9.0000e-005	3.7032
Total	**1.3200e-003**	**1.0100e-003**	**0.0138**	**4.0000e-005**	**4.6400e-003**	**3.0000e-005**	**4.6600e-003**	**1.2300e-003**	**2.0000e-005**	**1.2600e-003**	**0.0000**	**3.6730**	**3.6730**	**9.0000e-005**	**9.0000e-005**	**3.7032**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4278					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4200e-003	0.0437	0.0607	1.0000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	8.5534	8.5534	5.1000e-004	0.0000	8.5662
Total	**0.4343**	**0.0437**	**0.0607**	**1.0000e-004**		**2.3700e-003**	**2.3700e-003**		**2.3700e-003**	**2.3700e-003**	**0.0000**	**8.5534**	**8.5534**	**5.1000e-004**	**0.0000**	**8.5662**

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8800e-003	1.4500e-003	0.0197	6.0000e-005	6.6200e-003	4.0000e-005	6.6500e-003	1.7600e-003	3.0000e-005	1.7900e-003	0.0000	5.2422	5.2422	1.3000e-004	1.3000e-004	5.2852
Total	**1.8800e-003**	**1.4500e-003**	**0.0197**	**6.0000e-005**	**6.6200e-003**	**4.0000e-005**	**6.6500e-003**	**1.7600e-003**	**3.0000e-005**	**1.7900e-003**	**0.0000**	**5.2422**	**5.2422**	**1.3000e-004**	**1.3000e-004**	**5.2852**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4278					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4200e-003	0.0437	0.0607	1.0000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	8.5534	8.5534	5.1000e-004	0.0000	8.5662
Total	**0.4343**	**0.0437**	**0.0607**	**1.0000e-004**		**2.3700e-003**	**2.3700e-003**		**2.3700e-003**	**2.3700e-003**	**0.0000**	**8.5534**	**8.5534**	**5.1000e-004**	**0.0000**	**8.5662**

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8800e-003	1.4500e-003	0.0197	6.0000e-005	6.6200e-003	4.0000e-005	6.6500e-003	1.7600e-003	3.0000e-005	1.7900e-003	0.0000	5.2422	5.2422	1.3000e-004	1.3000e-004	5.2852
Total	**1.8800e-003**	**1.4500e-003**	**0.0197**	**6.0000e-005**	**6.6200e-003**	**4.0000e-005**	**6.6500e-003**	**1.7600e-003**	**3.0000e-005**	**1.7900e-003**	**0.0000**	**5.2422**	**5.2422**	**1.3000e-004**	**1.3000e-004**	**5.2852**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3839	0.3272	2.9191	5.1200e-003	0.6153	3.7400e-003	0.6190	0.1642	3.4800e-003	0.1677	0.0000	500.7731	500.7731	0.0423	0.0275	510.0273
Unmitigated	0.5303	0.5460	5.0044	0.0108	1.3394	7.2300e-003	1.3466	0.3575	6.7300e-003	0.3642	0.0000	1,053.2132	1,053.2132	0.0694	0.0468	1,068.8856

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	163.20	147.30	122.70	530,147	243,526
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	630.20	101.66	32.20	1,511,721	694,417
High Turnover (Sit Down Restaurant)	117.79	128.52	149.77	168,842	77,559
Strip Mall	772.94	733.18	356.30	1,346,543	618,541
Total	1,684.13	1,110.66	660.97	3,557,253	1,634,042

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
Enclosed Parking with Elevator	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
General Office Building	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
High Turnover (Sit Down Restaurant)	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
Strip Mall	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	174.7670	174.7670	0.0145	1.4500e-003	175.5619
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	174.7670	174.7670	0.0145	1.4500e-003	175.5619
NaturalGas Mitigated	5.4800e-003	0.0490	0.0360	3.0000e-004		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	54.2073	54.2073	1.0400e-003	9.9000e-004	54.5294
NaturalGas Unmitigated	5.4800e-003	0.0490	0.0360	3.0000e-004		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	54.2073	54.2073	1.0400e-003	9.9000e-004	54.5294

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	270324	1.4600e-003	0.0125	5.3000e-003	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003	0.0000	14.4255	14.4255	2.8000e-004	2.6000e-004	14.5112
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	474281	2.5600e-003	0.0233	0.0195	1.4000e-004		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003	0.0000	25.3094	25.3094	4.9000e-004	4.6000e-004	25.4598
High Turnover (Sit Down Restaurant)	242768	1.3100e-003	0.0119	0.0100	7.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	12.9550	12.9550	2.5000e-004	2.4000e-004	13.0320
Strip Mall	28433.7	1.5000e-004	1.3900e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5173	1.5173	3.0000e-005	3.0000e-005	1.5264
Total		**5.4800e-003**	**0.0490**	**0.0360**	**3.0000e-004**		**3.7900e-003**	**3.7900e-003**		**3.7900e-003**	**3.7900e-003**	**0.0000**	**54.2073**	**54.2073**	**1.0500e-003**	**9.9000e-004**	**54.5294**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	270324	1.4600e-003	0.0125	5.3000e-003	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003	0.0000	14.4255	14.4255	2.8000e-004	2.6000e-004	14.5112
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	474281	2.5600e-003	0.0233	0.0195	1.4000e-004		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003	0.0000	25.3094	25.3094	4.9000e-004	4.6000e-004	25.4598
High Turnover (Sit Down Restaurant)	242768	1.3100e-003	0.0119	0.0100	7.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	12.9550	12.9550	2.5000e-004	2.4000e-004	13.0320
Strip Mall	28433.7	1.5000e-004	1.3900e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5173	1.5173	3.0000e-005	3.0000e-005	1.5264
Total		**5.4800e-003**	**0.0490**	**0.0360**	**3.0000e-004**		**3.7900e-003**	**3.7900e-003**		**3.7900e-003**	**3.7900e-003**	**0.0000**	**54.2073**	**54.2073**	**1.0500e-003**	**9.9000e-004**	**54.5294**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	114918	12.5608	1.0400e-003	1.0000e-004	12.6179
Enclosed Parking with Elevator	635392	69.4497	5.7600e-003	5.8000e-004	69.7656
General Office Building	575025	62.8515	5.2200e-003	5.2000e-004	63.1373
High Turnover (Sit Down Restaurant)	45606.6	4.9849	4.1000e-004	4.0000e-005	5.0076
Strip Mall	227993	24.9201	2.0700e-003	2.1000e-004	25.0335
Total		**174.7670**	**0.0145**	**1.4500e-003**	**175.5619**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	114918	12.5608	1.0400e-003	1.0000e-004	12.6179
Enclosed Parking with Elevator	635392	69.4497	5.7600e-003	5.8000e-004	69.7656
General Office Building	575025	62.8515	5.2200e-003	5.2000e-004	63.1373
High Turnover (Sit Down Restaurant)	45606.6	4.9849	4.1000e-004	4.0000e-005	5.0076
Strip Mall	227993	24.9201	2.0700e-003	2.1000e-004	25.0335
Total		**174.7670**	**0.0145**	**1.4500e-003**	**175.5619**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4238	9.2000e-003	0.3155	5.0000e-005		2.1800e-003	2.1800e-003		2.1800e-003	2.1800e-003	0.0000	6.9979	6.9979	6.3000e-004	1.2000e-004	7.0491
Unmitigated	0.4238	9.2000e-003	0.3155	5.0000e-005		2.1800e-003	2.1800e-003		2.1800e-003	2.1800e-003	0.0000	6.9979	6.9979	6.3000e-004	1.2000e-004	7.0491

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0428					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3707					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	6.6000e-004	5.6000e-003	2.3800e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	6.4837	6.4837	1.2000e-004	1.2000e-004	6.5222
Landscaping	9.6400e-003	3.6000e-003	0.3131	2.0000e-005		1.7300e-003	1.7300e-003		1.7300e-003	1.7300e-003	0.0000	0.5142	0.5142	5.0000e-004	0.0000	0.5268
Total	**0.4238**	**9.2000e-003**	**0.3155**	**6.0000e-005**		**2.1800e-003**	**2.1800e-003**		**2.1800e-003**	**2.1800e-003**	**0.0000**	**6.9979**	**6.9979**	**6.2000e-004**	**1.2000e-004**	**7.0491**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0428					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3707					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	6.6000e-004	5.6000e-003	2.3800e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	6.4837	6.4837	1.2000e-004	1.2000e-004	6.5222
Landscaping	9.6400e-003	3.6000e-003	0.3131	2.0000e-005		1.7300e-003	1.7300e-003		1.7300e-003	1.7300e-003	0.0000	0.5142	0.5142	5.0000e-004	0.0000	0.5268
Total	**0.4238**	**9.2000e-003**	**0.3155**	**6.0000e-005**		**2.1800e-003**	**2.1800e-003**		**2.1800e-003**	**2.1800e-003**	**0.0000**	**6.9979**	**6.9979**	**6.2000e-004**	**1.2000e-004**	**7.0491**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	24.9154	0.3079	7.4100e-003	34.8203
Unmitigated	29.0024	0.3847	9.2400e-003	41.3738

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	1.95462 / 1.23226	4.8984	0.0641	1.5400e-003	6.9583
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	8.17575 / 5.01095	20.3147	0.2679	6.4400e-003	28.9301
High Turnover (Sit Down Restaurant)	0.31871 / 0.0203432	0.5794	0.0104	2.5000e-004	0.9143
Strip Mall	1.29182 / 0.791764	3.2099	0.0423	1.0200e-003	4.5712
Total		**29.0024**	**0.3847**	**9.2500e-003**	**41.3738**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	1.5637 / 1.23226	4.2180	0.0513	1.2300e-003	5.8673
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	6.5406 / 5.01095	17.4688	0.2144	5.1600e-003	24.3666
High Turnover (Sit Down Restaurant)	0.254968 / 0.0203432	0.4685	8.3400e-003	2.0000e-004	0.7364
Strip Mall	1.03346 / 0.791764	2.7602	0.0339	8.2000e-004	3.8501
Total		**24.9154**	**0.3079**	**7.4100e-003**	**34.8203**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	17.7394	1.0484	0.0000	43.9486
Unmitigated	17.7394	1.0484	0.0000	43.9486

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	13.8	2.8013	0.1656	0.0000	6.9400
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	42.78	8.6840	0.5132	0.0000	21.5141
High Turnover (Sit Down Restaurant)	12.5	2.5374	0.1500	0.0000	6.2863
Strip Mall	18.31	3.7168	0.2197	0.0000	9.2081
Total		**17.7394**	**1.0484**	**0.0000**	**43.9486**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	13.8	2.8013	0.1656	0.0000	6.9400
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	42.78	8.6840	0.5132	0.0000	21.5141
High Turnover (Sit Down Restaurant)	12.5	2.5374	0.1500	0.0000	6.2863
Strip Mall	18.31	3.7168	0.2197	0.0000	9.2081
Total		**17.7394**	**1.0484**	**0.0000**	**43.9486**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	36	86	0.73	Diesel

Boilers

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (75 - 100 HP)	2.5400e-003	8.2800e-003	9.2200e-003	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.1790	1.1790	1.7000e-004	0.0000	1.1831
Total	**2.5400e-003**	**8.2800e-003**	**9.2200e-003**	**1.0000e-005**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**1.1790**	**1.1790**	**1.7000e-004**	**0.0000**	**1.1831**

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	30.00	1000sqft	0.00	30,000.00	0
Enclosed Parking with Elevator	306.00	Space	0.00	122,400.00	0
High Turnover (Sit Down Restaurant)	2.82	1000sqft	0.00	2,820.00	0
Apartments Mid Rise	50.00	Dwelling Unit	1.40	57,082.00	143
Condo/Townhouse	10.00	Dwelling Unit	0.00	12,912.00	29
Strip Mall	14.50	1000sqft	0.00	14,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	240.97	**CH4 Intensity (lb/MWhr)**	0.02	**N2O Intensity (lb/MWhr)**	0.002

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted utility carbon intensity factors for RPS for year 2030.

Land Use - Source: Section 6.0 Alternatives.

Construction Phase - Source: Client provided construction schedule. Demolition + grading 6 mo., Const. 11 mo., Paving 3 mo., AC 3 mo.

Trips and VMT - Assume 15 CY truck and 5134 loads (per VCA Engineers 7/2019, 77,000 CY) = 10,268 one-way trips, 48 loads/day; 376 loads demolition = 752 one-way trips, 16 loads/day

Demolition - Per VCA Engineers 7/2019: demolition 5,638 cy = 152,226 cf

Grading - Export material per VCA Engineers 7/2019: 77,000 CY

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating - SCAQMD Rule 1113

Vehicle Trips - Rates per project traffic study

Woodstoves - SCAQMD Rule 445

Area Coating - SCAQMD Rule 1113

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation - Net increase of 56 residential units on 1.4 acres, mixed use, 5 apt units of affordable housing, 0.1 mile to Santa Monica/Westborne stop for Cityline Commuter and Metro Route 4, located in a central business district

Water Mitigation - Compliance with CALGreen

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	67.00
tblConstructionPhase	NumDays	200.00	238.00
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	10.00	65.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	42.50	45.00
tblFireplaces	NumberGas	8.50	9.00
tblFireplaces	NumberWood	2.50	0.00
tblFireplaces	NumberWood	0.50	0.00
tblGrading	MaterialExported	0.00	77,000.00
tblLandUse	LandUseSquareFeet	50,000.00	57,082.00
tblLandUse	LandUseSquareFeet	10,000.00	12,912.00
tblLandUse	LotAcreage	0.69	0.00
tblLandUse	LotAcreage	2.75	0.00

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tblLandUse	LotAcreage	0.06	0.00
tblLandUse	LotAcreage	1.32	1.40
tblLandUse	LotAcreage	0.63	0.00
tblLandUse	LotAcreage	0.33	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.02
tblProjectCharacteristics	CO2IntensityFactor	390.98	240.97
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.002
tblTripsAndVMT	HaulingTripNumber	692.00	752.00
tblTripsAndVMT	HaulingTripNumber	9,625.00	10,268.00
tblVehicleTrips	WD_TR	7.32	5.80
tblVehicleTrips	WD_TR	9.74	13.70
tblWoodstoves	NumberCatalytic	2.50	0.00
tblWoodstoves	NumberCatalytic	0.50	0.00
tblWoodstoves	NumberNoncatalytic	2.50	0.00
tblWoodstoves	NumberNoncatalytic	0.50	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2614	2.9397	1.9981	7.3100e-003	0.6452	0.0962	0.7414	0.2445	0.0907	0.3352	0.0000	680.7917	680.7917	0.0789	0.0605	700.7903
2023	0.5900	0.9723	1.2950	2.7500e-003	0.0902	0.0413	0.1315	0.0242	0.0395	0.0637	0.0000	240.9611	240.9611	0.0321	6.3600e-003	243.6593
Maximum	**0.5900**	**2.9397**	**1.9981**	**7.3100e-003**	**0.6452**	**0.0962**	**0.7414**	**0.2445**	**0.0907**	**0.3352**	**0.0000**	**680.7917**	**680.7917**	**0.0789**	**0.0605**	**700.7903**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2614	2.9397	1.9981	7.3100e-003	0.3971	0.0962	0.4933	0.1390	0.0907	0.2297	0.0000	680.7915	680.7915	0.0789	0.0605	700.7900
2023	0.5900	0.9723	1.2950	2.7500e-003	0.0902	0.0413	0.1315	0.0242	0.0395	0.0637	0.0000	240.9609	240.9609	0.0321	6.3600e-003	243.6591
Maximum	**0.5900**	**2.9397**	**1.9981**	**7.3100e-003**	**0.3971**	**0.0962**	**0.4933**	**0.1390**	**0.0907**	**0.2297**	**0.0000**	**680.7915**	**680.7915**	**0.0789**	**0.0605**	**700.7900**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**33.74**	**0.00**	**28.43**	**39.26**	**0.00**	**26.44**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-3-2022**	**4-2-2022**	0.9613	0.9613
2	**4-3-2022**	**7-2-2022**	1.1010	1.1010
3	**7-3-2022**	**10-2-2022**	0.5285	0.5285
4	**10-3-2022**	**1-2-2023**	0.5429	0.5429
5	**1-3-2023**	**4-2-2023**	0.4883	0.4883
6	**4-3-2023**	**7-2-2023**	0.4004	0.4004
7	**7-3-2023**	**9-30-2023**	0.3118	0.3118
		Highest	1.1010	1.1010

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4975	0.0184	0.6264	1.0000e-004		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	13.9869	13.9869	1.2300e-003	2.4000e-004	14.0886
Energy	8.6400e-003	0.0768	0.0526	4.7000e-004		5.9700e-003	5.9700e-003		5.9700e-003	5.9700e-003	0.0000	259.5781	259.5781	0.0161	3.0100e-003	260.8780
Mobile	0.5541	0.5659	5.1821	0.0111	1.3760	7.4500e-003	1.3834	0.3672	6.9400e-003	0.3742	0.0000	1,083.1123	1,083.1123	0.0719	0.0485	1,099.3486
Stationary	2.5400e-003	8.2800e-003	9.2200e-003	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.1790	1.1790	1.7000e-004	0.0000	1.1831
Waste						0.0000	0.0000		0.0000	0.0000	21.1699	0.0000	21.1699	1.2511	0.0000	52.4476
Water						0.0000	0.0000		0.0000	0.0000	3.5441	23.7262	27.2704	0.3660	8.7900e-003	39.0401
Total	**1.0628**	**0.6693**	**5.8703**	**0.0117**	**1.3760**	**0.0181**	**1.3941**	**0.3672**	**0.0176**	**0.3849**	**24.7141**	**1,381.5825**	**1,406.2965**	**1.7065**	**0.0605**	**1,466.9860**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4975	0.0184	0.6264	1.0000e-004		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	13.9869	13.9869	1.2300e-003	2.4000e-004	14.0886
Energy	8.6400e-003	0.0768	0.0526	4.7000e-004		5.9700e-003	5.9700e-003		5.9700e-003	5.9700e-003	0.0000	259.5781	259.5781	0.0161	3.0100e-003	260.8780
Mobile	0.3743	0.2973	2.6214	4.1400e-003	0.4867	3.1700e-003	0.4899	0.1299	2.9500e-003	0.1329	0.0000	404.6978	404.6978	0.0387	0.0248	413.0524
Stationary	2.5400e-003	8.2800e-003	9.2200e-003	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.1790	1.1790	1.7000e-004	0.0000	1.1831
Waste						0.0000	0.0000		0.0000	0.0000	21.1699	0.0000	21.1699	1.2511	0.0000	52.4476
Water						0.0000	0.0000		0.0000	0.0000	2.8353	20.5464	23.3817	0.2929	7.0500e-003	32.8046
Total	**0.8830**	**0.4006**	**3.3096**	**4.7200e-003**	**0.4867**	**0.0139**	**0.5006**	**0.1299**	**0.0136**	**0.1436**	**24.0052**	**699.9882**	**723.9934**	**1.6003**	**0.0351**	**774.4543**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**16.92**	**40.14**	**43.62**	**59.52**	**64.63**	**23.59**	**64.09**	**64.63**	**22.63**	**62.70**	**2.87**	**49.33**	**48.52**	**6.23**	**41.99**	**47.21**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	2/4/2022	5	25	
2	Grading	Grading	2/7/2022	7/1/2022	5	105	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3	Building Construction	Building Construction	7/5/2022	6/1/2023	5	238	
4	Paving	Paving	6/2/2023	8/31/2023	5	65	
5	Architectural Coating	Architectural Coating	9/1/2023	12/4/2023	5	67	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 141,738; Residential Outdoor: 47,246; Non-Residential Indoor: 70,980; Non-Residential Outdoor: 23,660; Striped Parking Area: 7,344 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	752.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	10,268.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	110.00	34.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	22.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0749	0.0000	0.0749	0.0113	0.0000	0.0113	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0211	0.2078	0.1745	3.0000e-004		0.0105	0.0105		9.7900e-003	9.7900e-003	0.0000	26.3471	26.3471	6.7100e-003	0.0000	26.5150
Total	**0.0211**	**0.2078**	**0.1745**	**3.0000e-004**	**0.0749**	**0.0105**	**0.0854**	**0.0113**	**9.7900e-003**	**0.0211**	**0.0000**	**26.3471**	**26.3471**	**6.7100e-003**	**0.0000**	**26.5150**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5700e-003	0.0618	0.0141	2.3000e-004	6.4700e-003	4.9000e-004	6.9600e-003	1.7800e-003	4.7000e-004	2.2500e-003	0.0000	22.6472	22.6472	1.2200e-003	3.6000e-003	23.7490
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	4.4000e-004	5.7700e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4509	1.4509	4.0000e-005	4.0000e-005	1.4634
Total	**2.1200e-003**	**0.0622**	**0.0199**	**2.5000e-004**	**8.2500e-003**	**5.0000e-004**	**8.7500e-003**	**2.2500e-003**	**4.8000e-004**	**2.7300e-003**	**0.0000**	**24.0981**	**24.0981**	**1.2600e-003**	**3.6400e-003**	**25.2124**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0337	0.0000	0.0337	5.1000e-003	0.0000	5.1000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0211	0.2078	0.1745	3.0000e-004		0.0105	0.0105		9.7900e-003	9.7900e-003	0.0000	26.3471	26.3471	6.7100e-003	0.0000	26.5149
Total	**0.0211**	**0.2078**	**0.1745**	**3.0000e-004**	**0.0337**	**0.0105**	**0.0442**	**5.1000e-003**	**9.7900e-003**	**0.0149**	**0.0000**	**26.3471**	**26.3471**	**6.7100e-003**	**0.0000**	**26.5149**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5700e-003	0.0618	0.0141	2.3000e-004	6.4700e-003	4.9000e-004	6.9600e-003	1.7800e-003	4.7000e-004	2.2500e-003	0.0000	22.6472	22.6472	1.2200e-003	3.6000e-003	23.7490
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	4.4000e-004	5.7700e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4509	1.4509	4.0000e-005	4.0000e-005	1.4634
Total	**2.1200e-003**	**0.0622**	**0.0199**	**2.5000e-004**	**8.2500e-003**	**5.0000e-004**	**8.7500e-003**	**2.2500e-003**	**4.8000e-004**	**2.7300e-003**	**0.0000**	**24.0981**	**24.0981**	**1.2600e-003**	**3.6400e-003**	**25.2124**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3762	0.0000	0.3762	0.1805	0.0000	0.1805	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0809	0.8916	0.4841	1.0800e-003		0.0390	0.0390		0.0359	0.0359	0.0000	95.0392	95.0392	0.0307	0.0000	95.8077
Total	**0.0809**	**0.8916**	**0.4841**	**1.0800e-003**	**0.3762**	**0.0390**	**0.4152**	**0.1805**	**0.0359**	**0.2163**	**0.0000**	**95.0392**	**95.0392**	**0.0307**	**0.0000**	**95.8077**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0214	0.8438	0.1929	3.1100e-003	0.0884	6.7000e-003	0.0951	0.0243	6.4100e-003	0.0307	0.0000	309.2307	309.2307	0.0166	0.0491	324.2747
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7600e-003	1.4200e-003	0.0186	5.0000e-005	5.7600e-003	4.0000e-005	5.8000e-003	1.5300e-003	3.0000e-005	1.5600e-003	0.0000	4.6874	4.6874	1.3000e-004	1.3000e-004	4.7280
Total	**0.0232**	**0.8452**	**0.2115**	**3.1600e-003**	**0.0941**	**6.7400e-003**	**0.1009**	**0.0258**	**6.4400e-003**	**0.0322**	**0.0000**	**313.9181**	**313.9181**	**0.0167**	**0.0492**	**329.0027**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1693	0.0000	0.1693	0.0812	0.0000	0.0812	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0809	0.8916	0.4841	1.0800e-003		0.0390	0.0390		0.0359	0.0359	0.0000	95.0391	95.0391	0.0307	0.0000	95.8076
Total	**0.0809**	**0.8916**	**0.4841**	**1.0800e-003**	**0.1693**	**0.0390**	**0.2083**	**0.0812**	**0.0359**	**0.1171**	**0.0000**	**95.0391**	**95.0391**	**0.0307**	**0.0000**	**95.8076**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0214	0.8438	0.1929	3.1100e-003	0.0884	6.7000e-003	0.0951	0.0243	6.4100e-003	0.0307	0.0000	309.2307	309.2307	0.0166	0.0491	324.2747
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7600e-003	1.4200e-003	0.0186	5.0000e-005	5.7600e-003	4.0000e-005	5.8000e-003	1.5300e-003	3.0000e-005	1.5600e-003	0.0000	4.6874	4.6874	1.3000e-004	1.3000e-004	4.7280
Total	**0.0232**	**0.8452**	**0.2115**	**3.1600e-003**	**0.0941**	**6.7400e-003**	**0.1009**	**0.0258**	**6.4400e-003**	**0.0322**	**0.0000**	**313.9181**	**313.9181**	**0.0167**	**0.0492**	**329.0027**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1063	0.8065	0.8209	1.4200e-003		0.0380	0.0380		0.0367	0.0367	0.0000	117.1171	117.1171	0.0204	0.0000	117.6271
Total	**0.1063**	**0.8065**	**0.8209**	**1.4200e-003**		**0.0380**	**0.0380**		**0.0367**	**0.0367**	**0.0000**	**117.1171**	**117.1171**	**0.0204**	**0.0000**	**117.6271**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.9600e-003	0.1071	0.0356	4.2000e-004	0.0138	1.0700e-003	0.0149	3.9900e-003	1.0200e-003	5.0100e-003	0.0000	40.9257	40.9257	1.3700e-003	5.9400e-003	42.7296
Worker	0.0238	0.0192	0.2517	6.9000e-004	0.0778	4.7000e-004	0.0783	0.0207	4.4000e-004	0.0211	0.0000	63.3465	63.3465	1.7400e-003	1.7000e-003	63.8959
Total	**0.0278**	**0.1263**	**0.2873**	**1.1100e-003**	**0.0917**	**1.5400e-003**	**0.0932**	**0.0247**	**1.4600e-003**	**0.0261**	**0.0000**	**104.2722**	**104.2722**	**3.1100e-003**	**7.6400e-003**	**106.6255**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1063	0.8065	0.8209	1.4200e-003		0.0380	0.0380		0.0367	0.0367	0.0000	117.1170	117.1170	0.0204	0.0000	117.6269
Total	**0.1063**	**0.8065**	**0.8209**	**1.4200e-003**		**0.0380**	**0.0380**		**0.0367**	**0.0367**	**0.0000**	**117.1170**	**117.1170**	**0.0204**	**0.0000**	**117.6269**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.9600e-003	0.1071	0.0356	4.2000e-004	0.0138	1.0700e-003	0.0149	3.9900e-003	1.0200e-003	5.0100e-003	0.0000	40.9257	40.9257	1.3700e-003	5.9400e-003	42.7296
Worker	0.0238	0.0192	0.2517	6.9000e-004	0.0778	4.7000e-004	0.0783	0.0207	4.4000e-004	0.0211	0.0000	63.3465	63.3465	1.7400e-003	1.7000e-003	63.8959
Total	**0.0278**	**0.1263**	**0.2873**	**1.1100e-003**	**0.0917**	**1.5400e-003**	**0.0932**	**0.0247**	**1.4600e-003**	**0.0261**	**0.0000**	**104.2722**	**104.2722**	**3.1100e-003**	**7.6400e-003**	**106.6255**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0830	0.6382	0.6873	1.2000e-003		0.0280	0.0280		0.0271	0.0271	0.0000	98.9715	98.9715	0.0168	0.0000	99.3917
Total	**0.0830**	**0.6382**	**0.6873**	**1.2000e-003**		**0.0280**	**0.0280**		**0.0271**	**0.0271**	**0.0000**	**98.9715**	**98.9715**	**0.0168**	**0.0000**	**99.3917**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-003	0.0706	0.0269	3.4000e-004	0.0117	3.9000e-004	0.0121	3.3700e-003	3.8000e-004	3.7500e-003	0.0000	32.9781	32.9781	1.1100e-003	4.7800e-003	34.4297
Worker	0.0187	0.0144	0.1962	5.6000e-004	0.0658	3.8000e-004	0.0662	0.0175	3.5000e-004	0.0178	0.0000	52.1175	52.1175	1.3200e-003	1.3200e-003	52.5452
Total	**0.0207**	**0.0850**	**0.2230**	**9.0000e-004**	**0.0775**	**7.7000e-004**	**0.0782**	**0.0208**	**7.3000e-004**	**0.0216**	**0.0000**	**85.0956**	**85.0956**	**2.4300e-003**	**6.1000e-003**	**86.9749**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0830	0.6382	0.6873	1.2000e-003		0.0280	0.0280		0.0271	0.0271	0.0000	98.9714	98.9714	0.0168	0.0000	99.3916
Total	**0.0830**	**0.6382**	**0.6873**	**1.2000e-003**		**0.0280**	**0.0280**		**0.0271**	**0.0271**	**0.0000**	**98.9714**	**98.9714**	**0.0168**	**0.0000**	**99.3916**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-003	0.0706	0.0269	3.4000e-004	0.0117	3.9000e-004	0.0121	3.3700e-003	3.8000e-004	3.7500e-003	0.0000	32.9781	32.9781	1.1100e-003	4.7800e-003	34.4297
Worker	0.0187	0.0144	0.1962	5.6000e-004	0.0658	3.8000e-004	0.0662	0.0175	3.5000e-004	0.0178	0.0000	52.1175	52.1175	1.3200e-003	1.3200e-003	52.5452
Total	**0.0207**	**0.0850**	**0.2230**	**9.0000e-004**	**0.0775**	**7.7000e-004**	**0.0782**	**0.0208**	**7.3000e-004**	**0.0216**	**0.0000**	**85.0956**	**85.0956**	**2.4300e-003**	**6.1000e-003**	**86.9749**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0210	0.2027	0.2861	4.4000e-004		0.0100	0.0100		9.2500e-003	9.2500e-003	0.0000	38.2604	38.2604	0.0121	0.0000	38.5636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0210**	**0.2027**	**0.2861**	**4.4000e-004**		**0.0100**	**0.0100**		**9.2500e-003**	**9.2500e-003**	**0.0000**	**38.2604**	**38.2604**	**0.0121**	**0.0000**	**38.5636**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3200e-003	1.0100e-003	0.0138	4.0000e-005	4.6400e-003	3.0000e-005	4.6600e-003	1.2300e-003	2.0000e-005	1.2600e-003	0.0000	3.6730	3.6730	9.0000e-005	9.0000e-005	3.7032
Total	**1.3200e-003**	**1.0100e-003**	**0.0138**	**4.0000e-005**	**4.6400e-003**	**3.0000e-005**	**4.6600e-003**	**1.2300e-003**	**2.0000e-005**	**1.2600e-003**	**0.0000**	**3.6730**	**3.6730**	**9.0000e-005**	**9.0000e-005**	**3.7032**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0210	0.2027	0.2861	4.4000e-004		0.0100	0.0100		9.2500e-003	9.2500e-003	0.0000	38.2603	38.2603	0.0121	0.0000	38.5636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0210**	**0.2027**	**0.2861**	**4.4000e-004**		**0.0100**	**0.0100**		**9.2500e-003**	**9.2500e-003**	**0.0000**	**38.2603**	**38.2603**	**0.0121**	**0.0000**	**38.5636**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3200e-003	1.0100e-003	0.0138	4.0000e-005	4.6400e-003	3.0000e-005	4.6600e-003	1.2300e-003	2.0000e-005	1.2600e-003	0.0000	3.6730	3.6730	9.0000e-005	9.0000e-005	3.7032
Total	**1.3200e-003**	**1.0100e-003**	**0.0138**	**4.0000e-005**	**4.6400e-003**	**3.0000e-005**	**4.6600e-003**	**1.2300e-003**	**2.0000e-005**	**1.2600e-003**	**0.0000**	**3.6730**	**3.6730**	**9.0000e-005**	**9.0000e-005**	**3.7032**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4553					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4200e-003	0.0437	0.0607	1.0000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	8.5534	8.5534	5.1000e-004	0.0000	8.5662
Total	**0.4618**	**0.0437**	**0.0607**	**1.0000e-004**		**2.3700e-003**	**2.3700e-003**		**2.3700e-003**	**2.3700e-003**	**0.0000**	**8.5534**	**8.5534**	**5.1000e-004**	**0.0000**	**8.5662**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-003	1.7700e-003	0.0241	7.0000e-005	8.0900e-003	5.0000e-005	8.1300e-003	2.1500e-003	4.0000e-005	2.1900e-003	0.0000	6.4071	6.4071	1.6000e-004	1.6000e-004	6.4597
Total	**2.3000e-003**	**1.7700e-003**	**0.0241**	**7.0000e-005**	**8.0900e-003**	**5.0000e-005**	**8.1300e-003**	**2.1500e-003**	**4.0000e-005**	**2.1900e-003**	**0.0000**	**6.4071**	**6.4071**	**1.6000e-004**	**1.6000e-004**	**6.4597**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4553					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4200e-003	0.0437	0.0607	1.0000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	8.5534	8.5534	5.1000e-004	0.0000	8.5662
Total	**0.4618**	**0.0437**	**0.0607**	**1.0000e-004**		**2.3700e-003**	**2.3700e-003**		**2.3700e-003**	**2.3700e-003**	**0.0000**	**8.5534**	**8.5534**	**5.1000e-004**	**0.0000**	**8.5662**

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-003	1.7700e-003	0.0241	7.0000e-005	8.0900e-003	5.0000e-005	8.1300e-003	2.1500e-003	4.0000e-005	2.1900e-003	0.0000	6.4071	6.4071	1.6000e-004	1.6000e-004	6.4597
Total	**2.3000e-003**	**1.7700e-003**	**0.0241**	**7.0000e-005**	**8.0900e-003**	**5.0000e-005**	**8.1300e-003**	**2.1500e-003**	**4.0000e-005**	**2.1900e-003**	**0.0000**	**6.4071**	**6.4071**	**1.6000e-004**	**1.6000e-004**	**6.4597**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3743	0.2973	2.6214	4.1400e-003	0.4867	3.1700e-003	0.4899	0.1299	2.9500e-003	0.1329	0.0000	404.6978	404.6978	0.0387	0.0248	413.0524
Unmitigated	0.5541	0.5659	5.1821	0.0111	1.3760	7.4500e-003	1.3834	0.3672	6.9400e-003	0.3742	0.0000	1,083.1123	1,083.1123	0.0719	0.0485	1,099.3486

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	272.00	245.50	204.50	883,578	312,547
Condo/Townhouse	58.00	81.40	62.80	211,961	74,977
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	411.00	66.30	21.00	985,905	348,743
High Turnover (Sit Down Restaurant)	316.35	345.17	402.24	453,463	160,403
Strip Mall	642.64	609.58	296.24	1,119,545	396,016
Total	1,699.99	1,347.95	986.78	3,654,452	1,292,686

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
Condo/Townhouse	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
Enclosed Parking with Elevator	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
General Office Building	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
High Turnover (Sit Down Restaurant)	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
Strip Mall	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	174.0391	174.0391	0.0144	1.4400e-003	174.8307
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	174.0391	174.0391	0.0144	1.4400e-003	174.8307
NaturalGas Mitigated	8.6400e-003	0.0768	0.0526	4.7000e-004		5.9700e-003	5.9700e-003		5.9700e-003	5.9700e-003	0.0000	85.5391	85.5391	1.6400e-003	1.5700e-003	86.0474
NaturalGas Unmitigated	8.6400e-003	0.0768	0.0526	4.7000e-004		5.9700e-003	5.9700e-003		5.9700e-003	5.9700e-003	0.0000	85.5391	85.5391	1.6400e-003	1.5700e-003	86.0474

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	450540	2.4300e-003	0.0208	8.8300e-003	1.3000e-004		1.6800e-003	1.6800e-003		1.6800e-003	1.6800e-003	0.0000	24.0425	24.0425	4.6000e-004	4.4000e-004	24.1854
Condo/Townhouse	169936	9.2000e-004	7.8300e-003	3.3300e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0684	9.0684	1.7000e-004	1.7000e-004	9.1223
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	309300	1.6700e-003	0.0152	0.0127	9.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003	0.0000	16.5054	16.5054	3.2000e-004	3.0000e-004	16.6035
High Turnover (Sit Down Restaurant)	649531	3.5000e-003	0.0318	0.0268	1.9000e-004		2.4200e-003	2.4200e-003		2.4200e-003	2.4200e-003	0.0000	34.6614	34.6614	6.6000e-004	6.4000e-004	34.8674
Strip Mall	23635	1.3000e-004	1.1600e-003	9.7000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2613	1.2613	2.0000e-005	2.0000e-005	1.2688
Total		**8.6500e-003**	**0.0768**	**0.0526**	**4.7000e-004**		**5.9700e-003**	**5.9700e-003**		**5.9700e-003**	**5.9700e-003**	**0.0000**	**85.5391**	**85.5391**	**1.6300e-003**	**1.5700e-003**	**86.0474**

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5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	450540	2.4300e-003	0.0208	8.8300e-003	1.3000e-004		1.6800e-003	1.6800e-003		1.6800e-003	1.6800e-003	0.0000	24.0425	24.0425	4.6000e-004	4.4000e-004	24.1854
Condo/Townhouse	169936	9.2000e-004	7.8300e-003	3.3300e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0684	9.0684	1.7000e-004	1.7000e-004	9.1223
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	309300	1.6700e-003	0.0152	0.0127	9.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003	0.0000	16.5054	16.5054	3.2000e-004	3.0000e-004	16.6035
High Turnover (Sit Down Restaurant)	649531	3.5000e-003	0.0318	0.0268	1.9000e-004		2.4200e-003	2.4200e-003		2.4200e-003	2.4200e-003	0.0000	34.6614	34.6614	6.6000e-004	6.4000e-004	34.8674
Strip Mall	23635	1.3000e-004	1.1600e-003	9.7000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2613	1.2613	2.0000e-005	2.0000e-005	1.2688
Total		**8.6500e-003**	**0.0768**	**0.0526**	**4.7000e-004**		**5.9700e-003**	**5.9700e-003**		**5.9700e-003**	**5.9700e-003**	**0.0000**	**85.5391**	**85.5391**	**1.6300e-003**	**1.5700e-003**	**86.0474**

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	191530	20.9346	1.7400e-003	1.7000e-004	21.0298
Condo/Townhouse	48353	5.2851	4.4000e-004	4.0000e-005	5.3091
Enclosed Parking with Elevator	665856	72.7795	6.0400e-003	6.0000e-004	73.1105
General Office Building	375000	40.9883	3.4000e-003	3.4000e-004	41.1747
High Turnover (Sit Down Restaurant)	122021	13.3372	1.1100e-003	1.1000e-004	13.3979
Strip Mall	189515	20.7144	1.7200e-003	1.7000e-004	20.8086
Total		**174.0391**	**0.0145**	**1.4300e-003**	**174.8307**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	191530	20.9346	1.7400e-003	1.7000e-004	21.0298
Condo/Townhouse	48353	5.2851	4.4000e-004	4.0000e-005	5.3091
Enclosed Parking with Elevator	665856	72.7795	6.0400e-003	6.0000e-004	73.1105
General Office Building	375000	40.9883	3.4000e-003	3.4000e-004	41.1747
High Turnover (Sit Down Restaurant)	122021	13.3372	1.1100e-003	1.1000e-004	13.3979
Strip Mall	189515	20.7144	1.7200e-003	1.7000e-004	20.8086
Total		**174.0391**	**0.0145**	**1.4300e-003**	**174.8307**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4975	0.0184	0.6264	1.0000e-004		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	13.9869	13.9869	1.2300e-003	2.4000e-004	14.0886
Unmitigated	0.4975	0.0184	0.6264	1.0000e-004		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	13.9869	13.9869	1.2300e-003	2.4000e-004	14.0886

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0455					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4318					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.3100e-003	0.0112	4.7600e-003	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	12.9674	12.9674	2.5000e-004	2.4000e-004	13.0445
Landscaping	0.0189	7.1500e-003	0.6216	3.0000e-005		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003	0.0000	1.0195	1.0195	9.9000e-004	0.0000	1.0441
Total	**0.4975**	**0.0184**	**0.6264**	**1.0000e-004**		**4.3600e-003**	**4.3600e-003**		**4.3600e-003**	**4.3600e-003**	**0.0000**	**13.9869**	**13.9869**	**1.2400e-003**	**2.4000e-004**	**14.0886**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0455					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4318					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.3100e-003	0.0112	4.7600e-003	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	12.9674	12.9674	2.5000e-004	2.4000e-004	13.0445
Landscaping	0.0189	7.1500e-003	0.6216	3.0000e-005		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003	0.0000	1.0195	1.0195	9.9000e-004	0.0000	1.0441
Total	**0.4975**	**0.0184**	**0.6264**	**1.0000e-004**		**4.3600e-003**	**4.3600e-003**		**4.3600e-003**	**4.3600e-003**	**0.0000**	**13.9869**	**13.9869**	**1.2400e-003**	**2.4000e-004**	**14.0886**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	23.3817	0.2929	7.0500e-003	32.8046
Unmitigated	27.2704	0.3660	8.7900e-003	39.0401

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.2577 / 2.05377	8.1639	0.1067	2.5700e-003	11.5971
Condo/Townhouse	0.65154 / 0.410754	1.6328	0.0214	5.1000e-004	2.3194
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	5.33201 / 3.26801	13.2487	0.1747	4.2000e-003	18.8674
High Turnover (Sit Down Restaurant)	0.855965 / 0.0546361	1.5561	0.0280	6.7000e-004	2.4555
Strip Mall	1.07405 / 0.65829	2.6688	0.0352	8.5000e-004	3.8006
Total		**27.2704**	**0.3660**	**8.8000e-003**	**39.0400**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.60616 / 2.05377	7.0300	0.0854	2.0600e-003	9.7788
Condo/Townhouse	0.521232 / 0.410754	1.4060	0.0171	4.1000e-004	1.9558
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	4.26561 / 3.26801	11.3927	0.1398	3.3700e-003	15.8913
High Turnover (Sit Down Restaurant)	0.684772 / 0.0546361	1.2582	0.0224	5.4000e-004	1.9778
Strip Mall	0.859241 / 0.65829	2.2949	0.0282	6.8000e-004	3.2011
Total		**23.3817**	**0.2929**	**7.0600e-003**	**32.8046**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	21.1699	1.2511	0.0000	52.4476
Unmitigated	21.1699	1.2511	0.0000	52.4476

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	23	4.6688	0.2759	0.0000	11.5667
Condo/Townhouse	4.6	0.9338	0.0552	0.0000	2.3134
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	27.9	5.6635	0.3347	0.0000	14.0310
High Turnover (Sit Down Restaurant)	33.56	6.8124	0.4026	0.0000	16.8774
Strip Mall	15.23	3.0916	0.1827	0.0000	7.6592
Total		**21.1699**	**1.2511**	**0.0000**	**52.4476**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	23	4.6688	0.2759	0.0000	11.5667
Condo/Townhouse	4.6	0.9338	0.0552	0.0000	2.3134
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	27.9	5.6635	0.3347	0.0000	14.0310
High Turnover (Sit Down Restaurant)	33.56	6.8124	0.4026	0.0000	16.8774
Strip Mall	15.23	3.0916	0.1827	0.0000	7.6592
Total		**21.1699**	**1.2511**	**0.0000**	**52.4476**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	36	86	0.73	Diesel

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (75 - 100 HP)	2.5400e-003	8.2800e-003	9.2200e-003	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.1790	1.1790	1.7000e-004	0.0000	1.1831
Total	**2.5400e-003**	**8.2800e-003**	**9.2200e-003**	**1.0000e-005**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**1.1790**	**1.1790**	**1.7000e-004**	**0.0000**	**1.1831**

11.0 Vegetation

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	284.00	Space	0.00	113,600.00	0
High Turnover (Sit Down Restaurant)	14.82	1000sqft	0.00	14,820.00	0
Hotel	78.00	Room	0.00	42,900.00	0
Apartments Mid Rise	30.00	Dwelling Unit	1.00	36,000.00	86
Strip Mall	3.68	1000sqft	0.40	3,678.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	270.97	**CH4 Intensity (lb/MWhr)**	0.02	**N2O Intensity (lb/MWhr)**	0.002

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted utility carbon intensity factors for RPS for year 2030

Land Use - Source: Section 6.0 Alternatives

Construction Phase - Source: Client provided construction schedule. Demolition + grading 6 mo., Const. 11 mo., Paving 3 mo., AC 3 mo.

Trips and VMT - Assume 15 CY truck and 5134 loads (per VCA Engineers 7/2019, 77,000 CY) = 10,268 one-way trips, 48 loads/day; 376 loads demolition = 752 one-way trips, 16 loads/day

Demolition - Per VCA Engineers 7/2019: demolition 5,638 cy = 152,226 cf

Grading - Export material per VCA Engineers 7/2019: 77,000 CY

Architectural Coating - SCAQMD Rule 1113

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Vehicle Trips - Rates per project traffic study

Woodstoves - SCAQMD Rule 445

Area Coating - SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation - Net increase of 26 residential units on 1.4 acres, mixed use, 5 apt units of affordable housing, 0.1 mile to Santa Monica/Westborne stop for Cityline Commuter and Metro Route 4, located in a central business district

Water Mitigation - Compliance with CALGreen

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	67.00
tblConstructionPhase	NumDays	200.00	238.00
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	10.00	65.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	25.50	27.00
tblFireplaces	NumberWood	1.50	0.00
tblGrading	MaterialExported	0.00	77,000.00
tblLandUse	LandUseSquareFeet	113,256.00	42,900.00
tblLandUse	LandUseSquareFeet	30,000.00	36,000.00
tblLandUse	LandUseSquareFeet	3,680.00	3,678.00
tblLandUse	LotAcreage	2.56	0.00
tblLandUse	LotAcreage	0.34	0.00
tblLandUse	LotAcreage	2.60	0.00
tblLandUse	LotAcreage	0.79	1.00
tblLandUse	LotAcreage	0.08	0.40
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.02
tblProjectCharacteristics	CO2IntensityFactor	390.98	270.97

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tblProjectCharacteristics	N2OIntensityFactor	0.004	0.002
tblTripsAndVMT	HaulingTripNumber	692.00	752.00
tblTripsAndVMT	HaulingTripNumber	0.00	10,268.00
tblWoodstoves	NumberCatalytic	1.50	0.00
tblWoodstoves	NumberNoncatalytic	1.50	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

8555 Santa Monica Boulevard - Alternative 4 - GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2579	2.9307	1.9617	7.1900e-003	0.6337	0.0961	0.7298	0.2415	0.0906	0.3321	0.0000	669.7462	669.7462	0.0786	0.0599	689.5637
2023	0.5447	0.9659	1.2634	2.6400e-003	0.0794	0.0412	0.1206	0.0214	0.0394	0.0608	0.0000	231.0405	231.0405	0.0319	5.8700e-003	233.5878
Maximum	**0.5447**	**2.9307**	**1.9617**	**7.1900e-003**	**0.6337**	**0.0961**	**0.7298**	**0.2415**	**0.0906**	**0.3321**	**0.0000**	**669.7462**	**669.7462**	**0.0786**	**0.0599**	**689.5637**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2579	2.9307	1.9617	7.1900e-003	0.3856	0.0961	0.4817	0.1360	0.0906	0.2266	0.0000	669.7459	669.7459	0.0786	0.0599	689.5635
2023	0.5447	0.9659	1.2634	2.6400e-003	0.0794	0.0412	0.1206	0.0214	0.0394	0.0608	0.0000	231.0404	231.0404	0.0319	5.8700e-003	233.5877
Maximum	**0.5447**	**2.9307**	**1.9617**	**7.1900e-003**	**0.3856**	**0.0961**	**0.4817**	**0.1360**	**0.0906**	**0.2266**	**0.0000**	**669.7459**	**669.7459**	**0.0786**	**0.0599**	**689.5635**

8555 Santa Monica Boulevard - Alternative 4 - GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**34.79**	**0.00**	**29.17**	**40.14**	**0.00**	**26.86**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-3-2022**	**4-2-2022**	0.9613	0.9613
2	**4-3-2022**	**7-2-2022**	1.1010	1.1010
3	**7-3-2022**	**10-2-2022**	0.5226	0.5226
4	**10-3-2022**	**1-2-2023**	0.5366	0.5366
5	**1-3-2023**	**4-2-2023**	0.4830	0.4830
6	**4-3-2023**	**7-2-2023**	0.3970	0.3970
7	**7-3-2023**	**9-30-2023**	0.2981	0.2981
		Highest	1.1010	1.1010

8555 Santa Monica Boulevard - Alternative 4 - GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4109	9.2000e-003	0.3158	5.0000e-005		2.1900e-003	2.1900e-003		2.1900e-003	2.1900e-003	0.0000	6.9985	6.9985	6.3000e-004	1.2000e-004	7.0497
Energy	0.0254	0.2301	0.1881	1.3900e-003		0.0176	0.0176		0.0176	0.0176	0.0000	464.6932	464.6932	0.0206	6.1800e-003	467.0498
Mobile	0.8337	0.7927	7.1886	0.0144	1.7639	9.9300e-003	1.7738	0.4708	9.2400e-003	0.4800	0.0000	1,403.3996	1,403.3996	0.1014	0.0674	1,426.0206
Stationary	2.5400e-003	8.2800e-003	9.2200e-003	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.1790	1.1790	1.7000e-004	0.0000	1.1831
Waste						0.0000	0.0000		0.0000	0.0000	48.0520	0.0000	48.0520	2.8398	0.0000	119.0469
Water						0.0000	0.0000		0.0000	0.0000	2.7614	16.5334	19.2948	0.2849	6.8200e-003	28.4481
Total	**1.2725**	**1.0402**	**7.7017**	**0.0158**	**1.7639**	**0.0300**	**1.7939**	**0.4708**	**0.0294**	**0.5001**	**50.8135**	**1,892.8036**	**1,943.6171**	**3.2474**	**0.0805**	**2,048.7981**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4109	9.2000e-003	0.3158	5.0000e-005		2.1900e-003	2.1900e-003		2.1900e-003	2.1900e-003	0.0000	6.9985	6.9985	6.3000e-004	1.2000e-004	7.0497
Energy	0.0254	0.2301	0.1881	1.3900e-003		0.0176	0.0176		0.0176	0.0176	0.0000	464.6932	464.6932	0.0206	6.1800e-003	467.0498
Mobile	0.6379	0.5001	4.4005	6.8000e-003	0.7957	5.2700e-003	0.8010	0.2124	4.9000e-003	0.2173	0.0000	664.7441	664.7441	0.0653	0.0416	678.7835
Stationary	2.5400e-003	8.2800e-003	9.2200e-003	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.1790	1.1790	1.7000e-004	0.0000	1.1831
Waste						0.0000	0.0000		0.0000	0.0000	48.0520	0.0000	48.0520	2.8398	0.0000	119.0469
Water						0.0000	0.0000		0.0000	0.0000	2.2092	13.7473	15.9565	0.2279	5.4600e-003	23.2812
Total	**1.0767**	**0.7477**	**4.9136**	**8.2500e-003**	**0.7957**	**0.0254**	**0.8211**	**0.2124**	**0.0250**	**0.2374**	**50.2612**	**1,151.3621**	**1,201.6233**	**3.1544**	**0.0534**	**1,296.3940**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**15.39**	**28.12**	**36.20**	**47.78**	**54.89**	**15.51**	**54.23**	**54.89**	**14.79**	**52.54**	**1.09**	**39.17**	**38.18**	**2.87**	**33.68**	**36.72**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	2/4/2022	5	25	
2	Grading	Grading	2/7/2022	7/1/2022	5	105	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3	Building Construction	Building Construction	7/5/2022	6/1/2023	5	238	
4	Paving	Paving	6/2/2023	8/31/2023	5	65	
5	Architectural Coating	Architectural Coating	9/1/2023	12/4/2023	5	67	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 72,900; Residential Outdoor: 24,300; Non-Residential Indoor: 92,097; Non-Residential Outdoor: 30,699; Striped Parking Area: 6,816 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	752.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	10,268.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	95.00	32.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0749	0.0000	0.0749	0.0113	0.0000	0.0113	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0211	0.2078	0.1745	3.0000e-004		0.0105	0.0105		9.7900e-003	9.7900e-003	0.0000	26.3471	26.3471	6.7100e-003	0.0000	26.5150
Total	**0.0211**	**0.2078**	**0.1745**	**3.0000e-004**	**0.0749**	**0.0105**	**0.0854**	**0.0113**	**9.7900e-003**	**0.0211**	**0.0000**	**26.3471**	**26.3471**	**6.7100e-003**	**0.0000**	**26.5150**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5700e-003	0.0618	0.0141	2.3000e-004	6.4700e-003	4.9000e-004	6.9600e-003	1.7800e-003	4.7000e-004	2.2500e-003	0.0000	22.6472	22.6472	1.2200e-003	3.6000e-003	23.7490
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	4.4000e-004	5.7700e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4509	1.4509	4.0000e-005	4.0000e-005	1.4634
Total	**2.1200e-003**	**0.0622**	**0.0199**	**2.5000e-004**	**8.2500e-003**	**5.0000e-004**	**8.7500e-003**	**2.2500e-003**	**4.8000e-004**	**2.7300e-003**	**0.0000**	**24.0981**	**24.0981**	**1.2600e-003**	**3.6400e-003**	**25.2124**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0337	0.0000	0.0337	5.1000e-003	0.0000	5.1000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0211	0.2078	0.1745	3.0000e-004		0.0105	0.0105		9.7900e-003	9.7900e-003	0.0000	26.3471	26.3471	6.7100e-003	0.0000	26.5149
Total	**0.0211**	**0.2078**	**0.1745**	**3.0000e-004**	**0.0337**	**0.0105**	**0.0442**	**5.1000e-003**	**9.7900e-003**	**0.0149**	**0.0000**	**26.3471**	**26.3471**	**6.7100e-003**	**0.0000**	**26.5149**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5700e-003	0.0618	0.0141	2.3000e-004	6.4700e-003	4.9000e-004	6.9600e-003	1.7800e-003	4.7000e-004	2.2500e-003	0.0000	22.6472	22.6472	1.2200e-003	3.6000e-003	23.7490
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	4.4000e-004	5.7700e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4509	1.4509	4.0000e-005	4.0000e-005	1.4634
Total	**2.1200e-003**	**0.0622**	**0.0199**	**2.5000e-004**	**8.2500e-003**	**5.0000e-004**	**8.7500e-003**	**2.2500e-003**	**4.8000e-004**	**2.7300e-003**	**0.0000**	**24.0981**	**24.0981**	**1.2600e-003**	**3.6400e-003**	**25.2124**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3762	0.0000	0.3762	0.1805	0.0000	0.1805	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0809	0.8916	0.4841	1.0800e-003		0.0390	0.0390		0.0359	0.0359	0.0000	95.0392	95.0392	0.0307	0.0000	95.8077
Total	**0.0809**	**0.8916**	**0.4841**	**1.0800e-003**	**0.3762**	**0.0390**	**0.4152**	**0.1805**	**0.0359**	**0.2163**	**0.0000**	**95.0392**	**95.0392**	**0.0307**	**0.0000**	**95.8077**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0214	0.8438	0.1929	3.1100e-003	0.0884	6.7000e-003	0.0951	0.0243	6.4100e-003	0.0307	0.0000	309.2307	309.2307	0.0166	0.0491	324.2747
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7600e-003	1.4200e-003	0.0186	5.0000e-005	5.7600e-003	4.0000e-005	5.8000e-003	1.5300e-003	3.0000e-005	1.5600e-003	0.0000	4.6874	4.6874	1.3000e-004	1.3000e-004	4.7280
Total	**0.0232**	**0.8452**	**0.2115**	**3.1600e-003**	**0.0941**	**6.7400e-003**	**0.1009**	**0.0258**	**6.4400e-003**	**0.0322**	**0.0000**	**313.9181**	**313.9181**	**0.0167**	**0.0492**	**329.0027**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1693	0.0000	0.1693	0.0812	0.0000	0.0812	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0809	0.8916	0.4841	1.0800e-003		0.0390	0.0390		0.0359	0.0359	0.0000	95.0391	95.0391	0.0307	0.0000	95.8076
Total	**0.0809**	**0.8916**	**0.4841**	**1.0800e-003**	**0.1693**	**0.0390**	**0.2083**	**0.0812**	**0.0359**	**0.1171**	**0.0000**	**95.0391**	**95.0391**	**0.0307**	**0.0000**	**95.8076**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0214	0.8438	0.1929	3.1100e-003	0.0884	6.7000e-003	0.0951	0.0243	6.4100e-003	0.0307	0.0000	309.2307	309.2307	0.0166	0.0491	324.2747
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7600e-003	1.4200e-003	0.0186	5.0000e-005	5.7600e-003	4.0000e-005	5.8000e-003	1.5300e-003	3.0000e-005	1.5600e-003	0.0000	4.6874	4.6874	1.3000e-004	1.3000e-004	4.7280
Total	**0.0232**	**0.8452**	**0.2115**	**3.1600e-003**	**0.0941**	**6.7400e-003**	**0.1009**	**0.0258**	**6.4400e-003**	**0.0322**	**0.0000**	**313.9181**	**313.9181**	**0.0167**	**0.0492**	**329.0027**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1063	0.8065	0.8209	1.4200e-003		0.0380	0.0380		0.0367	0.0367	0.0000	117.1171	117.1171	0.0204	0.0000	117.6271
Total	**0.1063**	**0.8065**	**0.8209**	**1.4200e-003**		**0.0380**	**0.0380**		**0.0367**	**0.0367**	**0.0000**	**117.1171**	**117.1171**	**0.0204**	**0.0000**	**117.6271**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.7200e-003	0.1008	0.0335	3.9000e-004	0.0130	1.0100e-003	0.0140	3.7600e-003	9.6000e-004	4.7200e-003	0.0000	38.5183	38.5183	1.2900e-003	5.5900e-003	40.2161
Worker	0.0206	0.0166	0.2174	5.9000e-004	0.0672	4.1000e-004	0.0676	0.0179	3.8000e-004	0.0182	0.0000	54.7083	54.7083	1.5000e-003	1.4700e-003	55.1828
Total	**0.0243**	**0.1174**	**0.2509**	**9.8000e-004**	**0.0803**	**1.4200e-003**	**0.0817**	**0.0216**	**1.3400e-003**	**0.0230**	**0.0000**	**93.2266**	**93.2266**	**2.7900e-003**	**7.0600e-003**	**95.3989**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1063	0.8065	0.8209	1.4200e-003		0.0380	0.0380		0.0367	0.0367	0.0000	117.1170	117.1170	0.0204	0.0000	117.6269
Total	**0.1063**	**0.8065**	**0.8209**	**1.4200e-003**		**0.0380**	**0.0380**		**0.0367**	**0.0367**	**0.0000**	**117.1170**	**117.1170**	**0.0204**	**0.0000**	**117.6269**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.7200e-003	0.1008	0.0335	3.9000e-004	0.0130	1.0100e-003	0.0140	3.7600e-003	9.6000e-004	4.7200e-003	0.0000	38.5183	38.5183	1.2900e-003	5.5900e-003	40.2161
Worker	0.0206	0.0166	0.2174	5.9000e-004	0.0672	4.1000e-004	0.0676	0.0179	3.8000e-004	0.0182	0.0000	54.7083	54.7083	1.5000e-003	1.4700e-003	55.1828
Total	**0.0243**	**0.1174**	**0.2509**	**9.8000e-004**	**0.0803**	**1.4200e-003**	**0.0817**	**0.0216**	**1.3400e-003**	**0.0230**	**0.0000**	**93.2266**	**93.2266**	**2.7900e-003**	**7.0600e-003**	**95.3989**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0830	0.6382	0.6873	1.2000e-003		0.0280	0.0280		0.0271	0.0271	0.0000	98.9715	98.9715	0.0168	0.0000	99.3917
Total	**0.0830**	**0.6382**	**0.6873**	**1.2000e-003**		**0.0280**	**0.0280**		**0.0271**	**0.0271**	**0.0000**	**98.9715**	**98.9715**	**0.0168**	**0.0000**	**99.3917**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8800e-003	0.0664	0.0253	3.2000e-004	0.0110	3.7000e-004	0.0114	3.1700e-003	3.5000e-004	3.5300e-003	0.0000	31.0383	31.0383	1.0400e-003	4.5000e-003	32.4044
Worker	0.0162	0.0124	0.1694	4.8000e-004	0.0568	3.3000e-004	0.0571	0.0151	3.0000e-004	0.0154	0.0000	45.0106	45.0106	1.1400e-003	1.1400e-003	45.3800
Total	**0.0180**	**0.0789**	**0.1947**	**8.0000e-004**	**0.0678**	**7.0000e-004**	**0.0685**	**0.0183**	**6.5000e-004**	**0.0189**	**0.0000**	**76.0488**	**76.0488**	**2.1800e-003**	**5.6400e-003**	**77.7844**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0830	0.6382	0.6873	1.2000e-003		0.0280	0.0280		0.0271	0.0271	0.0000	98.9714	98.9714	0.0168	0.0000	99.3916
Total	**0.0830**	**0.6382**	**0.6873**	**1.2000e-003**		**0.0280**	**0.0280**		**0.0271**	**0.0271**	**0.0000**	**98.9714**	**98.9714**	**0.0168**	**0.0000**	**99.3916**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8800e-003	0.0664	0.0253	3.2000e-004	0.0110	3.7000e-004	0.0114	3.1700e-003	3.5000e-004	3.5300e-003	0.0000	31.0383	31.0383	1.0400e-003	4.5000e-003	32.4044
Worker	0.0162	0.0124	0.1694	4.8000e-004	0.0568	3.3000e-004	0.0571	0.0151	3.0000e-004	0.0154	0.0000	45.0106	45.0106	1.1400e-003	1.1400e-003	45.3800
Total	**0.0180**	**0.0789**	**0.1947**	**8.0000e-004**	**0.0678**	**7.0000e-004**	**0.0685**	**0.0183**	**6.5000e-004**	**0.0189**	**0.0000**	**76.0488**	**76.0488**	**2.1800e-003**	**5.6400e-003**	**77.7844**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0210	0.2027	0.2861	4.4000e-004		0.0100	0.0100		9.2500e-003	9.2500e-003	0.0000	38.2604	38.2604	0.0121	0.0000	38.5636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0210**	**0.2027**	**0.2861**	**4.4000e-004**		**0.0100**	**0.0100**		**9.2500e-003**	**9.2500e-003**	**0.0000**	**38.2604**	**38.2604**	**0.0121**	**0.0000**	**38.5636**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3200e-003	1.0100e-003	0.0138	4.0000e-005	4.6400e-003	3.0000e-005	4.6600e-003	1.2300e-003	2.0000e-005	1.2600e-003	0.0000	3.6730	3.6730	9.0000e-005	9.0000e-005	3.7032
Total	**1.3200e-003**	**1.0100e-003**	**0.0138**	**4.0000e-005**	**4.6400e-003**	**3.0000e-005**	**4.6600e-003**	**1.2300e-003**	**2.0000e-005**	**1.2600e-003**	**0.0000**	**3.6730**	**3.6730**	**9.0000e-005**	**9.0000e-005**	**3.7032**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0210	0.2027	0.2861	4.4000e-004		0.0100	0.0100		9.2500e-003	9.2500e-003	0.0000	38.2603	38.2603	0.0121	0.0000	38.5636
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0210**	**0.2027**	**0.2861**	**4.4000e-004**		**0.0100**	**0.0100**		**9.2500e-003**	**9.2500e-003**	**0.0000**	**38.2603**	**38.2603**	**0.0121**	**0.0000**	**38.5636**

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3200e-003	1.0100e-003	0.0138	4.0000e-005	4.6400e-003	3.0000e-005	4.6600e-003	1.2300e-003	2.0000e-005	1.2600e-003	0.0000	3.6730	3.6730	9.0000e-005	9.0000e-005	3.7032
Total	**1.3200e-003**	**1.0100e-003**	**0.0138**	**4.0000e-005**	**4.6400e-003**	**3.0000e-005**	**4.6600e-003**	**1.2300e-003**	**2.0000e-005**	**1.2600e-003**	**0.0000**	**3.6730**	**3.6730**	**9.0000e-005**	**9.0000e-005**	**3.7032**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4130					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4200e-003	0.0437	0.0607	1.0000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	8.5534	8.5534	5.1000e-004	0.0000	8.5662
Total	**0.4194**	**0.0437**	**0.0607**	**1.0000e-004**		**2.3700e-003**	**2.3700e-003**		**2.3700e-003**	**2.3700e-003**	**0.0000**	**8.5534**	**8.5534**	**5.1000e-004**	**0.0000**	**8.5662**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9900e-003	1.5300e-003	0.0208	6.0000e-005	6.9800e-003	4.0000e-005	7.0200e-003	1.8500e-003	4.0000e-005	1.8900e-003	0.0000	5.5334	5.5334	1.4000e-004	1.4000e-004	5.5788
Total	**1.9900e-003**	**1.5300e-003**	**0.0208**	**6.0000e-005**	**6.9800e-003**	**4.0000e-005**	**7.0200e-003**	**1.8500e-003**	**4.0000e-005**	**1.8900e-003**	**0.0000**	**5.5334**	**5.5334**	**1.4000e-004**	**1.4000e-004**	**5.5788**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4130					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4200e-003	0.0437	0.0607	1.0000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	8.5534	8.5534	5.1000e-004	0.0000	8.5662
Total	**0.4194**	**0.0437**	**0.0607**	**1.0000e-004**		**2.3700e-003**	**2.3700e-003**		**2.3700e-003**	**2.3700e-003**	**0.0000**	**8.5534**	**8.5534**	**5.1000e-004**	**0.0000**	**8.5662**

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9900e-003	1.5300e-003	0.0208	6.0000e-005	6.9800e-003	4.0000e-005	7.0200e-003	1.8500e-003	4.0000e-005	1.8900e-003	0.0000	5.5334	5.5334	1.4000e-004	1.4000e-004	5.5788
Total	**1.9900e-003**	**1.5300e-003**	**0.0208**	**6.0000e-005**	**6.9800e-003**	**4.0000e-005**	**7.0200e-003**	**1.8500e-003**	**4.0000e-005**	**1.8900e-003**	**0.0000**	**5.5334**	**5.5334**	**1.4000e-004**	**1.4000e-004**	**5.5788**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6379	0.5001	4.4005	6.8000e-003	0.7957	5.2700e-003	0.8010	0.2124	4.9000e-003	0.2173	0.0000	664.7441	664.7441	0.0653	0.0416	678.7835
Unmitigated	0.8337	0.7927	7.1886	0.0144	1.7639	9.9300e-003	1.7738	0.4708	9.2400e-003	0.4800	0.0000	1,403.3996	1,403.3996	0.1014	0.0674	1,426.0206

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	163.20	147.30	122.70	530,147	239,146
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	1,662.51	1,813.97	2113.92	2,383,090	1,074,998
Hotel	652.08	638.82	464.10	1,487,375	670,947
Strip Mall	163.10	154.71	75.18	284,133	128,171
Total	2,640.89	2,754.80	2,775.91	4,684,746	2,113,262

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
Enclosed Parking with Elevator	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
High Turnover (Sit Down Restaurant)	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
Hotel	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406
Strip Mall	0.537356	0.064746	0.188411	0.126034	0.023886	0.006883	0.012812	0.008954	0.000819	0.000470	0.025457	0.000765	0.003406

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	213.3512	213.3512	0.0158	1.5700e-003	214.2141
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	213.3512	213.3512	0.0158	1.5700e-003	214.2141
NaturalGas Mitigated	0.0254	0.2301	0.1881	1.3900e-003		0.0176	0.0176		0.0176	0.0176	0.0000	251.3420	251.3420	4.8200e-003	4.6100e-003	252.8356
NaturalGas Unmitigated	0.0254	0.2301	0.1881	1.3900e-003		0.0176	0.0176		0.0176	0.0176	0.0000	251.3420	251.3420	4.8200e-003	4.6100e-003	252.8356

8555 Santa Monica Boulevard - Alternative 4 - GHG - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	270324	1.4600e-003	0.0125	5.3000e-003	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003	0.0000	14.4255	14.4255	2.8000e-004	2.6000e-004	14.5112
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	3.41349e+006	0.0184	0.1673	0.1406	1.0000e-003		0.0127	0.0127		0.0127	0.0127	0.0000	182.1569	182.1569	3.4900e-003	3.3400e-003	183.2393
Hotel	1.02016e+006	5.5000e-003	0.0500	0.0420	3.0000e-004		3.8000e-003	3.8000e-003		3.8000e-003	3.8000e-003	0.0000	54.4397	54.4397	1.0400e-003	1.0000e-003	54.7632
Strip Mall	5995.14	3.0000e-005	2.9000e-004	2.5000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.3199	0.3199	1.0000e-005	1.0000e-005	0.3218
Total		**0.0254**	**0.2301**	**0.1881**	**1.3800e-003**		**0.0176**	**0.0176**		**0.0176**	**0.0176**	**0.0000**	**251.3420**	**251.3420**	**4.8200e-003**	**4.6100e-003**	**252.8356**

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5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	270324	1.4600e-003	0.0125	5.3000e-003	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003	0.0000	14.4255	14.4255	2.8000e-004	2.6000e-004	14.5112
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	3.41349e+006	0.0184	0.1673	0.1406	1.0000e-003		0.0127	0.0127		0.0127	0.0127	0.0000	182.1569	182.1569	3.4900e-003	3.3400e-003	183.2393
Hotel	1.02016e+006	5.5000e-003	0.0500	0.0420	3.0000e-004		3.8000e-003	3.8000e-003		3.8000e-003	3.8000e-003	0.0000	54.4397	54.4397	1.0400e-003	1.0000e-003	54.7632
Strip Mall	5995.14	3.0000e-005	2.9000e-004	2.5000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.3199	0.3199	1.0000e-005	1.0000e-005	0.3218
Total		**0.0254**	**0.2301**	**0.1881**	**1.3800e-003**		**0.0176**	**0.0176**		**0.0176**	**0.0176**	**0.0000**	**251.3420**	**251.3420**	**4.8200e-003**	**4.6100e-003**	**252.8356**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	114918	14.1245	1.0400e-003	1.0000e-004	14.1817
Enclosed Parking with Elevator	617984	75.9564	5.6100e-003	5.6000e-004	76.2636
High Turnover (Sit Down Restaurant)	641261	78.8174	5.8200e-003	5.8000e-004	79.1362
Hotel	313599	38.5444	2.8400e-003	2.8000e-004	38.7003
Strip Mall	48071.5	5.9085	4.4000e-004	4.0000e-005	5.9324
Total		**213.3512**	**0.0158**	**1.5600e-003**	**214.2141**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	114918	14.1245	1.0400e-003	1.0000e-004	14.1817
Enclosed Parking with Elevator	617984	75.9564	5.6100e-003	5.6000e-004	76.2636
High Turnover (Sit Down Restaurant)	641261	78.8174	5.8200e-003	5.8000e-004	79.1362
Hotel	313599	38.5444	2.8400e-003	2.8000e-004	38.7003
Strip Mall	48071.5	5.9085	4.4000e-004	4.0000e-005	5.9324
Total		**213.3512**	**0.0158**	**1.5600e-003**	**214.2141**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4109	9.2000e-003	0.3158	5.0000e-005		2.1900e-003	2.1900e-003		2.1900e-003	2.1900e-003	0.0000	6.9985	6.9985	6.3000e-004	1.2000e-004	7.0497
Unmitigated	0.4109	9.2000e-003	0.3158	5.0000e-005		2.1900e-003	2.1900e-003		2.1900e-003	2.1900e-003	0.0000	6.9985	6.9985	6.3000e-004	1.2000e-004	7.0497

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0413					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3593					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	6.6000e-004	5.6000e-003	2.3800e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	6.4837	6.4837	1.2000e-004	1.2000e-004	6.5222
Landscaping	9.6700e-003	3.6000e-003	0.3134	2.0000e-005		1.7300e-003	1.7300e-003		1.7300e-003	1.7300e-003	0.0000	0.5148	0.5148	5.1000e-004	0.0000	0.5275
Total	**0.4109**	**9.2000e-003**	**0.3158**	**6.0000e-005**		**2.1800e-003**	**2.1800e-003**		**2.1800e-003**	**2.1800e-003**	**0.0000**	**6.9985**	**6.9985**	**6.3000e-004**	**1.2000e-004**	**7.0497**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0413					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3593					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	6.6000e-004	5.6000e-003	2.3800e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	6.4837	6.4837	1.2000e-004	1.2000e-004	6.5222
Landscaping	9.6700e-003	3.6000e-003	0.3134	2.0000e-005		1.7300e-003	1.7300e-003		1.7300e-003	1.7300e-003	0.0000	0.5148	0.5148	5.1000e-004	0.0000	0.5275
Total	**0.4109**	**9.2000e-003**	**0.3158**	**6.0000e-005**		**2.1800e-003**	**2.1800e-003**		**2.1800e-003**	**2.1800e-003**	**0.0000**	**6.9985**	**6.9985**	**6.3000e-004**	**1.2000e-004**	**7.0497**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	15.9565	0.2279	5.4600e-003	23.2812
Unmitigated	19.2948	0.2849	6.8200e-003	28.4481

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	1.95462 / 1.23226	5.4310	0.0641	1.5400e-003	7.4909
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	4.49837 / 0.28713	9.0185	0.1471	3.5200e-003	13.7450
Hotel	1.97861 / 0.219845	4.0945	0.0647	1.5500e-003	6.1740
Strip Mall	0.272587 / 0.167069	0.7509	8.9300e-003	2.1000e-004	1.0381
Total		**19.2948**	**0.2849**	**6.8200e-003**	**28.4481**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	1.5637 / 1.23226	4.6813	0.0513	1.2300e-003	6.3306
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	3.5987 / 0.28713	7.2932	0.1177	2.8100e-003	11.0748
Hotel	1.58289 / 0.219845	3.3357	0.0518	1.2400e-003	4.9995
Strip Mall	0.21807 / 0.167069	0.6463	7.1500e-003	1.7000e-004	0.8763
Total		**15.9565**	**0.2279**	**5.4500e-003**	**23.2812**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	48.0520	2.8398	0.0000	119.0469
Unmitigated	48.0520	2.8398	0.0000	119.0469

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	13.8	2.8013	0.1656	0.0000	6.9400
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	176.36	35.7995	2.1157	0.0000	88.6917
Hotel	42.7	8.6677	0.5123	0.0000	21.4739
Strip Mall	3.86	0.7836	0.0463	0.0000	1.9412
Total		**48.0520**	**2.8398**	**0.0000**	**119.0468**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	13.8	2.8013	0.1656	0.0000	6.9400
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	176.36	35.7995	2.1157	0.0000	88.6917
Hotel	42.7	8.6677	0.5123	0.0000	21.4739
Strip Mall	3.86	0.7836	0.0463	0.0000	1.9412
Total		**48.0520**	**2.8398**	**0.0000**	**119.0468**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	36	86	0.73	Diesel

Boilers

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (75 - 100 HP)	2.5400e-003	8.2800e-003	9.2200e-003	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.1790	1.1790	1.7000e-004	0.0000	1.1831
Total	**2.5400e-003**	**8.2800e-003**	**9.2200e-003**	**1.0000e-005**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**1.1790**	**1.1790**	**1.7000e-004**	**0.0000**	**1.1831**

11.0 Vegetation

Appendix F

Noise Measurement and Modeling Results

Noise Measurement 1

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 72.5 - 2019/07/30 18:06:01
- Level Range : 40-100
- SEL : 85.7
- Leq : 56.2
-

No.s	Date Time	(dB)
1	2019/07/30 17:59:06	48.5
2	2019/07/30 17:59:09	47.3
3	2019/07/30 17:59:12	47.9
4	2019/07/30 17:59:15	51.1
5	2019/07/30 17:59:18	48.3
6	2019/07/30 17:59:21	51.4
7	2019/07/30 17:59:24	48.1
8	2019/07/30 17:59:27	47.7
9	2019/07/30 17:59:30	48.1
10	2019/07/30 17:59:33	47.3
11	2019/07/30 17:59:36	49.0
12	2019/07/30 17:59:39	56.3
13	2019/07/30 17:59:42	61.1
14	2019/07/30 17:59:45	51.9
15	2019/07/30 17:59:48	48.9
16	2019/07/30 17:59:51	47.7
17	2019/07/30 17:59:54	47.3
18	2019/07/30 17:59:57	47.9
19	2019/07/30 18:00:00	48.0
20	2019/07/30 18:00:03	48.0
21	2019/07/30 18:00:06	48.3
22	2019/07/30 18:00:09	47.1
23	2019/07/30 18:00:12	47.1
24	2019/07/30 18:00:15	47.5
25	2019/07/30 18:00:18	47.7
26	2019/07/30 18:00:21	48.3
27	2019/07/30 18:00:24	48.0
28	2019/07/30 18:00:27	49.7
29	2019/07/30 18:00:30	60.6
30	2019/07/30 18:00:33	59.4
31	2019/07/30 18:00:36	52.5
32	2019/07/30 18:00:39	49.5
33	2019/07/30 18:00:42	48.7
34	2019/07/30 18:00:45	48.3
35	2019/07/30 18:00:48	48.1
36	2019/07/30 18:00:51	48.4
37	2019/07/30 18:00:54	49.6
38	2019/07/30 18:00:57	48.7
39	2019/07/30 18:01:00	48.7
40	2019/07/30 18:01:03	48.5
41	2019/07/30 18:01:06	48.7
42	2019/07/30 18:01:09	49.1
43	2019/07/30 18:01:12	48.5
44	2019/07/30 18:01:15	49.2
45	2019/07/30 18:01:18	49.2
46	2019/07/30 18:01:21	51.3
47	2019/07/30 18:01:24	63.0
48	2019/07/30 18:01:27	56.9
49	2019/07/30 18:01:30	54.9
50	2019/07/30 18:01:33	67.9
51	2019/07/30 18:01:36	62.2
52	2019/07/30 18:01:39	53.4
53	2019/07/30 18:01:42	50.9
54	2019/07/30 18:01:45	48.9
55	2019/07/30 18:01:48	49.4
56	2019/07/30 18:01:51	48.9
57	2019/07/30 18:01:54	48.5
58	2019/07/30 18:01:57	48.3
59	2019/07/30 18:02:00	47.9
60	2019/07/30 18:02:03	48.4
61	2019/07/30 18:02:06	48.1
62	2019/07/30 18:02:09	48.1
63	2019/07/30 18:02:12	50.3
64	2019/07/30 18:02:15	49.3
65	2019/07/30 18:02:18	47.7
66	2019/07/30 18:02:21	48.5
67	2019/07/30 18:02:24	48.0
68	2019/07/30 18:02:27	47.8
69	2019/07/30 18:02:30	47.2
70	2019/07/30 18:02:33	48.0
71	2019/07/30 18:02:36	47.2
72	2019/07/30 18:02:39	47.0
73	2019/07/30 18:02:42	47.6
74	2019/07/30 18:02:45	48.0
75	2019/07/30 18:02:48	48.1
76	2019/07/30 18:02:51	51.6
77	2019/07/30 18:02:54	48.5
78	2019/07/30 18:02:57	48.2
79	2019/07/30 18:03:00	48.2
80	2019/07/30 18:03:03	48.0
81	2019/07/30 18:03:06	48.2
82	2019/07/30 18:03:09	49.9
83	2019/07/30 18:03:12	58.0
84	2019/07/30 18:03:15	58.9
85	2019/07/30 18:03:18	59.7

86	2019/07/30	18:03:21	61.1
87	2019/07/30	18:03:24	60.2
88	2019/07/30	18:03:27	60.6
89	2019/07/30	18:03:30	52.7
90	2019/07/30	18:03:33	49.0
91	2019/07/30	18:03:36	48.0
92	2019/07/30	18:03:39	49.1
93	2019/07/30	18:03:42	56.3
94	2019/07/30	18:03:45	49.8
95	2019/07/30	18:03:48	48.5
96	2019/07/30	18:03:51	48.3
97	2019/07/30	18:03:54	48.3
98	2019/07/30	18:03:57	48.3
99	2019/07/30	18:04:00	48.0
100	2019/07/30	18:04:03	48.3
101	2019/07/30	18:04:06	47.9
102	2019/07/30	18:04:09	48.8
103	2019/07/30	18:04:12	50.4
104	2019/07/30	18:04:15	51.5
105	2019/07/30	18:04:18	48.5
106	2019/07/30	18:04:21	48.1
107	2019/07/30	18:04:24	48.8
108	2019/07/30	18:04:27	48.8
109	2019/07/30	18:04:30	48.4
110	2019/07/30	18:04:33	49.6
111	2019/07/30	18:04:36	59.9
112	2019/07/30	18:04:39	53.5
113	2019/07/30	18:04:42	48.9
114	2019/07/30	18:04:45	48.0
115	2019/07/30	18:04:48	50.1
116	2019/07/30	18:04:51	52.3
117	2019/07/30	18:04:54	52.3
118	2019/07/30	18:04:57	52.9
119	2019/07/30	18:05:00	51.2
120	2019/07/30	18:05:03	50.3
121	2019/07/30	18:05:06	49.2
122	2019/07/30	18:05:09	48.6
123	2019/07/30	18:05:12	48.1
124	2019/07/30	18:05:15	48.6
125	2019/07/30	18:05:18	49.3
126	2019/07/30	18:05:21	48.9
127	2019/07/30	18:05:24	47.9
128	2019/07/30	18:05:27	48.2
129	2019/07/30	18:05:30	47.9
130	2019/07/30	18:05:33	48.0
131	2019/07/30	18:05:36	48.0
132	2019/07/30	18:05:39	47.9
133	2019/07/30	18:05:42	47.9
134	2019/07/30	18:05:45	48.5
135	2019/07/30	18:05:48	48.1
136	2019/07/30	18:05:51	49.1
137	2019/07/30	18:05:54	53.0
138	2019/07/30	18:05:57	63.7
139	2019/07/30	18:06:00	67.4
140	2019/07/30	18:06:03	56.8
141	2019/07/30	18:06:06	49.8
142	2019/07/30	18:06:09	48.8
143	2019/07/30	18:06:12	48.5
144	2019/07/30	18:06:15	50.5
145	2019/07/30	18:06:18	62.4
146	2019/07/30	18:06:21	65.5
147	2019/07/30	18:06:24	56.2
148	2019/07/30	18:06:27	49.4
149	2019/07/30	18:06:30	47.4
150	2019/07/30	18:06:33	46.9
151	2019/07/30	18:06:36	47.2
152	2019/07/30	18:06:39	47.2
153	2019/07/30	18:06:42	47.1
154	2019/07/30	18:06:45	47.5
155	2019/07/30	18:06:48	47.0
156	2019/07/30	18:06:51	47.3
157	2019/07/30	18:06:54	47.5
158	2019/07/30	18:06:57	48.5
159	2019/07/30	18:07:00	53.0
160	2019/07/30	18:07:03	62.6
161	2019/07/30	18:07:06	53.7
162	2019/07/30	18:07:09	48.9
163	2019/07/30	18:07:12	47.9
164	2019/07/30	18:07:15	48.3
165	2019/07/30	18:07:18	48.1
166	2019/07/30	18:07:21	50.9
167	2019/07/30	18:07:24	55.8
168	2019/07/30	18:07:27	63.5
169	2019/07/30	18:07:30	66.7
170	2019/07/30	18:07:33	63.1
171	2019/07/30	18:07:36	55.2
172	2019/07/30	18:07:39	50.6
173	2019/07/30	18:07:42	54.0
174	2019/07/30	18:07:45	50.4
175	2019/07/30	18:07:48	48.3
176	2019/07/30	18:07:51	48.0
177	2019/07/30	18:07:54	49.4
178	2019/07/30	18:07:57	48.9
179	2019/07/30	18:08:00	48.3
180	2019/07/30	18:08:03	48.3
181	2019/07/30	18:08:06	48.3
182	2019/07/30	18:08:09	48.2
183	2019/07/30	18:08:12	47.8
184	2019/07/30	18:08:15	47.3

185	2019/07/30	18:08:18	47.0
186	2019/07/30	18:08:21	47.3
187	2019/07/30	18:08:24	47.5
188	2019/07/30	18:08:27	48.4
189	2019/07/30	18:08:30	54.1
190	2019/07/30	18:08:33	60.4
191	2019/07/30	18:08:36	51.3
192	2019/07/30	18:08:39	47.7
193	2019/07/30	18:08:42	47.2
194	2019/07/30	18:08:45	46.9
195	2019/07/30	18:08:48	47.2
196	2019/07/30	18:08:51	47.1
197	2019/07/30	18:08:54	47.0
198	2019/07/30	18:08:57	47.9
199	2019/07/30	18:09:00	47.7
200	2019/07/30	18:09:03	48.8
201	2019/07/30	18:09:06	50.3
202	2019/07/30	18:09:09	55.2
203	2019/07/30	18:09:12	68.2
204	2019/07/30	18:09:15	58.0
205	2019/07/30	18:09:18	50.6
206	2019/07/30	18:09:21	49.3
207	2019/07/30	18:09:24	51.0
208	2019/07/30	18:09:27	61.9
209	2019/07/30	18:09:30	60.3
210	2019/07/30	18:09:33	60.8
211	2019/07/30	18:09:36	58.2
212	2019/07/30	18:09:39	58.3
213	2019/07/30	18:09:42	63.0
214	2019/07/30	18:09:45	63.3
215	2019/07/30	18:09:48	54.5
216	2019/07/30	18:09:51	50.3
217	2019/07/30	18:09:54	49.2
218	2019/07/30	18:09:57	49.6
219	2019/07/30	18:10:00	49.6
220	2019/07/30	18:10:03	51.0
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222	2019/07/30	18:10:09	49.8
223	2019/07/30	18:10:12	60.8
224	2019/07/30	18:10:15	59.7
225	2019/07/30	18:10:18	51.1
226	2019/07/30	18:10:21	47.5
227	2019/07/30	18:10:24	48.4
228	2019/07/30	18:10:27	50.7
229	2019/07/30	18:10:30	48.0
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231	2019/07/30	18:10:36	46.6
232	2019/07/30	18:10:39	47.1
233	2019/07/30	18:10:42	46.9
234	2019/07/30	18:10:45	46.4
235	2019/07/30	18:10:48	46.2
236	2019/07/30	18:10:51	47.2
237	2019/07/30	18:10:54	48.1
238	2019/07/30	18:10:57	48.2
239	2019/07/30	18:11:00	48.1
240	2019/07/30	18:11:03	47.4
241	2019/07/30	18:11:06	47.5
242	2019/07/30	18:11:09	48.4
243	2019/07/30	18:11:12	48.6
244	2019/07/30	18:11:15	51.4
245	2019/07/30	18:11:18	63.4
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247	2019/07/30	18:11:24	51.9
248	2019/07/30	18:11:27	48.4
249	2019/07/30	18:11:30	48.4
250	2019/07/30	18:11:33	47.9
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252	2019/07/30	18:11:39	48.2
253	2019/07/30	18:11:42	48.9
254	2019/07/30	18:11:45	57.4
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256	2019/07/30	18:11:51	51.1
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263	2019/07/30	18:12:12	60.8
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265	2019/07/30	18:12:18	56.1
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274	2019/07/30	18:12:45	54.7
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276	2019/07/30	18:12:51	49.8
277	2019/07/30	18:12:54	55.0
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279	2019/07/30	18:13:00	48.0
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281	2019/07/30	18:13:06	57.7
282	2019/07/30	18:13:09	50.2
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284	2019/07/30	18:13:15	48.2
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286	2019/07/30	18:13:21	64.7
287	2019/07/30	18:13:24	57.9
288	2019/07/30	18:13:27	50.4
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291	2019/07/30	18:13:36	53.8
292	2019/07/30	18:13:39	49.1
293	2019/07/30	18:13:42	48.5
294	2019/07/30	18:13:45	54.1
295	2019/07/30	18:13:48	72.2
296	2019/07/30	18:13:51	62.9
297	2019/07/30	18:13:54	53.5
298	2019/07/30	18:13:57	52.5
299	2019/07/30	18:14:00	62.9
300	2019/07/30	18:14:03	54.9

Noise Measurement 2

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 80.3 - 2019/07/30 17:48:12
- Level Range : 40-100
- SEL : 99.5
- Leq : 68.7
-

No.s	Date Time	(dB)
1	2019/07/30 17:36:02	64.6
2	2019/07/30 17:36:05	70.0
3	2019/07/30 17:36:08	71.6
4	2019/07/30 17:36:11	70.5
5	2019/07/30 17:36:14	66.8
6	2019/07/30 17:36:17	68.6
7	2019/07/30 17:36:20	66.7
8	2019/07/30 17:36:23	62.7
9	2019/07/30 17:36:26	61.5
10	2019/07/30 17:36:29	67.3
11	2019/07/30 17:36:32	62.8
12	2019/07/30 17:36:35	62.1
13	2019/07/30 17:36:38	59.7
14	2019/07/30 17:36:41	58.4
15	2019/07/30 17:36:44	60.6
16	2019/07/30 17:36:47	68.1
17	2019/07/30 17:36:50	71.1
18	2019/07/30 17:36:53	72.8
19	2019/07/30 17:36:56	70.3
20	2019/07/30 17:36:59	66.3
21	2019/07/30 17:37:02	62.8
22	2019/07/30 17:37:05	63.0
23	2019/07/30 17:37:08	68.0
24	2019/07/30 17:37:11	65.6
25	2019/07/30 17:37:14	63.3
26	2019/07/30 17:37:17	64.1
27	2019/07/30 17:37:20	64.2
28	2019/07/30 17:37:23	63.7
29	2019/07/30 17:37:26	63.1
30	2019/07/30 17:37:29	71.5
31	2019/07/30 17:37:32	72.6
32	2019/07/30 17:37:35	66.6
33	2019/07/30 17:37:38	65.0
34	2019/07/30 17:37:41	73.1
35	2019/07/30 17:37:44	71.9
36	2019/07/30 17:37:47	69.8
37	2019/07/30 17:37:50	68.7
38	2019/07/30 17:37:53	69.8
39	2019/07/30 17:37:56	68.7
40	2019/07/30 17:37:59	67.2
41	2019/07/30 17:38:02	65.7
42	2019/07/30 17:38:05	68.3
43	2019/07/30 17:38:08	67.5
44	2019/07/30 17:38:11	66.8
45	2019/07/30 17:38:14	67.8
46	2019/07/30 17:38:17	68.9
47	2019/07/30 17:38:20	68.6
48	2019/07/30 17:38:23	67.0
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51	2019/07/30 17:38:32	63.0
52	2019/07/30 17:38:35	63.2
53	2019/07/30 17:38:38	61.1
54	2019/07/30 17:38:41	58.8
55	2019/07/30 17:38:44	59.2
56	2019/07/30 17:38:47	58.8
57	2019/07/30 17:38:50	60.5
58	2019/07/30 17:38:53	58.6
59	2019/07/30 17:38:56	58.3
60	2019/07/30 17:38:59	57.8
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63	2019/07/30 17:39:08	71.6
64	2019/07/30 17:39:11	67.4
65	2019/07/30 17:39:14	66.1
66	2019/07/30 17:39:17	72.4
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68	2019/07/30 17:39:23	63.1
69	2019/07/30 17:39:26	60.4
70	2019/07/30 17:39:29	61.8
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72	2019/07/30 17:39:35	70.6
73	2019/07/30 17:39:38	72.2
74	2019/07/30 17:39:41	74.4
75	2019/07/30 17:39:44	73.7
76	2019/07/30 17:39:47	74.4
77	2019/07/30 17:39:50	73.4
78	2019/07/30 17:39:53	71.7
79	2019/07/30 17:39:56	69.4
80	2019/07/30 17:39:59	69.1
81	2019/07/30 17:40:02	75.1
82	2019/07/30 17:40:05	71.1
83	2019/07/30 17:40:08	70.9
84	2019/07/30 17:40:11	69.9
85	2019/07/30 17:40:14	70.0

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95	2019/07/30	17:40:44	58.8
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98	2019/07/30	17:40:53	59.6
99	2019/07/30	17:40:56	61.0
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101	2019/07/30	17:41:02	59.9
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103	2019/07/30	17:41:08	60.3
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281	2019/07/30	17:50:02	64.6
282	2019/07/30	17:50:05	65.3
283	2019/07/30	17:50:08	72.9

284	2019/07/30	17:50:11	74.5
285	2019/07/30	17:50:14	76.6
286	2019/07/30	17:50:17	69.9
287	2019/07/30	17:50:20	69.7
288	2019/07/30	17:50:23	68.0
289	2019/07/30	17:50:26	64.0
290	2019/07/30	17:50:29	61.8
291	2019/07/30	17:50:32	62.0
292	2019/07/30	17:50:35	67.4
293	2019/07/30	17:50:38	65.2
294	2019/07/30	17:50:41	66.4
295	2019/07/30	17:50:44	71.6
296	2019/07/30	17:50:47	62.6
297	2019/07/30	17:50:50	58.8
298	2019/07/30	17:50:53	61.1
299	2019/07/30	17:50:56	61.9
300	2019/07/30	17:50:59	60.2

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 7/11/2019
Case Description: 8555 West Hollywood Grading

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Reference Distance	Residential	65	55	50

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	50	0
Dump Truck	No	40		76.5	50	0
Front End Loader	No	40		79.1	50	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator		80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck		76.5	72.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader		79.1	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	80.7	79.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Residential Receptor	Residential	65	55	50

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	50	0
Dump Truck	No	40		76.5	50	0
Front End Loader	No	40		79.1	50	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator		80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck		76.5	72.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader		79.1	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	80.7	79.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

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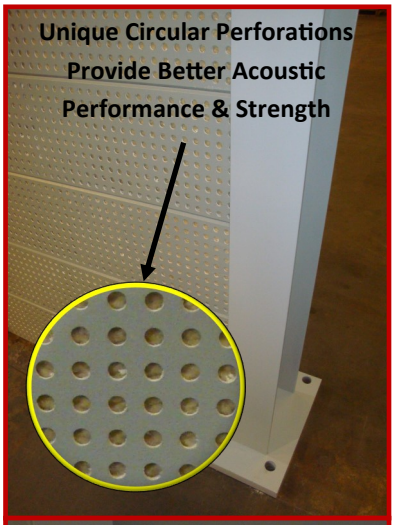

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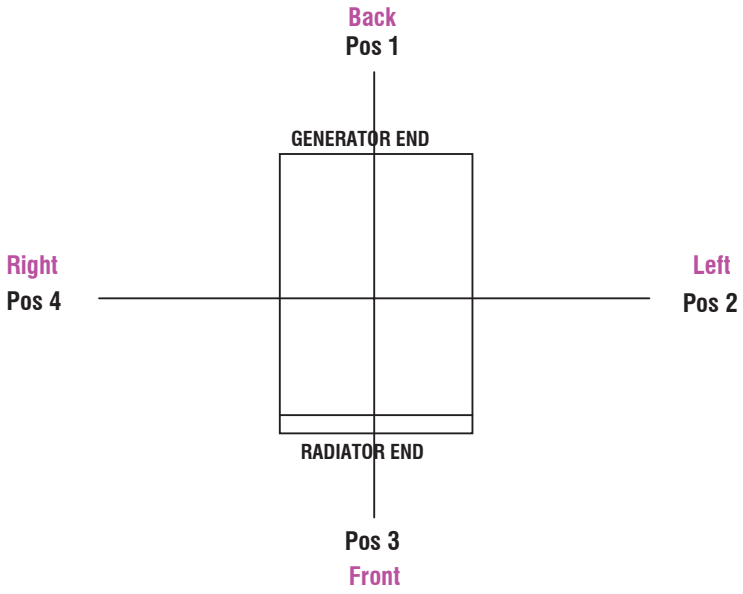

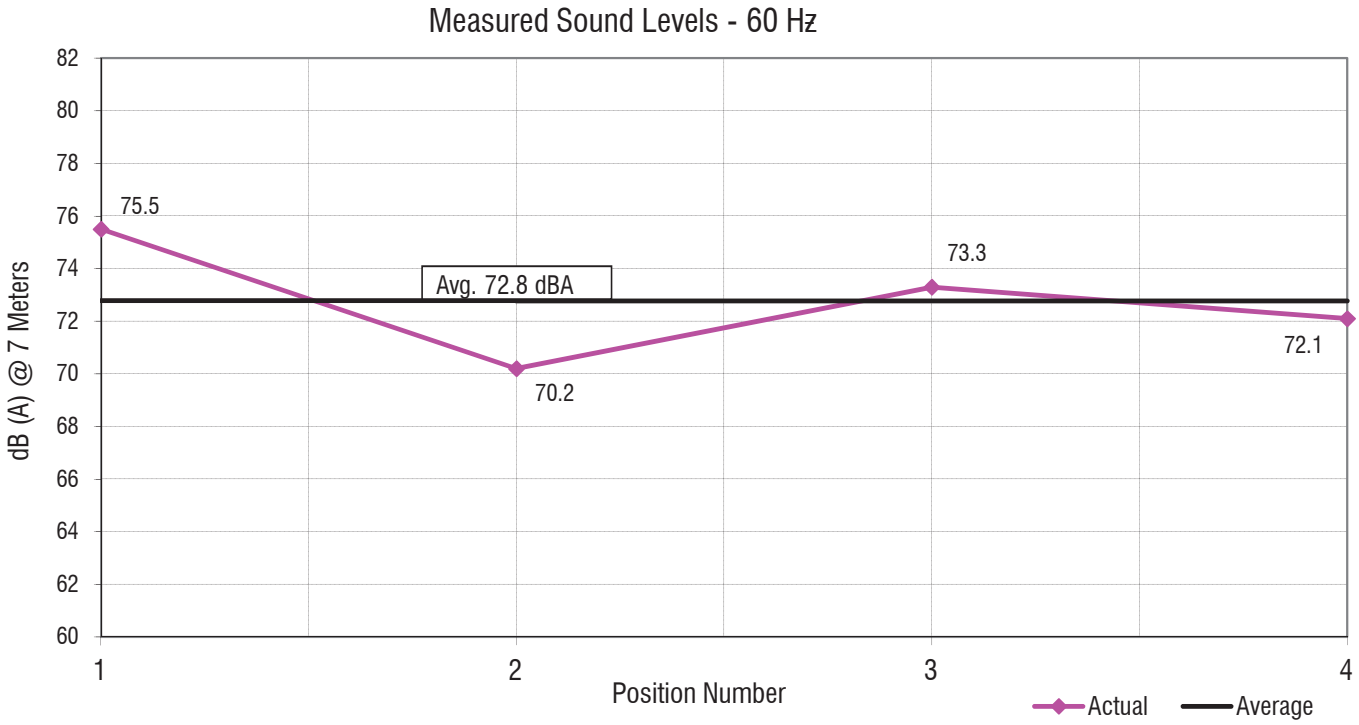

Notes:

1. All positions 23 ft (7M) from side faces of generator set.
2. Generator operating at full load.
3. Test conducted on a 100 foot diameter asphault surface.
4. Non-enclosed sets do not include exhaust sound during testing.

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Standard™ "SL"	X (HC-500S-1)						2 – 3 dBA	Non Critical treatment
Standard™ "SC"	X (HC-500S-1)	X (HC-500S-1)					4 – 6 dBA	Compressor Circuits Source Control Treatment
Louver™			X (HDAL)				4 – 6 dBA	Condenser Fan Intake Source Control Treatment
Unitary™ "TM"				X (HGU)			3 – 5 dBA	Plenum Style Condenser Fan Discharge Source Control Treatment
Unitary™ "IS"					X (HGU)			
UnitaryPlus™				X (HGU-400)		X HG-400-PP	5 – 7 dBA	Condenser Fan Discharge Source Control Treatment

***** Typical noise reductions are based on a receiver location no more than 6' above the base of the chiller and within the acoustic shadow zone.

February 2016

Appendix G

Transportation Technical Memorandum

FEHR PEERS

Technical Memorandum

Date: August 9, 2021

To: Karly Kaufman, Rincon Consultants, Inc.

From: Rachel Om and Miguel Núñez, AICP

Subject: Transportation Analysis for 8555 Santa Monica Boulevard Mixed-Use Project

LA19-3140

1. Executive Summary

On September 27, 2013, Governor Jerry Brown signed SB 743 into law, which initiated a process to change transportation impact analyses completed in support of CEQA documentation. SB 743 provides a new performance metric known as vehicle miles traveled (VMT). As a result, the State is shifting from measuring a project's impact to drivers to measuring the impact of driving (VMT) as it relates to achieving State goals of reducing greenhouse gas (GHG) emissions, encouraging infill development, and improving public health through active transportation. To help lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced a *Technical Advisory*[1].

The City of West Hollywood staff used extensive studies and research, including OPR's *Technical Advisory*, to establish an approach that meets the City of West Hollywood's unique and densely built urban environment. This approach was reviewed at the City of West Hollywood Transportation Commission, Planning Commission and City Council meetings. The City of West Hollywood City Council adopted the VMT Guidelines and VMT Thresholds on November 16, 2020.

The first step of a VMT analysis is to determine what type of analysis, if any, is needed. Per OPR guidance, the City of West Hollywood is screening out all development projects, both residential and commercial, from CEQA transportation analysis that are 1) within an area that OPR defines as a high-quality-transit area (HQTA) and 2) do not trigger the five exclusion criteria discussed below.

As a result of the shift at the State and local level to include Vehicle Miles Traveled (VMT) as the primary performance metric in accordance with SB 743, this technical memorandum documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential transportation impacts and effects for the proposed mixed-use development located at

[1] Governor's Office of Planning and Research (OPR), *Technical Advisory on Evaluating Transportation Impacts in CEQA*, 2018.

8555 Santa Monica Boulevard on the northwest corner of Santa Monica Boulevard & West Knoll Drive in West Hollywood, California. This memorandum builds on the analysis presented in the Draft Environmental Impact Report that was circulated in 2019 and heard before the planning commission on March 7, 2019. The study area is shown in **Figure 1**.

The proposed project (Project) consists of six contiguous parcels and proposes to combine the lots into a single development. The Project site occupies approximately one third of the block face along Santa Monica Boulevard and is generally bordered by West Knoll Drive to the east and north, adjacent buildings to the west (Ramada Plaza and Wells Fargo), and Santa Monica Boulevard to the south. The Project involves the construction of a five-story commercial/residential mixed-use development containing 111 multi-family dwelling units; 3,938 square feet (sf) of ground floor restaurant space; 14,488 sf of ground floor retail space; 6,711 sf of creative office space; a 3,643 sf hair salon; and 12 live/work units. Parking is provided in a 346-space structure that will include a three-level parking garage with one subterranean parking level and two partially subterranean parking levels. Commercial uses are proposed on the first floor and partially on the second floor. Residential uses are proposed on the 2nd, 3rd, 4th, and 5th floors.

OPR's Technical Advisory states that certain projects (e.g. residential, retail, office projects, and projects that are a mix of these uses) proposed in a High Quality Transit Area (HQTA), defined as an area within 0.5 mile of an existing major transit stop or an existing stop along a high quality transit corridor, can be presumed to have a less-than-significant impact on VMT. A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor is defined as a corridor with fixed route bus service frequency of 15 minutes (or less) during peak commute hour. OPR's guidance is based on the California Code of Regulations Guidelines for Implementation of the California Environmental Quality Act, which state that projects within ½ mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact .

The Project was evaluated to determine if it is within an area that OPR defines as a high-quality-transit area (HQTA) and does not trigger the five exclusion criteria. Per the Southern California Association of Governments (SCAG) and Los Angeles County Metro, the entire City of West Hollywood is within a HQTA (See **Figure 2** – City of West Hollywood High Quality Transit Corridors). The five exclusion criteria are listed below with Project-specific responses for each criterion.

1. A project with a floor area ratio (FAR) of less than 0.75;
    a. The Project has a floor area ratio of 2.8, which is greater than 0.75.
2. A project with more than the required number of parking spaces;

   a. The Project is required to provide 359 parking spaces and will provide 346 parking spaces, which is less than the required number of parking spaces.

3. A project that is inconsistent with the applicable Sustainable Communities Strategy;

   a. With its mix of land uses, the Project is consistent with and supports the Sustainable Communities Strategy that encourages a diverse mix of land uses in urban environments.

4. A project that replaces affordable residential units with fewer moderate- or high-income residential units.

   a. The Project is not replacing affordable residential units with fewer moderate- or high-income residential units.

5. A project with the potential for significant regional draw.

   a. The Project would not include uses that would require a skilled and specialized workforce that may draw employees from a greater distance in the region.

The first four criteria for projects are excluded from screening because they are identified in the Technical Advisory and are considered counter to the goals of SB 743 and other important State priorities, such as the production of affordable housing[2]. The fifth exclusion category includes development projects that have potential for significant regional draw. These types of projects may require a skilled and specialized workforce, which could draw employees from greater distances in the region and would not be considered a low VMT generator. Examples of such projects include media production stage and studio projects (The Lot) and the Pacific Design Center. Project size is not an indication that a development project would have a significant regional draw. Projects that have a more typical work force, such as hotels, restaurants/bars, office buildings and event spaces would not be considered to have a significant regional draw[3] . The Project would not meet any of the exclusion criteria and therefore can be presumed to have a less-than-significant VMT impact. Section 4 also includes a review of potential conflicts with Plans, Programs, Ordinances, or Polices and review of increasing hazards due to a geometric design feature as part of the CEQA review.

In addition to the VMT and CEQA analysis, traffic volume development and residential street segment analysis are included as information-only to be considered outside of the CEQA process. The following seventeen intersections were identified for traffic volume development in consultation with West Hollywood staff.

1. San Vicente Boulevard & Santa Monica Boulevard
2. Horn Avenue/Holloway Drive & Sunset Boulevard

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[2] California Code of Regulations, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15064.3.

[3] City of West Hollywood Planning & Development Services Department, *Adoption of Updates to the Local Transportation Guidelines Pursuant to the California Environmental Quality Act for the Purpose of Complying with California Senate Bill 743*, November 16, 2020.

3. Hancock Avenue & Holloway Drive
4. Hancock Avenue & Santa Monica Boulevard
5. Westbourne Drive & Santa Monica Boulevard
6. Westmount Drive & Holloway Drive
7. West Knoll Drive (north) & Santa Monica Boulevard
8. Miller Drive/La Cienega Boulevard & Sunset Boulevard
9. La Cienega Boulevard & Fountain Avenue
10. La Cienega Boulevard & Holloway Drive
11. La Cienega Boulevard & Santa Monica Boulevard
12. La Cienega Boulevard & Sherwood Drive (City of Los Angeles)
13. La Cienega Boulevard & Melrose Avenue
14. Holloway Drive/Croft Avenue & Santa Monica Boulevard
15. Kings Road & Santa Monica Boulevard
16. Westmount Drive & Santa Monica Boulevard
17. West Knoll Drive (south) & Santa Monica Boulevard

All study intersections are located within the City of West Hollywood with the exception of La Cienega Boulevard & Sherwood Avenue, which is fully within the City of Los Angeles's jurisdiction. Traffic volumes were developed for Existing, Future without-Project, and Future with-Project scenarios for the AM and PM peak hours.

Eight street segments were selected for residential street segment analysis:

1. Hancock Avenue between Holloway Drive and West Knoll Drive
2. Hancock Avenue between West Knoll Drive and Santa Monica Boulevard
3. West Knoll Drive between Hancock Avenue and Westbourne Drive
4. Westbourne Drive between West Knoll Drive and Santa Monica Boulevard
5. Westbourne Drive between Rugby Drive and Sherwood Drive
6. Sherwood Drive between Westbourne Drive and Westmount Drive
7. Westmount Drive between Holloway Drive and West Knoll Drive
8. West Knoll Drive between Westmount Drive and Santa Monica Boulevard

The street segment analysis was performed to assess the Project effects along adjacent neighborhood streets under typical weekday conditions. Compared to Future-without Project traffic volumes, the Project is projected to have no increase on traffic volumes on one segment and between 1% and 7.5% on the other seven study segments.

2. Introduction

This technical memorandum documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential transportation impacts and effects for the proposed mixed-use development located at 8555 Santa Monica Boulevard on the northwest

corner of Santa Monica Boulevard & West Knoll Drive in West Hollywood, California. This memorandum builds on the analysis presented in the Draft Environmental Impact Report that was circulated in 2019 and heard before the planning commission on March 7, 2019. The analysis has been updated to reflect the shift at the State and local level to include Vehicle Miles Traveled (VMT) as the primary performance metric in accordance with Senate Bill (SB) 743, the City of West Hollywood's VMT Guidelines, and the California Environmental Quality Act (CEQA) considerations for determining transportation impacts.

2.1 Project Description

The proposed project (Project) consists of six contiguous parcels and proposes to combine the lots into a single development. The Project site occupies approximately one third of the block face along Santa Monica Boulevard and is generally bordered by West Knoll Drive to the east and north, adjacent buildings to the west (Ramada Plaza and Wells Fargo), and Santa Monica Boulevard to the south. Figure 1 illustrates the location of the Project site in relation to the surrounding street system, study intersections and street segments.

The Project involves the construction of a five-story commercial/residential mixed-use development containing 111 multi-family dwelling units; 3,938 square feet (sf) of ground floor restaurant space; 14,488 sf of ground floor retail space; 6,711 sf of creative office space; a 3,643 sf hair salon; and 12 live/work units. Parking is provided in a 346-space structure that will include a three-level parking garage including one subterranean parking level and two partially subterranean parking levels. Commercial uses are proposed on the first floor and partially on the second floor. Residential uses are proposed on the 2nd, 3rd, 4th, and 5th floors.

Access to the Project site would be provided by one driveway on Santa Monica Boulevard and one driveway on West Knoll Drive. The Santa Monica Boulevard driveway will serve as the sole commercial entrance and would allow right and left-turns into the Project site and right-turns only out of the Project site. The driveway on West Knoll Drive would provide exclusive residential access and would allow left- and right-turn ingress and egress. Residential access would also be provided from the Santa Monica Boulevard driveway.

The demolition of existing land uses is required with the proposed project. Existing land uses include:

- Four single-family units
- 2,475 sf of high-turnover restaurant
- 10,426 sf of specialty retail
- 4,058 square feet of health club
- 4,211 sf of office

- 6,218 sf of hair salon
- 2 surface parking lots

Figure 3 illustrates the ground level site plan of the Project.

2.2 Site Access & Circulation

Site Access

Parking for the Project would be provided on one subterranean level, the ground floor level, and a mezzanine level. The ground and subterranean levels would serve retail and residential uses, while the mezzanine level would accommodate residential parking only. As shown in **Attachment A**, the driveway on Santa Monica Boulevard will provide commercial and residential site access while the driveway on West Knoll Drive will provide residential site access only. The driveways would serve both inbound and outbound traffic. The Santa Monica Boulevard driveway will allow right and left-turns in and only right-turns out. The West Knoll Drive driveway will allow left and right-turns for ingress and egress from the Project site, providing access to residential parking on the mezzanine level only.

Site Circulation

Driveways

WHMC Section 19.28.130 indicates that residential driveways may be a maximum width of 24 feet. The Santa Monica Boulevard driveway is shown as 22 feet wide. The driveway on West Knoll Drive is shown to be 20 feet wide.

Drive Aisles and Access Ramps

Inside the parking structure, the drive aisle widths vary from 24 to 28 feet, with two-way operation; the ramps providing access between the parking levels are 26 feet wide. **Attachment A** shows parking level floor plans.

In relation to circulation on an individual parking level, the drive aisle widths meet the minimum recommended width for two-way operation. In relation to circulation between parking levels, the ramps meet the recommended width for two-way operation of a ramp between floors.

Most of the proposed parking spaces are 8½ or 9 feet wide, with some at 8 feet wide, by 18 feet in length (most spaces appear to meet the minimum length of 18 feet for standard spaces), compliant with WHMC 19.28.090. There are a number of parking spaces labeled as "modified full" parking spaces that appear to be sixteen feet and two inches in length, which does not meet the code's minimum parking space length. Forty-one of the proposed parking spaces are compact parking spaces, which can have a reduced minimum length of fifteen feet. To discourage traffic from passing too closely to the parked cars and support columns, yellow pavement markings out from the

columns should delineate parking from the travel lanes. The placement of support columns in the parking structure is such that they would allow for the visibility and maneuverability around turns and the accessibility into and out of parking spaces. City staff should closely review and consider these issues during the plan check review process.

Ramp and Parking Area Slopes

Section 19.28.110 of the WHMC requires ramps with greater than a 10% grade to have a transition at the top and bottom of the ramp. The Project ramps are designed to have a 20% grade with 8-foot, 10% grade transition at the top only. The ramp design meets design guidelines.

According the code, the parking area slopes shall not exceed 5%. Design plans for all parking levels do not include proposed slopes. City staff should closely review and consider these issues during the plan check review process.

Loading Docks/Areas

The loading area, serving all uses on the Project site, would be accessed from Santa Monica Boulevard. Trucks would enter the Santa Monica Boulevard driveway and then reverse into the loading following a motion shown in **Attachment A**.

Based on the current design, the loading driveway turning radius and layout may require minor modifications to accommodate a delivery truck. A test was performed that determined a 30-foot single unit truck found in A *Policy on Geometric Design of Highways and Streets (*AASHTO 2004*)* was able to enter and exit the garage after traveling very closely to the raised median and walls; requiring inbound and outbound trucks to make wide turns for ingress and egress that may require partially crossing over into the adjacent lane of traffic for some portion of their turn in and out of the Santa Monica Boulevard driveway. The truck can enter and exit; however, the loading dock location may not be accessible to the 30-foot truck and they would need to load near the compactor area. Drawings showing the truck entering and exiting the site are provided in **Attachment A**. City staff should closely review and consider these issues during the plan check review process.

Bicycle Parking Access

Residential and employee bicycle parking is provided on the subterranean parking and mezzanine levels. As presented in **Table 1**, the guidelines established in section 19.28.150 of the WHMC require the Project to provide a total of eleven commercial bicycle parking spaces. The Project provides nine bicycle parking spaces on the mezzanine level and 113 bicycle parking spaces on the ground level. Commercial parking spaces are required to be conveniently located and generally within proximity to the main entrance of the structure. The site plan shows the subterranean and mezzanine bicycle parking spaces are located immediately adjacent to vehicle parking spaces and are separated from other areas as required by WHMC 19.28.150.

A total of 113 residential bicycle parking spaces are provided on the subterranean parking level and 9 residential bicycle parking spaces are provided on the mezzanine parking level, meeting the supply required by WHMC 19.28.150.

2.3 Parking

The parking system was analyzed by comparing the available supply to the applicable code requirements specified by the City of West Hollywood. Issues relating to the Project's proposed site access and internal circulation design were also evaluated using standard guides for the types of vehicles expected to use these facilities.

The proposed mixed-use development contains 111 multi-family dwelling units; 3,938 sf of ground floor restaurant space; 14,488 sf of ground floor retail space; 6,711 sf of creative office space; 12 live/work units; and a 3,643 sf hair salon.

Parking Code Analysis

Section 19.28.040 of the City of West Hollywood Municipal Code (WHMC) provides the minimum off-street parking requirements of new developments. The WHMC indicated the following requirements:

Land Use	Off-Street Vehicle Parking Requirements
Residential studio	1 space per dwelling unit
Residential one bedroom	1 space per dwelling unit
Residential two bedrooms	2 spaces per dwelling unit
Live/work	3.5 space per 1,000 sf
Restaurant space	9 spaces per 1,000 sf
Office space	3.5 spaces per 1,000 sf for the first 25,000 sf
General retail stores	3.5 spaces per 1,000 sf
Personal Services	5 spaces per 1,000 sf

Section 19.22.050 of the WHMC establishes a parking requirement of one space per dwelling unit for residential one-bedroom apartments and two spaces per dwelling unit for residential two-bedroom and three-bedroom apartments.

As shown in **Table 2**, the total parking requirement for the project would be 356 spaces including 229 spaces for residents and 127 spaces for commercial uses.

The site plans indicate that 346 spaces would be provided for the Project. This supply would provide less parking than the City requirement of 356 spaces.

Bicycle Parking Code Analysis

Section 19.28.150 of the WHMC provides the minimum bicycle parking requirements of new developments. The WHMC indicated the following requirements:

Land Use	Bicycle Parking Requirements
Residential	1 space per 4 dwelling units
Non-Residential	1 employee space per 7,500 sf
Non-Residential	1 visitor space per 10,000 sf

As shown in **Table 1**, the total bicycle parking requirement for the Project would be 39 spaces, including 28 spaces for residential use and 11 spaces for commercial use.

Section 19.28.150 of the WHMC requires two shower facilities for non-residential spaces between 25,000 and 124,999 sf and one clothes locker per employee bicycle parking space required. The non-residential portion of the project would require six clothing lockers to be made available.

The site plans indicate that 133 bicycle parking spaces would be provided for the Project across all three levels of the parking garage. This supply meets City requirements for the number of bicycle parking spaces. The Project plans do not clearly identify designated areas that will provide the minimum requirements of two shower spaces and six clothing lockers; staff should work with the applicant to confirm that the provision of required facilities and applicable ADA access requirements are met.

2.4 Project Location

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study included an inventory of the existing street system, transit service, bike facilities, and pedestrian facilities.

Existing Street System

The study area, including the study intersections and street segments detailed in Section 2.2, was determined in consultation with City of West Hollywood staff. The study area for this analysis is generally bordered by Sunset Boulevard to the north, Kings Road to the east, Melrose Avenue to the south, and San Vicente Boulevard to the west. Primary regional access to the study area is provided by Santa Monica Boulevard, which runs east-west through the study area and the Hollywood Freeway (US 101), which generally runs northwest-southeast approximately two miles northeast of the project site. Access to the US 101 is provided at the Highland Avenue interchange.

For surface streets, north-south regional project access is provided by San Vicente Boulevard and La Cienega Boulevard, and east-west regional access is provided by Sunset Boulevard and Santa

Monica Boulevard. Localized access is provided by Fountain Avenue, Holloway Drive, Westbourne Drive, and West Knoll Drive.

The following is a brief description of the streets that serve the Project site:

- San Vicente Boulevard – San Vicente Boulevard is a north-south arterial south of Santa Monica Boulevard and a collector between Santa Monica Boulevard and Sunset Boulevard west of the Project site. It provides two lanes in each direction during the peak hours, along with turning lanes at major intersections. Parking is generally allowed on both sides of the street north of Santa Monica Boulevard. The posted speed limit is 35 miles per hour (mph).
- La Cienega Boulevard – La Cienega Boulevard is a north-south arterial south of Santa Monica Boulevard and a collector between Santa Monica Boulevard and Sunset Boulevard east of the Project site. It provides four travel lanes with two lanes in each direction. La Cienega also provides regional access with a connection to the I-10 ramps, south of the study area. Parking is generally allowed on both sides of the street in the project vicinity. The posted speed limit is 30 mph.
- Santa Monica Boulevard – Santa Monica Boulevard is an east-west arterial. In the Project area, it provides four travel lanes with two lanes in each direction. Parking is available but limited in the study area. The posted speed limit is 35 mph.
- Sunset Boulevard – Sunset Boulevard is an east-west arterial that provides four travel lanes during the peak periods, with two lanes in each direction. Parking is prohibited during the AM and PM peak periods and limited between the peak periods. The posted speed limit is 35 mph.
- Fountain Avenue – Fountain Avenue is an east-west collector. Four travel lanes are provided East of La Cienega Boulevard during the PM peak period in the study area. Parking is generally allowed in the study area between 7:00 AM and 4:00 PM without a permit. The posted speed limit is 35 mph.
- Holloway Drive – Holloway Drive is an east-west collector street north of the Project site. Two travel lanes are provided with one lane in each direction; parking is available on the street. The speed limit is 30 mph.
- Hancock Avenue – Hancock Avenue is a north-south local street to the north of the Project site. The speed limit is 25 mph. Two travel lanes are provided on the undivided roadway; parking is available on the street for permit holders only. The speed limit is 25 mph.
- Sherwood Drive – Sherwood Drive is an east-west local street to the south of the Project site. Two travel lanes are provided on the undivided roadway; parking is available on the street for permit holders only, except for a small portion of the street adjacent to La Cienega Boulevard, which allows for two-hour parking during the daytime and evening period. The speed limit is 25 mph.
- Westmount Drive – Westmount Drive is a north-south local street to the west of the Project site. Two travel lanes are provided on this undivided roadway; parking is available on the

street for permit holders only. The posted speed limit is 20 mph. Of note, this street has two sections, which are blocked off from each other to prevent through traffic. The first segment starts at Santa Monica Boulevard, where it continues north for approximately 225 feet. The second segment immediately picks up on the other side of a set of bollards and continues through a roundabout intersection with West Knoll Drive and lets out to Holloway Drive.

- Westbourne Drive – Westbourne Drive is a north-south local street to the west of the Project site. Two travel lanes are provided on the undivided roadway; parking is available on the street. The speed limit is 25 mph.
- West Knoll Drive – West Knoll Drive is a north-south local street to the east of the Project site. Two travel lanes are provided on the undivided roadway; parking is available on the street. The speed limit is 25 mph, except in the vicinity of the roundabout intersection with Westmount Drive, where it is 20 mph.

Existing Transit Service

The Los Angeles County Metropolitan Transportation Authority (Metro) and City of West Hollywood CityLine system provide existing public transit service in the vicinity of the Project. A number of bus routes serve the surrounding area, including municipal bus lines, Metro local service to and from downtown Los Angeles, east-west local services to other areas, north-south local service to other areas, limited service in the peak hours, and Metro Rapid service. The transit lines serving the study area are described below.

Metro Bus Lines

- Metro Line 2 – Line 2 is a local service that runs along Sunset Boulevard between downtown Los Angeles and Pacific Palisades. In the AM peak hour, the line operates with average fifteen-minute headways in the eastbound direction and average thirteen-minute headways in the westbound direction. In the PM peak hour, the line operates with average fifteen-minute headways in the eastbound direction and average fourteen-minute headways in the westbound direction.
- Metro Lines 4 and 704 – Line 4 is a local east-west line that travels from Santa Monica to downtown Los Angeles. Line 704 is a Metro Rapid line that provides limited-stop service along the same route. Line 4 and Line 704 provide service to Echo Park, Silver Lake, Hollywood, West Hollywood, Beverly Hills, Century City, Westwood and Santa Monica. Lines 4 and 704 both travel along Santa Monica Boulevard in the study area. In the AM peak hour, Line 4 operates with average fourteen-minute headways in the eastbound and westbound direction. Line 704 operates with average 22-minute headways in the eastbound direction and average nineteen-minute headways in the westbound direction. In the PM peak hour, Line 4 operates with average fourteen-minute headways in the eastbound direction and average thirteen-minute headways in the westbound direction. Line 704 operates with average fourteen-minute headway in the eastbound direction and average 21-minute headways in the westbound direction.

- Metro Line 10 – Line 10 is a local east-west line that travels from West Los Angeles to Downtown Los Angeles via Temple Street and Melrose Avenue. Line 10 travels along Melrose Avenue in the study area. In the AM peak hour, the line operates with average 23-minute headways in the eastbound direction and average 25-minute headways in the westbound direction. In the PM peak hour, the line operates at average 27-minute headways in the eastbound and average 24-minute headways westbound directions.
- Metro Line 30 – Line 30 is a local east-west line that travels from West Hollywood to east Los Angeles. Line 30 provides service to Mid-city, downtown Los Angeles, Boyle Heights, and east Los Angeles. Lines 30 travels along San Vicente Boulevard in the study area. In the AM peak hour, Metro Line 30 operates at average 30-minute headways in the eastbound direction and average 28-minute headways in the westbound direction. In the PM peak hour, Line 30 operates at average 32-minute headways in the eastbound direction and average 28-minute headways in the westbound direction.
- Metro Line 105 – Line 105 is a local southeast-northwest line that travels from West Hollywood to Vernon. Line 105 provides service to West Hollywood, Beverly Hills, Baldwin Hills, Leimert Park, Exposition Park, and Vernon. Line 105 travels along La Cienega Boulevard in the study area. In the AM peak hour, Metro Line 105 operates at average nine-minute headways in the southbound/eastbound direction and average ten-minute headways in the westbound/northbound direction. In the PM peak hour, the line operates at average twelve-minute headways in the southbound/eastbound direction and ten-minute headways in the westbound/northbound direction.

West Hollywood CityLine

- Blue Route – The West Hollywood CityLine Blue Route provides local circulation service to the City of West Hollywood, traveling westbound and linking the east and west communities while primarily traveling on Santa Monica Boulevard. Near the Project site, the Blue Route stops include Santa Monica Boulevard & La Cienega Boulevard, Santa Monica Boulevard & West Knoll Drive, and Santa Monica Boulevard & Hancock Avenue. The Blue Route operates at average 30-minute headways during the day.
- Orange Route – The West Hollywood CityLine Orange Route provides local circulation service to the City of West Hollywood, traveling eastbound along the same path as the Cityline Blue Route. Near the Project site, the Orange Route stops include Santa Monica Boulevard & Westbourne Drive and Santa Monica Boulevard & La Cienega Boulevard. The Orange Route operates at average 30-minute headways during the day.
- Commuter Route – The West Hollywood CityLine Commuter Route provides service between the City of West Hollywood and the Hollywood & Highland Metro Red Line Station. Near the Project site, the Commuter Route stops include Santa Monica Boulevard & San Vicente Boulevard, Santa Monica Boulevard & Westbourne Drive, and Santa Monica Boulevard & La Cienega Boulevard. In the AM and PM peak periods, the Commuter Route operates at up 15-minute headways in the eastbound and westbound directions.

Existing Bicycle and Pedestrian Facilities

Bicycle Facilities

The existing bicycle network in the study area consists of Class II facilities (designated bicycle lane noted by striping and signage) on San Vicente Boulevard between Santa Monica Boulevard and Beverly Boulevard and on Santa Monica Boulevard between North Almont Drive and North Flores Street.

Pedestrian Facilities

The pedestrian network in the study area consists of crosswalks, pedestrian crossings, and sidewalks. Sidewalks are available on all streets bordering the Project site and all study intersections have a crosswalk on at least one approach, with the exception of La Cienega Boulevard & Sherwood Drive. Additionally, several of the stop-controlled intersections and mid-block locations in the study area have marked pedestrian crossings with high visibility signage and/or crosswalk markings.

3. City Guidelines

The City of West Hollywood City Council adopted VMT Guidelines, which include VMT Thresholds, in November 2020 to measure transportation impacts of proposed projects under CEQA. The VMT Guidelines supersede and replace the existing transportation thresholds for the City of West Hollywood that were adopted in 2009. The VMT Guidelines are separated into VMT Screening (CEQA) and supplemental analysis sections, which are described below.

3.1 CEQA Analysis

Vehicle Miles Traveled Screening

On September 27, 2013, Governor Jerry Brown signed SB 743 into law, which initiated a process to change transportation impact analyses completed in support of CEQA documentation. SB 743 provides a new performance metric which is vehicle miles traveled (VMT). As a result, the State is shifting from measuring a project's impact to drivers to measuring the impact of driving (VMT) as it relates to achieving State goals of reducing greenhouse gas (GHG) emissions, encouraging infill development, and improving public health through active transportation. To help lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced a *Technical Advisory*[4].

The City of West Hollywood staff used extensive studies and research, including OPR's *Technical Advisory*, to establish an approach that best meets the City of West Hollywood's unique and densely built urban environment. This approach was reviewed at the City of West Hollywood Transportation

[4] Governor's Office of Planning and Research (OPR), *Technical Advisory on Evaluating Transportation Impacts in CEQA*, 2018.

Commission, Planning Commission and City Council meetings. The City of West Hollywood City Council adopted the VMT thresholds on November 16, 2020 and developed the West Hollywood Transportation Impact Study Guidelines that were released in April 2021.

The first step of a VMT analysis is to determine what type of analysis, if any, is needed. Per OPR guidance, the City of West Hollywood is screening out all development projects, both residential and commercial, from CEQA transportation analysis that are 1) within an area that OPR defines as a high-quality-transit area (HQTA) and 2) do not trigger five exclusion criteria, which are detailed below.

High Quality Transit Area

OPR's *Technical Advisory* states that certain projects (e.g. residential, retail, office projects, and projects that are a mix of these uses) proposed in a High Quality Transit Area (HQTA), defined as an area within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor, can be presumed to have a less-than-significant impact on VMT. A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor is defined as a corridor with fixed route bus service frequency of 15 minutes (or less) during peak commute hour[5]. OPR's guidance is based on the California Code of Regulations *Guidelines for Implementation of the California Environmental Quality Act*, which state that projects within ½ mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact[6]. Per the Southern California Association of Governments (SCAG) and Los Angeles County Metro, the entire City of West Hollywood is within a HQTA. The HQTAs in the City of West Hollywood are shown in Figure 2.

Exclusion Criteria

The presumption that a project in a HQTA will have a less-than-significant impact on VMT would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. Therefore, based on OPR guidance, the City of West Hollywood has identified the following exclusion criteria that would prevent a project from screening out from the required VMT analysis:

1. A project with a floor area rate (FAR) of less than 0.75;
2. A project with more than the required number of parking spaces;
3. A project that is inconsistent with the applicable Sustainable Communities Strategy;

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[5] OPR, *Technical Advisory*, 13-14.

[6] California Code of Regulations, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15064.3.

4. A project that replaces affordable residential units with fewer, moderate- or high-income residential units.
5. A project with the potential for significant regional draw.

The first four types of projects are excluded from screening because they are identified in the *Technical Advisory* and are considered counter to the goals of SB 743 and other important State priorities, such as the production of affordable housing[3]. The fifth exclusion category includes development projects that have potential for significant regional draw. These types of projects may require a skilled and specialized workforce, which could draw employees from greater distances in the region and would not be considered a low VMT generator. Examples of such projects include media production stage and studio projects (The Lot) and the Pacific Design Center. Project size is not an indication that a development project would have a significant regional draw. Projects that have a more typical work force, such as hotels, restaurants/bars, office buildings and event spaces would not be considered to have a significant regional draw[7].

Projects excluded from screening will need to conduct a VMT analysis. Per OPR guidance, the City of West Hollywood adopted a Local Threshold of Significance of 15% reduction below local average for all projects that are excluded from screening. Therefore, the level of project-generated VMT would be compared to the local average, based on the City's Travel Demand Model. If the number is not at least 15% below the local average VMT, the project would have a significant impact on transportation. The VMT Screening results for the proposed Project are documented in Section 4.1.

Site Plan, Access, & Circulation Review

The City of West Hollywood requires site plan review and analysis for informational purposes and to contribute to the CEQA determination related to consistency with Programs, Plans, Ordinances, and Policies and identification of project-related geometric hazards. The site plan review and analysis considers a project within the four corners of the project site, intersections that provide immediate access, and includes a discussion of the following components:

- Consistency with Programs, Plans, Ordinances, and Policies identified in the City of West Hollywood's General Plan Circulation Element, Pedestrian and Bicycle Master Plan, and Climate Action Plan and other local/regional documents such as the Southern California Association of Government Regional Transportation Plan/Sustainable Communities Strategies (SCAG RTP/SCS).
- Identification of on-site geometric hazards (i.e. sharp curves; conflict zones between pedestrians, bicyclists, and vehicles; sight-line issues; driveway queuing that creates hazards onsite).

[7] City of West Hollywood Planning & Development Services Department, *Adoption of Updates to the Local Transportation Guidelines Pursuant to the California Environmental Quality Act for the Purpose of Complying with California Senate Bill 743*, November 16, 2020.

The site plan review and analysis are documented in Section 4.2.

3.2 Non-CEQA Informational Analysis

To provide a full range of information for the public and decision makers, the City of West Hollywood requires a Supplemental Report, which may include the following sections based on discussion with City staff:

- Residential street analysis
- Traffic operations and safety analysis
- Parking and on-site circulation

The Supplemental Report is information-only and considered in the evaluation of proposed projects outside of the CEQA process. Based on discussions with City staff, the Project Supplemental Report includes the development of traffic volumes and analysis of residential streets. Although the traffic volumes are for information only in this transportation assessment, the traffic volumes are relevant to other CEQA issue areas for the Project.

The development of traffic volumes scenarios include:

- Existing AM and PM peak hours
- Future without-Project AM and PM peak hours
- Future with-Project AM and PM peak hours

The traffic volume development is documented in sections 5 and 6.

The residential street analysis is intended to identify the effects of a commercial project on residential street segments. The analysis compares "before and after" conditions:

- The "before" scenario should consider all existing average daily traffic (ADT) before project implementation.
- The "after" scenario should consider existing ADT plus any new commercial trips related to the project.

If City staff determine that a neighborhood traffic management plan is necessary, a project may be required to include elements that address any adverse effects of commercial traffic con residential streets, such as:

- Traffic speed and volume management elements (e.g., curb extensions, speed bumps, speed tables, chicanes, medians, diverters, turn restrictions).

- Site plan adjustments (e.g., driveway locations, loading zones, access points for pick-up/drop-off).

Since the residential street analyses is for information-only purposes, the analysis results will not be considered for CEQA impact and will not be evaluated under any designated thresholds. The residential street analysis results are documented in section 7.

3.3 Study Scope

The scope of work for this study was developed in accordance with the City of West Hollywood VMT Guidelines and in conjunction with City of West Hollywood staff. The base assumptions and technical methodologies and geographic coverage were identified with City staff as part of the study approach. The study, which analyzes potential Project-generated VMT and traffic effects on the adjacent street system, anticipates that the Project would be completed by 2023. The analysis of future year traffic forecasts was based on projected conditions in 2023 both with and without the addition of Project traffic. The following traffic scenarios were developed and analyzed as part of this study:

- Existing (2019) Conditions – The existing traffic conditions are intended to provide a basis for the remainder of the study. The existing conditions include a description of the street system serving the site (presented in Section 2.4) and current traffic volumes at these locations.
- Cumulative Base (2023) Conditions – Future traffic conditions without the proposed Project were developed for the year 2023. The objective of this analysis is to project future traffic growth that could be expected to result from regional growth and related projects in the vicinity of the Project site by the year 2023.
- Cumulative (2023) plus Project Conditions – This traffic scenario provides projected traffic volumes under future conditions with the addition of Project-generated traffic.

Seventeen intersections were identified for volume development in consultation with West Hollywood staff. All study intersections are located within the City of West Hollywood with the exception of La Cienega Boulevard & Sherwood Avenue, which is fully within the City of Los Angeles's jurisdiction.

1. San Vicente Boulevard & Santa Monica Boulevard
2. Horn Avenue/Holloway Drive & Sunset Boulevard
3. Hancock Avenue & Holloway Drive
4. Hancock Avenue & Santa Monica Boulevard
5. Westbourne Drive & Santa Monica Boulevard
6. Westmount Drive & Holloway Drive
7. West Knoll Drive (north) & Santa Monica Boulevard
8. Miller Drive/La Cienega Boulevard & Sunset Boulevard

9. La Cienega Boulevard & Fountain Avenue
10. La Cienega Boulevard & Holloway Drive
11. La Cienega Boulevard & Santa Monica Boulevard
12. La Cienega Boulevard & Sherwood Drive (City of Los Angeles)
13. La Cienega Boulevard & Melrose Avenue
14. Holloway Drive/Croft Avenue & Santa Monica Boulevard
15. Kings Road & Santa Monica Boulevard
16. Westmount Drive & Santa Monica Boulevard
17. West Knoll Drive (south) & Santa Monica Boulevard

Of the 17 study intersections, 11 operate under traffic signal control while the seven remaining intersections of Hancock Avenue & Holloway Drive, Hancock Avenue & Santa Monica Boulevard, Westmount Drive & Holloway Drive, West Knoll Drive & Santa Monica Boulevard, La Cienega Boulevard & Sherwood Drive, and West Knoll Drive (Driveway) & Santa Monica Boulevard are stop-controlled.

Eight street segments were also selected for residential street analysis:

1. Hancock Avenue between Holloway Drive and West Knoll Drive
2. Hancock Avenue between West Knoll Drive and Santa Monica Boulevard
3. West Knoll Drive between Hancock Avenue and Westbourne Drive
4. Westbourne Drive between West Knoll Drive and Santa Monica Boulevard
5. Westbourne Drive between Rugby Drive and Sherwood Drive
6. Sherwood Drive between Westbourne Drive and Westmount Drive
7. Westmount Drive between Holloway Drive and West Knoll Drive
8. West Knoll Drive between Westmount Drive and Santa Monica Boulevard

The intersection lane configurations are provided in **Attachment B**.

4. CEQA Analysis

4.1 Vehicle Miles Traveled Analysis

The Project was analyzed under the VMT screening criteria outlined in Section 3.1. Since the entire City of West Hollywood is within a HQTA, as shown in Figure 2, the Project was evaluated across the five exclusion criteria to determine if a VMT analysis is needed. The exclusion criteria are listed below with Project-specific responses for each criterion.

1. A project with a floor area rate (FAR) of less than 0.75;
    a. The Project has a floor area ratio of 2.8, which is greater than 0.75.
2. A project with more than the required number of parking spaces;

a. The Project is required to provide 359 parking spaces and will provide 346 parking spaces, which is less than the required number of parking spaces.

3. A project that is inconsistent with the applicable Sustainable Communities Strategy;
    a. With its mix of land uses, the Project is consistent with and supports the Sustainable Communities Strategy that encourages a diverse mix of land uses in urban environments.
4. A project that replaces affordable residential units with fewer moderate- or high-income residential units.
    a. The Project is not replacing affordable residential units with fewer moderate- or high-income residential units.
5. A project with the potential for significant regional draw.
    a. The Project would not include uses that would require a skilled and specialized workforce that may draw employees from a greater distance in the region.

The Project would not meet any of the exclusion criteria and therefore can be presumed to have a less-than-significant VMT impact.

4.2 Site Plan, Access, and Circulation Review

As described in Section 2.1, the Project occupies approximately one third of the block face along Santa Monica Boulevard and is generally bordered by West Knoll Drive to the east and north, adjacent buildings to the west, and Santa Monica Boulevard to the south. The Project involves the construction of a five-story commercial/residential mixed-use development with a three-level parking garage that will replace single-family housing, commercial uses, office, and surface parking lots. Commercial uses are proposed on the first floor and partially on the second floor. Residential uses are proposed on the 2nd, 3rd, 4th, and 5th floors. The Project proposes one driveway on Santa Monica Boulevard for commercial and residential access and one driveway on West Knoll Drive for residential access. The Project site is accessible by people driving, walking, biking, and taking transit.

Site Plan Review for Consistency with Programs, Plans, Ordinances, and Policies

The City of West Hollywood's General Plan Mobility Element, Pedestrian and Bicycle Master Plan, Climate Action Plan and the SCAG RTP/SCS were reviewed to determine if the Project is consistent with relevant programs, plans, ordinances, and policies.

The Project's proposed mix of uses, location, and design support multimodal transportation and would be consistent with goals and policies that support active transportation, sustainability, and livability found in the City's Mobility Element, Pedestrian and Bicycle Master Plan, Climate Action Plan, and SCAG RTP/SCS. By locating commercial uses on the first floor and partially on the second floor, the Project supports the Mobility Element goal to maintain and enhance a pedestrian-

oriented city by activating the Project frontage along the sidewalk. By providing more bicycle parking spaces than required by City code, the Project supports the West Hollywood Pedestrian & Bicycle Mobility Plan goal to support multi-modal transportation options and improve the end-of-trip experience for bicyclists. The Project also supports the City's Climate Action Plan goal to increase pedestrian mode share and to establish mixed-used, pedestrian, and transit-oriented development along commercial corridors and in Transit Overlay Zones as it proposes a mix of uses, with commercial uses on the ground floor, and is located in a Transit Overlay Zone along Santa Monica Boulevard. The Project's mix of uses and location in a Transit Overlay Zone and High Quality Transit Area supports the SCAG RTP/SCS core vision to expand mobility choices by locating housing, jobs, and transit closer together. The project's design of the parking area, including parking spaces and aisle widths, complies with the City of West Hollywood Municipal Code.

Site Plan Evaluation of Potential On-Site Geometric Design Hazards

The Project's internal circulation and access points for vehicles, pedestrians, and bicyclists were reviewed to determine if there are potential on-site geometric design hazards.

As described in Section 2.2, the Project proposes one driveway on Santa Monica Boulevard for commercial and residential access and one driveway on West Knoll Drive for residential access. The driveway on Santa Monica Boulevard would intersect at a right angle and would have adequate sight distance for drivers to see pedestrians and oncoming traffic. This driveway will be designed consistent with City standards. The driveway is designed to include access gates that are located approximately 60 feet into the property. This would allow for two to three vehicles to queue in the driveway without encroaching into the street or travel lanes, should the storage space be required. The estimated inbound trip generation is estimated at 28 vehicles in the AM peak hour and 38 vehicles in the PM peak hour. Since some of these trips are residential trips that would utilize the West Knoll driveway. With peak inbound trip generation estimated to be up to 38 vehicles, vehicles would be arriving every minute and a half, on average, which is not expected to result in any additional queuing on streets in the City of West Hollywood.

The driveway on West Knoll Drive is located at a slight angle since the street is curved. As shown in **Attachment A**, the driveway on West Knoll Drive has a 30-foot apron and sidewalk that will be maintained clear of sight obstructions to help drivers see pedestrians and oncoming traffic. The driveway will be constructed to the City of West Hollywood's design standards and limited to residential access. This driveway is not anticipated to pose a geometric design hazard as driveway activity would be limited to residential access and drivers would have adequate sight distance.

Pedestrian entrances are separated from vehicular driveways as pedestrians would primarily access the Project site from Santa Monica Boulevard either from the sidewalk or through an entry plaza. The existing sidewalk on Santa Monica Boulevard is approximately 15 feet wide and would limit conflicts between pedestrians and vehicles as pedestrians would have sufficient space to see vehicles entering and exiting the Project site at the driveway along Santa Monica Boulevard.

Residents, visitors, patrons, and employees arriving to the Project site by bicycle would have the same access opportunities as pedestrians. Residential and employee bicycle parking is provided on the subterranean and mezzanine parking levels. The bicycle parking spaces are located immediately adjacent to vehicle parking spaces and are separated from other parking areas as required by WHMC 19.28.150. Based on the site access design and analysis of the pedestrian, vehicle, and bicycle entrances, the project is not anticipated to introduce a geometric design hazard.

Access and Circulation Review for Consistency with Programs, Plans, Ordinances, and Policies

The existing bicycle network in the study area consists of Class II facilities (designated bicycle lane noted by striping and signage) on San Vicente Boulevard between Santa Monica Boulevard and Beverly Boulevard and on Santa Monica Boulevard between North Almont Drive and North Flores Street. The pedestrian network in the study area consists of crosswalks, pedestrian crossings, and sidewalks. Sidewalks are available on all streets bordering the Project site. LA Metro and West Hollywood CityLine provide transit service with stops on Santa Monica Boulevard and La Cienega Boulevard. The existing bicycle network, pedestrian facilities, and transit service in the vicinity of the Project site support the City's Mobility Element, Pedestrian & Bicycle Mobility Plan, and Climate Action Plan goals to support multi-modal transportation. By providing a mix of uses, the Project supports the Mobility Element's goals to create a comprehensive bicycle network throughout the City, maintain and enhance a pedestrian-oriented City, and create an environmentally sustainable transportation network by creating additional destinations that encourage people to walk, bike, and take transit. The Project's location near the existing bicycle network, pedestrian facilities, and transit service also support the core vision of the SCAG RTP/SCS to foster Complete Streets and development of transit-oriented-communities.

Access and Circulation Evaluation of Potential Geometric Design Hazards

As described in this section, the driveways on Santa Monica Boulevard and West Knoll Drive would not pose any geometric design hazards. In the immediate vicinity of the Project site, West Knoll Drive and Westmount Drive intersect Santa Monica Boulevard at right angles and would not pose any geometric design hazards. Since West Knoll Drive is a residential street with relatively low speed limit and traffic volumes, West Knoll Drive is not anticipated to introduce geometric design hazards.

5. Project Trips

The development of traffic generation estimates for the proposed project involves the use of a three-step process.

5.1 Trip Credits

Two categories of trip credits (internal capture/transit/walk and pass-by reductions) were considered for application to the trip generation estimates; however, based on the intensity and mix of land uses and discussions with City staff, these trip credits were not applied in an effort to provide a conservative analysis.

Trip Credit from the Removal of Existing Land Uses

The project site currently contains the following land uses:

- Four single-family units
- 2,475 sf of high-turnover restaurant
- 10,426 sf of specialty retail
- 4,060 square feet of health club
- 4,211 sf of office
- 6,218 sf of hair salon

The land uses are active, and completion of the proposed project would require their removal. The removal of these existing trips from the street network would result in a trip credit for the proposed project. The trip credits and rates discussed above were applied to the existing on-site land use and are summarized in **Table 3**. During the weekday, this results in a trip credit of 1,072 daily trips, including 51 AM, 127 midday (MD), and 83 PM peak hour trips for the existing uses to be removed.

5.2 Trip Generation

The trip rates from *Trip Generation* 10th *Edition* were used to estimate the number of trips generated by the proposed project. No trip credits were applied other than those for the existing land uses. **Table 3** provides a summary of the proposed project trip generation. Before the existing land use credit, the project is estimated to generate 1,910 weekday trips, including 104 AM, 205 midday, and 143 PM peak hour trips.

With the existing land use credit, the project is estimated to generate a net increase of 838 daily trips; 53 AM peak hour trips (13 inbound, 40 outbound); 78 midday peak hour trips (28 inbound, 50 outbound), and 60 PM peak hour trips (38 inbound, 22 outbound).

5.3 Trip Distribution

The geographic distribution of trips generated by the proposed Project is dependent on the locations of employment and commercial centers to which residents of the residential component of the Project would be drawn; the locations of population centers from which employees of the Project's commercial uses would be drawn; characteristics of the street system serving the site; and

the level of accessibility of the routes to and from the proposed Project site. The general distribution pattern for this study was developed consistent with previous studies. **Figure 4** shows the regional trip distribution for the proposed Project.

The following is the regional trip distribution applied in the analysis of the Project:

- 16.5% to/from the north
- 28% to/from the south
- 24% to/from the east
- 31.5% to/from the west

5.4 Trip Assignment

The trip generation estimates summarized in **Table 3** and the distribution patterns illustrated in Figure 4 were used to assign the project-generated traffic to the local and regional street system. **Figure 5** illustrates the proposed project-generated peak hour traffic volumes at the 17 analyzed intersections during typical weekday AM, MD, and PM peak hours.

6. Development of Traffic Volumes

Traffic volumes development is included as information-only to be considered outside of the CEQA process. Although the traffic volumes are for information only in this transportation assessment, the traffic volumes are relevant to other CEQA issue areas for the Project. Traffic volumes were developed for the Existing, Future without-Project, and Future with-Project scenarios for the AM, MD, and PM peak hours.

6.1 Existing Traffic Volumes

The following sections discuss the methodology used to develop the intersection traffic volumes.

Existing Traffic Volumes – Intersections

Weekday AM, MD, and PM peak hour traffic counts were collected in May 2019 at all study intersections. **Figure 6** shows the existing intersection volumes for the AM, MD, and PM peak hours. Traffic counts are provided in **Attachment C**.

Westbourne Drive & Santa Monica Boulevard is a split intersection, meaning that the leg of Westbourne Drive north of Santa Monica Boulevard is offset to the west of the leg south of Santa Monica Boulevard. This required a separate set of counts to be performed. In some cases, the eastbound and westbound turning movement counts may correspond to multiple count sheets in **Attachment C**. In the interest of a conservative approach, the higher vehicle count was used as the baseline for all analyses.

Existing Traffic Volumes – Segments

Daily traffic counts were collected in May 2019 for eight study segments.

6.2 Future Traffic Volumes

Future traffic volume estimates were developed for future year 2023 with and without Project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the Project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the Project (related projects). These projected traffic volumes, identified herein as the cumulative base conditions, represent the future study year conditions without the proposed Project. The traffic generated by the proposed Project was then estimated and assigned to the surrounding street system. The Project traffic was added to the cumulative base to form the cumulative plus Project traffic conditions, which were analyzed to determine the incremental traffic effects attributable to the Project itself.

The assumptions and analysis methodology used to develop each of the future year scenarios discussed above are described in more detail in the following sections.

Cumulative Base Traffic Projections

The cumulative base traffic projections reflect growth in traffic over existing conditions from two sources. The first source is the ambient growth in traffic. Ambient growth reflects increases in traffic as a result of regional growth and development. The second source is growth due to traffic generated by specific projects in or near the study area. The methods and assumptions used to develop cumulative base traffic projections are described in more detail below.

Areawide Traffic Growth

Existing traffic is expected to increase between year 2019 and year 2023 as a result of general areawide and regional growth and development. Based on historical trends and in consultation with City of West Hollywood staff, an ambient growth factor of 1% per year was used to adjust the existing year 2019 traffic volumes to reflect the effects of regional growth and development by the year 2023. The result was a total adjustment of 4% applied from 2019 to 2023.

Cumulative Project Traffic Generation and Assignment

Cumulative base traffic forecasts include the effects of specific projects, called related projects, expected to be implemented in the vicinity of the study area prior to the buildout date of the proposed Project. The list of related projects was obtained from the City of West Hollywood, LADOT, the City of Beverly Hills, and other traffic studies conducted in the vicinity of the proposed project. A total of 118 related projects were identified, and details are provided in **Attachment D**.

Trip generation estimates for the related projects were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017). **Attachment D** shows that the 118 related projects would generate a combined approximate total of 57,993 daily trips. The estimated trip generation for these related projects total approximately 3,578 trips during the weekday AM peak hour, 5,575 trips during the weekday midday peak hour, and 5,517 trips during the weekday PM peak hour. Some of these projections are conservative in that they do not account for the existing uses to be removed, the use of alternative travel modes (transit, walk, etc.), or that some of these projects may not be constructed. **Figure 7** illustrates the locations of the related projects.

Traffic expected to be generated by the identified related projects was assigned to the street network using the following inputs: trip generation estimates and trip distribution patterns dependent on the type and density of the proposed land use; the geographic distribution of population from which the employees and potential patrons of proposed commercial projects could be drawn; the geographic distribution of employment and activity centers to which residents of proposed residential projects could be attracted; and the location of the projects in relation to the surrounding street system. These related project traffic volumes were then added to the existing traffic volumes after the adjustment for areawide growth to represent cumulative base conditions (i.e., future conditions without the proposed project). **Figure 8** illustrates the projected cumulative base traffic conditions for the weekday peak hours in 2023.

Cumulative Plus Project Traffic Projections

The project-generated traffic volumes shown in Figure 5 were added to the cumulative base traffic projections shown in Figure 8. **Figure 9** illustrates the resulting projected cumulative plus Project AM, MD, and PM peak hour traffic volumes. These volumes represent projected future weekday peak hour traffic conditions with the completion of the proposed Project.

Potential Infrastructure Improvements

Infrastructure improvements were investigated for the Westmount Drive & Holloway Drive intersection. Several infrastructure improvements were considered for this intersection, such as restriping of the approaches to provide turn-lanes or modifications to intersection traffic control. Reconfiguration of the intersection was considered and tested for its effect on intersection operations. One option that was tested was to restripe the northbound approach of Westmount Drive to include a left-turn or right-turn lane. The northbound approach of Westmount Drive is 30 feet wide with two travel lanes and parking on one side of the street. This reconfiguration is considered infeasible because with the removal of parking the street is not wide enough to accommodate a cross-section that would include two 12-foot lanes and one ten-foot lane for a total of 32 feet.

Another infrastructure improvement that was considered was signalization of this location and a signal warrant analysis was conducted accordingly. This analysis is intended to examine the general correlation between the planned level of cumulative development and the need to install new traffic signals. It estimates cumulative development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Manual on Uniform Traffic Control Devices and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency should undertake regular monitoring of actual traffic conditions and collision data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization. The intersection of Holloway Drive & Westmount Drive does not meet peak hour warrant 3A or 3B for existing or existing plus project (2019) conditions. The intersection of Holloway Drive & Westmount Drive meets one peak hour warrant (3B) during the midday and PM peak hours for future with and without project (2023) conditions due to background traffic growth during that time. The signal warrant analysis can be found in **Attachment E**.

These potential infrastructure improvements were determined to be infeasible based on the constrained right-of-way that precludes widening or the addition of vehicular capacity at this location. While signalization of the intersection was considered, the limited public right of way and presence of sidewalks, driveways, and curb ramps near the intersection would require further evaluation for feasibility and potential ADA impacts to adjacent pedestrian facilities. The sidewalks along Holloway Drive are generally five feet wide, with some sections including additional portions of landscaped frontage. Based on a conceptual review the primary ADA challenges would be the placement of signal poles that are both sufficiently proximate to the curb ramp and maintain a minimum ADA clearance at locations with narrow sidewalks, such as the southwest corner of this intersection. Additionally, the installation of signal poles may require modifications or relocation to the curb ramps. Depending on the location of the ramps and signal poles, the sidewalk may not be wide enough to construct ADA compliant slopes of two percent or less.

Cut-through traffic is also a common issue that was discussed at the Project scoping meeting and generated neighborhood letters for the initial Draft EIR. The addition of turn lanes or installation of a signal may induce additional traffic to travel through this area to utilize additional intersection capacity that facilitates additional travel through the intersection. One local example of a street used for cut-through is Willoughby Avenue, which is an alternative to Santa Monica Boulevard and Melrose Avenue. Two other streets, Romaine Street and Waring Avenue, are also parallel to these roadways; however, travelers tend to favor Willoughby Avenue because signals at large intersections facilitate through access and turning movements relative to other alternatives. The

City of West Hollywood and Project applicant are reviewing options for traffic calming measures near this intersection that minimize speeding and cut-through traffic in this area.

7. Residential Street Segment Analysis

A street segment analysis was performed to assess the Project effects along adjacent neighborhood streets under typical weekday conditions. In consultation with City of West Hollywood staff, eight segments were identified for analysis. The segments selected are located in the City of West Hollywood, as follows:

1. Hancock Avenue between Holloway Drive and West Knoll Drive
2. Hancock Avenue between West Knoll Drive and Santa Monica Boulevard
3. West Knoll Drive between Hancock Avenue and Westbourne Drive
4. Westbourne Drive between West Knoll Drive and Santa Monica Boulevard
5. Westbourne Drive between Rugby Drive and Sherwood Drive
6. Sherwood Drive between Westbourne Drive and Westmount Drive
7. Westmount Drive between Holloway Drive and West Knoll Drive
8. West Knoll Drive between Westmount Drive and Santa Monica Boulevard

As discussed in Section 6.1, 24-hour (daily) segment volumes data were used to perform this analysis.

7.1 Existing Traffic Volumes

The traffic volumes used to perform the existing street segment analysis were collected in May 2019. Project traffic volumes were added to the existing volumes to develop the existing plus project volumes. The segment volumes for the existing with project scenario were calculated using the trip distribution shown in Figure 4. **Table 4** summarizes the existing weekday ADT volumes used for this analysis.

7.2 Future Traffic Volumes

The traffic volumes used to perform the future street segment analysis were developed from the existing street segment counts. The existing volumes were factored to year 2023 (from 2019) levels and the daily traffic expected to be generated by the cumulative projects was added to the cumulative base conditions. Project traffic volumes were added to the cumulative base volumes to develop the cumulative plus Project volumes. The segment volumes for the future with Project scenario were calculated using the trip distribution shown in Figure 4. **Table 5** summarizes the future weekday ADT volumes used for this analysis.

8. Transportation Demand Management Ordinance

The City of West Hollywood Transportation Demand Management (TDM) Ordinance requires commercial or mixed-use projects with 10,000 sf or more to apply eight TDM strategies and residential projects with 20 or more units to implement a suite of five TDM strategies aimed at reducing vehicle trips and encouraging the use of alternative transportation options. The proposed Project includes more than 10,000 sf of commercial uses and more than 20 residential units. As a mixed-use development, the Project is required to implement a minimum of eight TDM strategies:

- TDM marketing, which includes an external website and on-site transportation information
- TDM plan with at least eight trip reduction strategies from the City's TDM Menu of Trip Reduction Strategies since the commercial uses total more than 10,000 sf
- Use of the trip reduction strategies outlined in the TDM plan to achieve a commercial-only Annual Vehicle Ridership (AVR) goal of 1.5
- Annual TDM survey to calculate the Project's estimated AVR
- Submit a Commercial and Mixed-Use Development Annual Report
- Maintain TDM Records

Based on the Project site plan, the Project is proposing the following TDM strategies found on the City's TDM Menu of Trip Reduction Strategies:

- Bike racks
- Secure bike storage
- Showers and lockers
- Ground floor activation

The applicant should work with City staff to ensure the Project will comply with the City's TDM Ordinance by considering provision of other TDM measures such as rideshare matching, carshare services, and/or transit subsidies.

Upon compliance with the TDM ordinance and based on the City's impact approach under SB 743, this project would be presumed to have a less than significant transportation impact.

REFERENCES

City of West Hollywood Municipal Code, City of West Hollywood, April 2009.

City of West Hollywood Transportation Demand Management Ordinance (Chapter 10.16), City of West Hollywood, 1993.

City of West Hollywood Transportation Impact Guidelines, City of West Hollywood, April 2021.

Highway Capacity Manual, Transportation Research Board, 2000.

Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration, 2003.

Metro Bicycle Transportation Strategic Plan, Metro.

Traffic Study Policies and Procedures, Los Angeles Department of Transportation, August 2014.

Transportation Assessment Guidelines, Los Angeles Department of Transportation, July 2020.

Transportation Research Circular Number 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

Trip Generation, 10th Edition, Institute of Transportation Engineers, 2017.

West Hollywood Bicycle and Pedestrian Mobility Plan, City of West Hollywood, 2003.

West Hollywood VMT Guidelines, City of West Hollywood, 2020

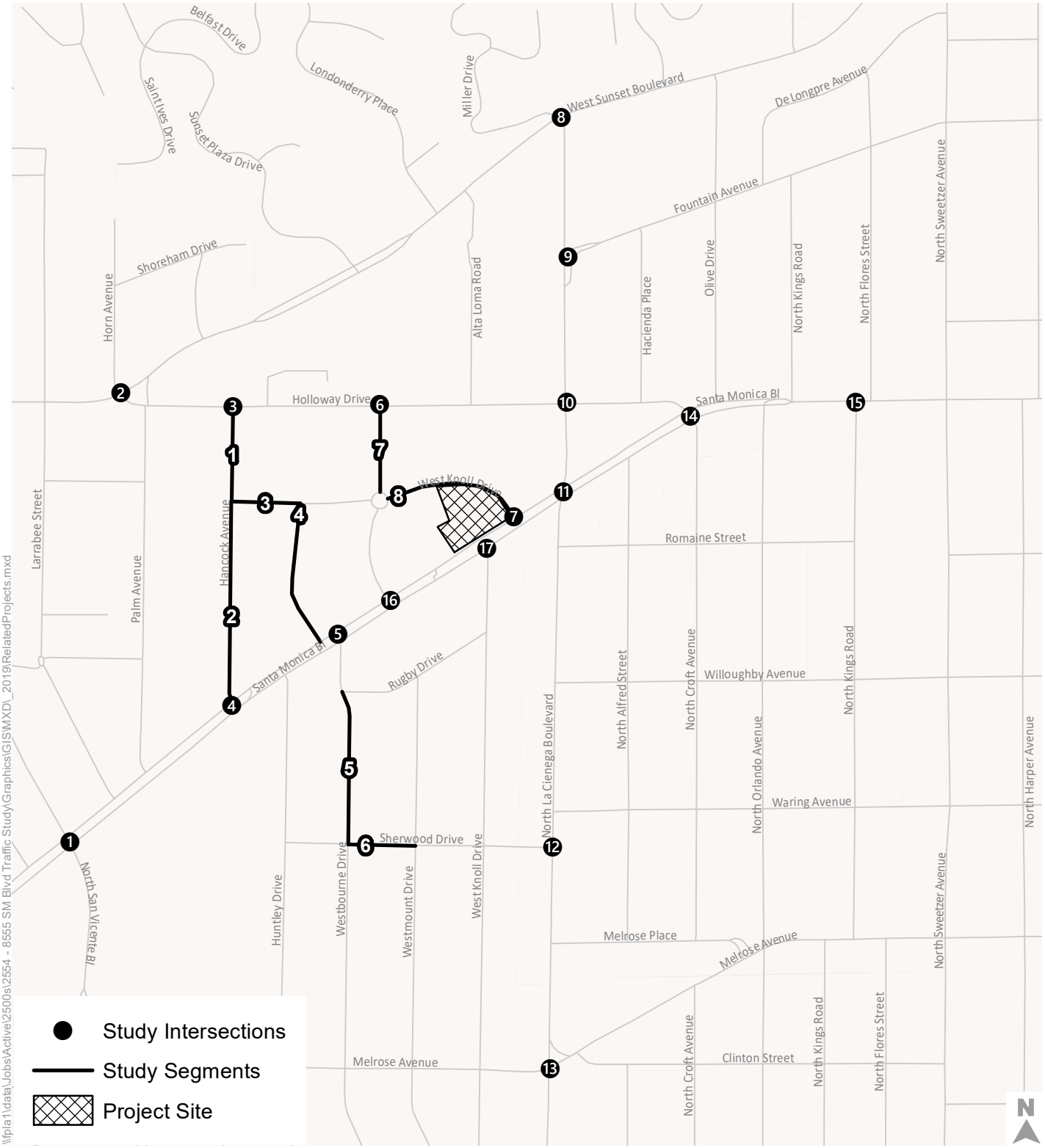
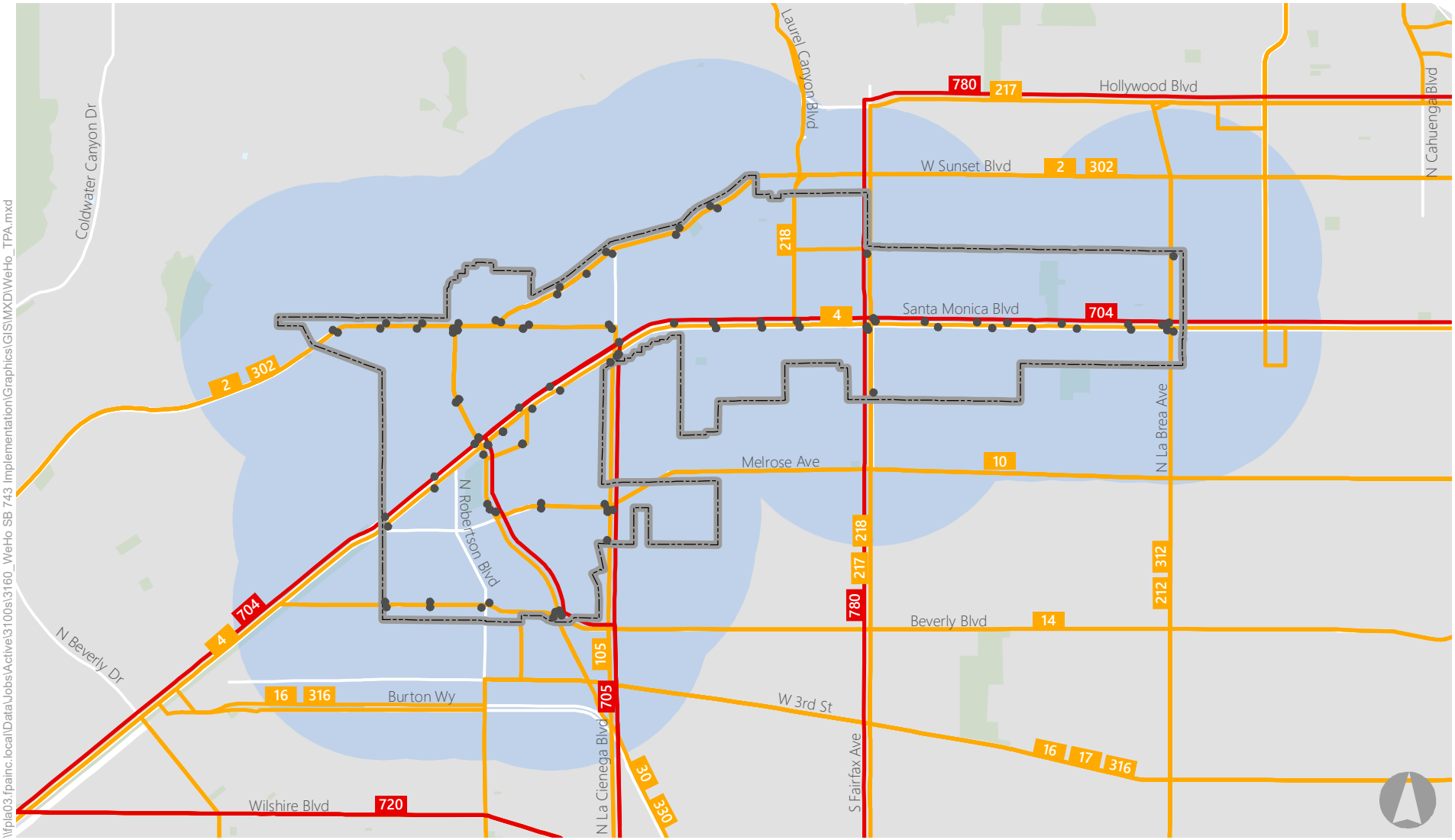


Figure 1

Project Area



City of West Hollywood

High Quality Transit Corridor

Bus Stops with Peak Service headways of 15 Minutes or Less

Metro Local

Metro Rapid

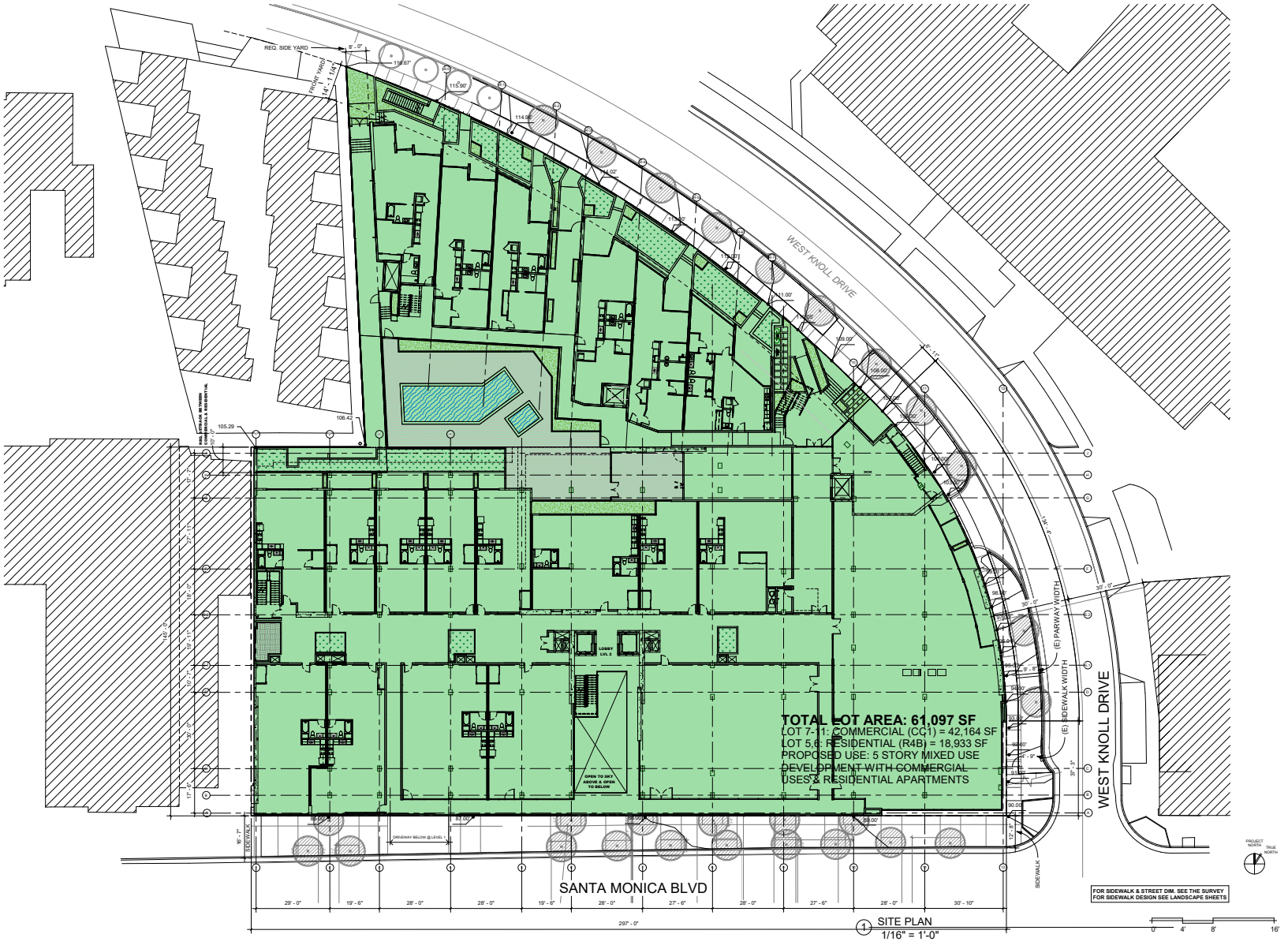
Notes:

1. This map depicts High Quality Transit Corridors (HQTCs) defined by CA Pub. Resources Code § 21155 as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Per CEQA Guidelines, § 15064.3(b)(1), "projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact."

2. This analysis includes bus stops within the City of West Hollywood that have peak service headways of 15 minutes or less. Bus stops along the same bus corridors outside city boundaries may also have peak service headways of 15 minutes or less but were not included in this analysis.

Figure 2

City of West Hollywood High Quality Transit Corridors



1 SITE PLAN
1/16" = 1'-0"

NOT FOR CONSTRUCTION

JOB TITLE
8555 SANTA MONICA
MIXED USE DEVELOPMENT

JOB ADDRESS

WEST HOLLYWOOD, CA 90069

SHEET TITLE
SITE PLAN

ISSUE FOR
REVIEW

JOB NO.
01020

DATE
AUG 12 2019

SCALE
1/16" = 1'-0"

SHEET
A1.10

Written dimensions on the drawings shall have precedence over scaled dimensions. Drawings shall not be scaled. Contractors shall verify, and be responsible for, all dimensions and conditions shown by these drawings. Shop details must be submitted to this office for approval before proceeding with fabrications.

\\fpla03\data\Jobs\Active\2500s\2554 - 8555 SM Blvd Traffic Study\Graphics\AI\F2_SitePlan.ai

Source: DFH Architects

Figure 3

Site Plan

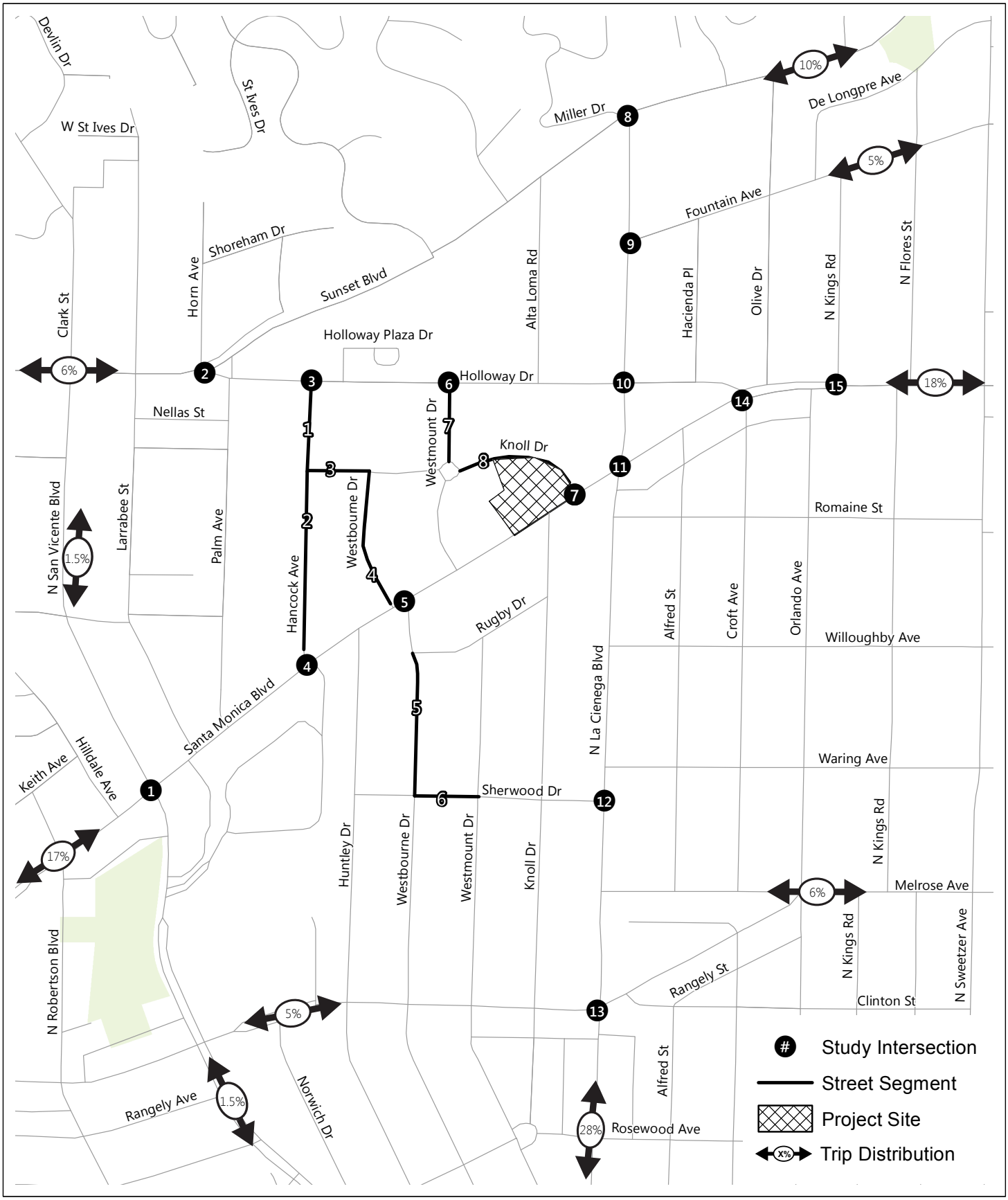
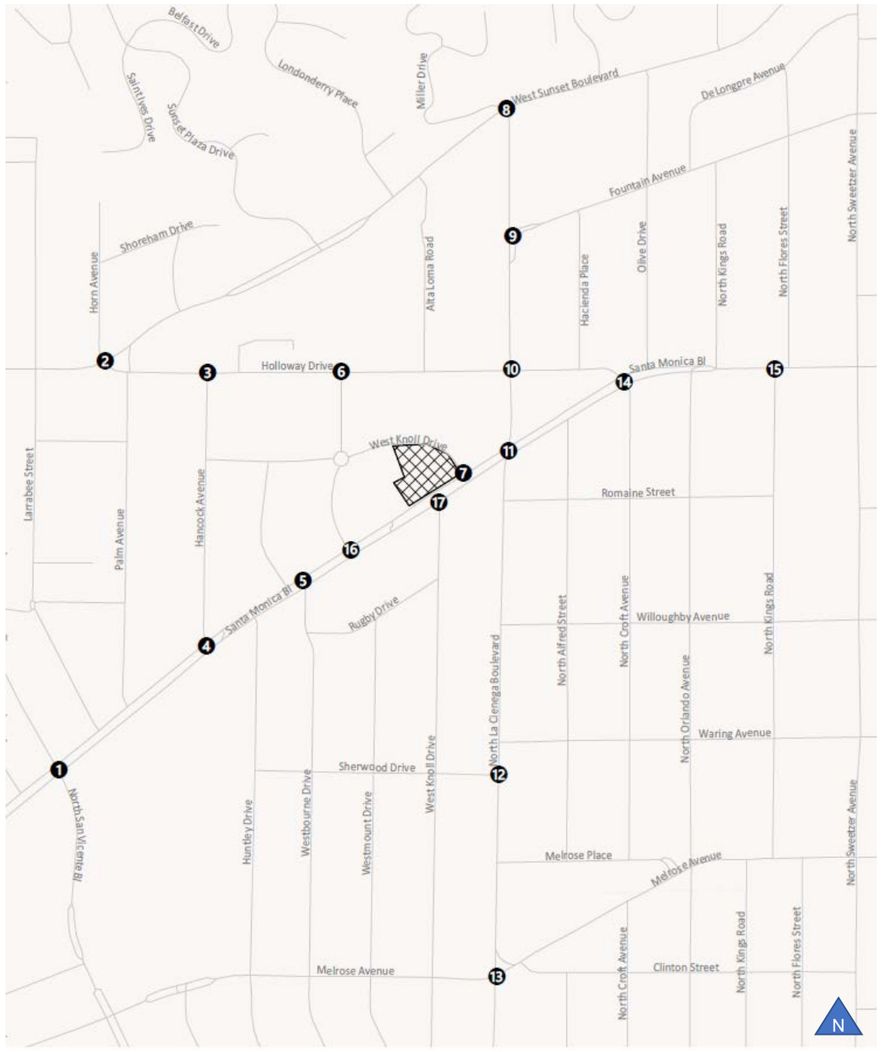


Figure 4

Trip Distribution



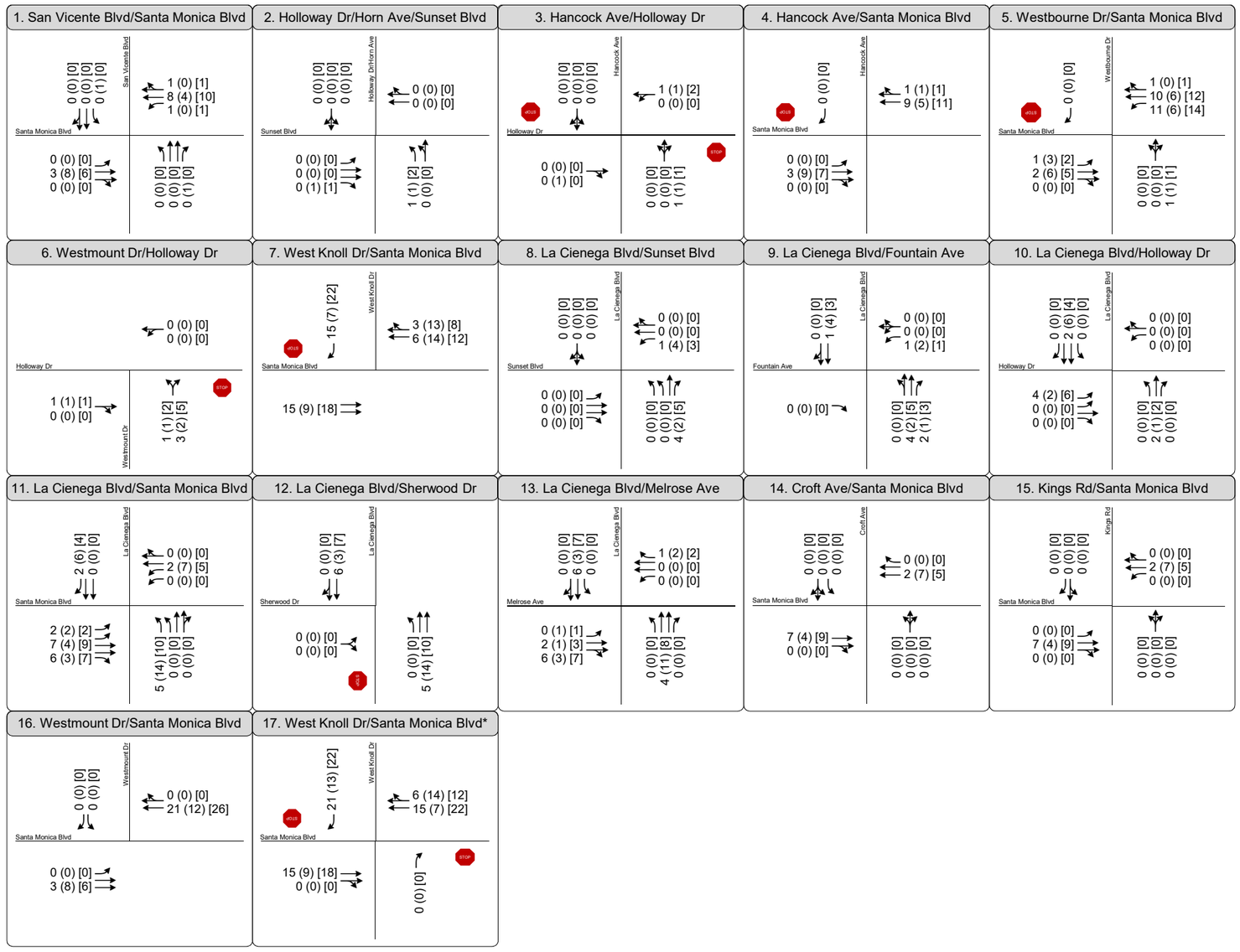
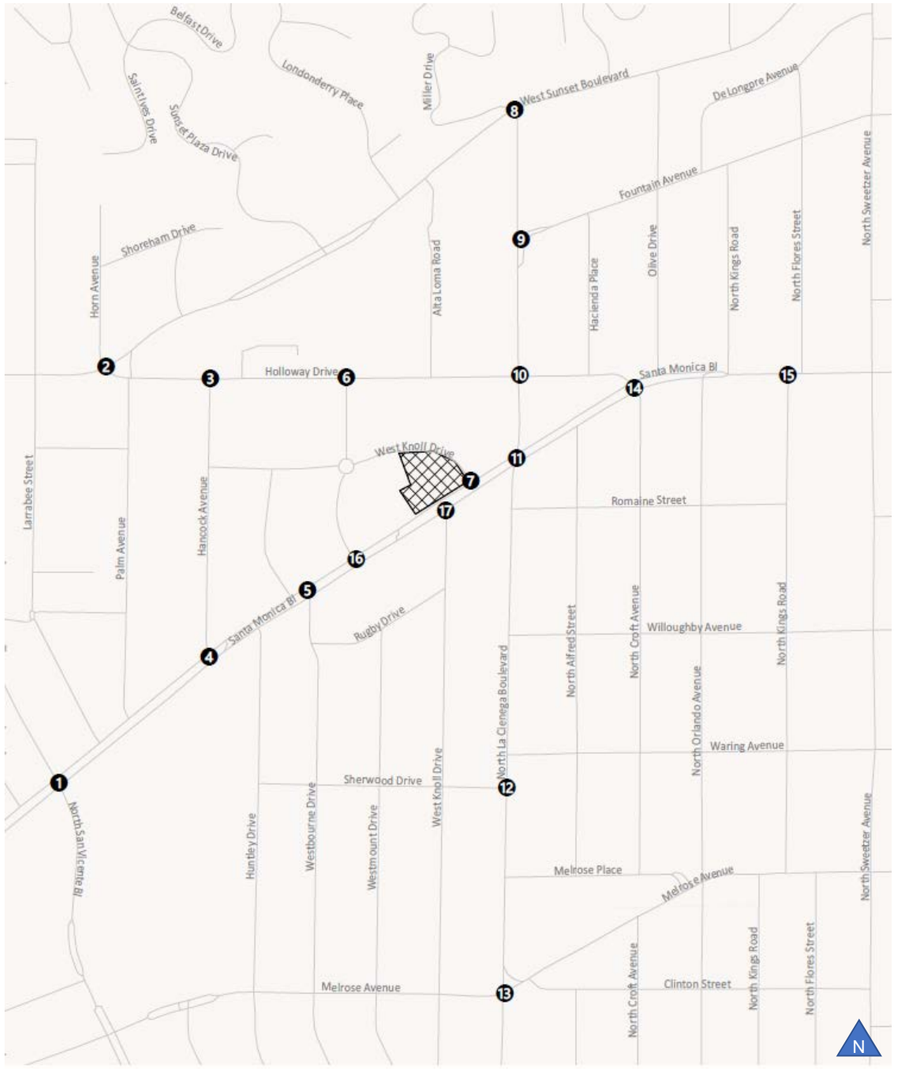
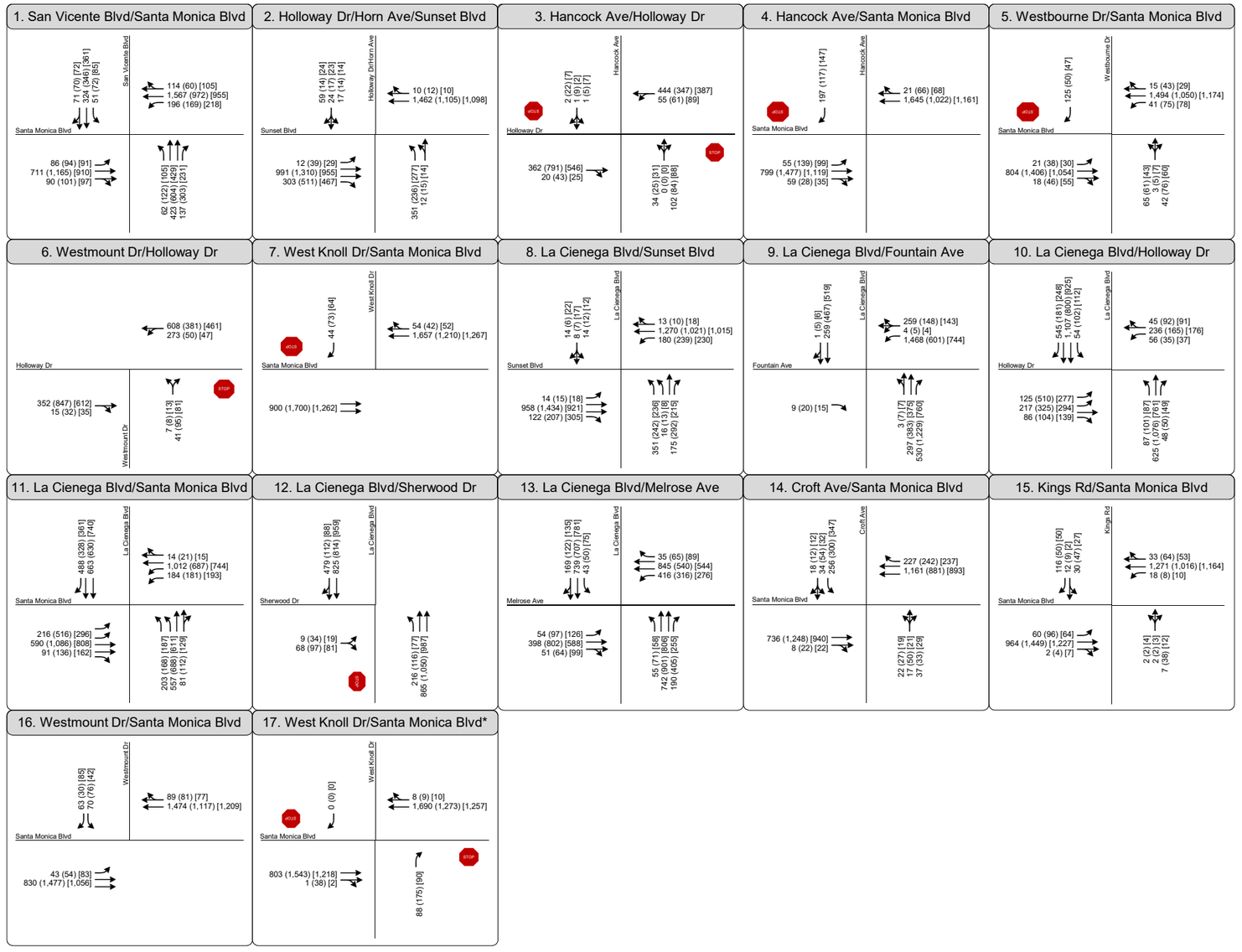


Figure 5
Peak Hour Traffic Volumes and Lane Configurations
Project Only (2019)

* Intersection 17 is stop controlled under existing conditions only.





AM (PM) [MD]

Figure 6
Peak Hour Traffic Volumes and Lane Configurations Existing (2019) Conditions

* Intersection 17 is stop controlled under existing conditions only.

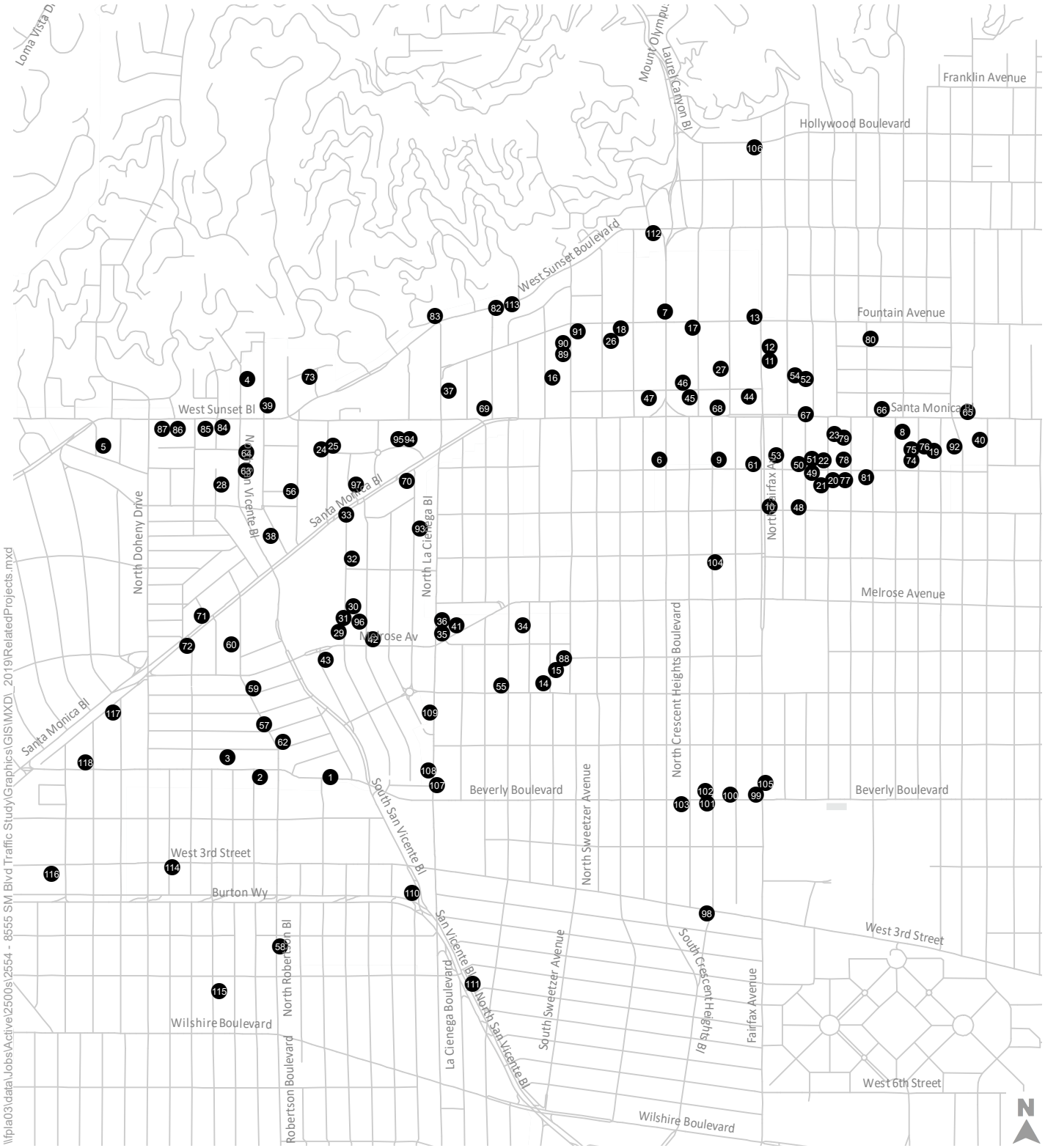
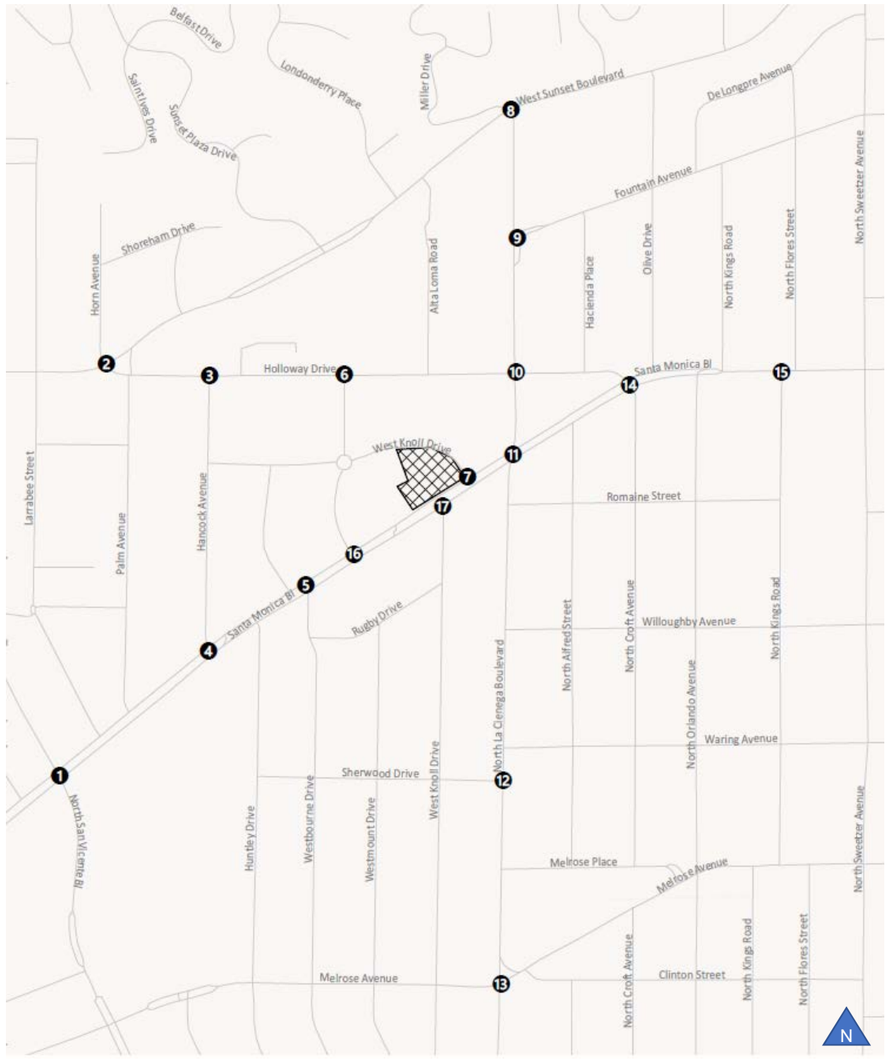
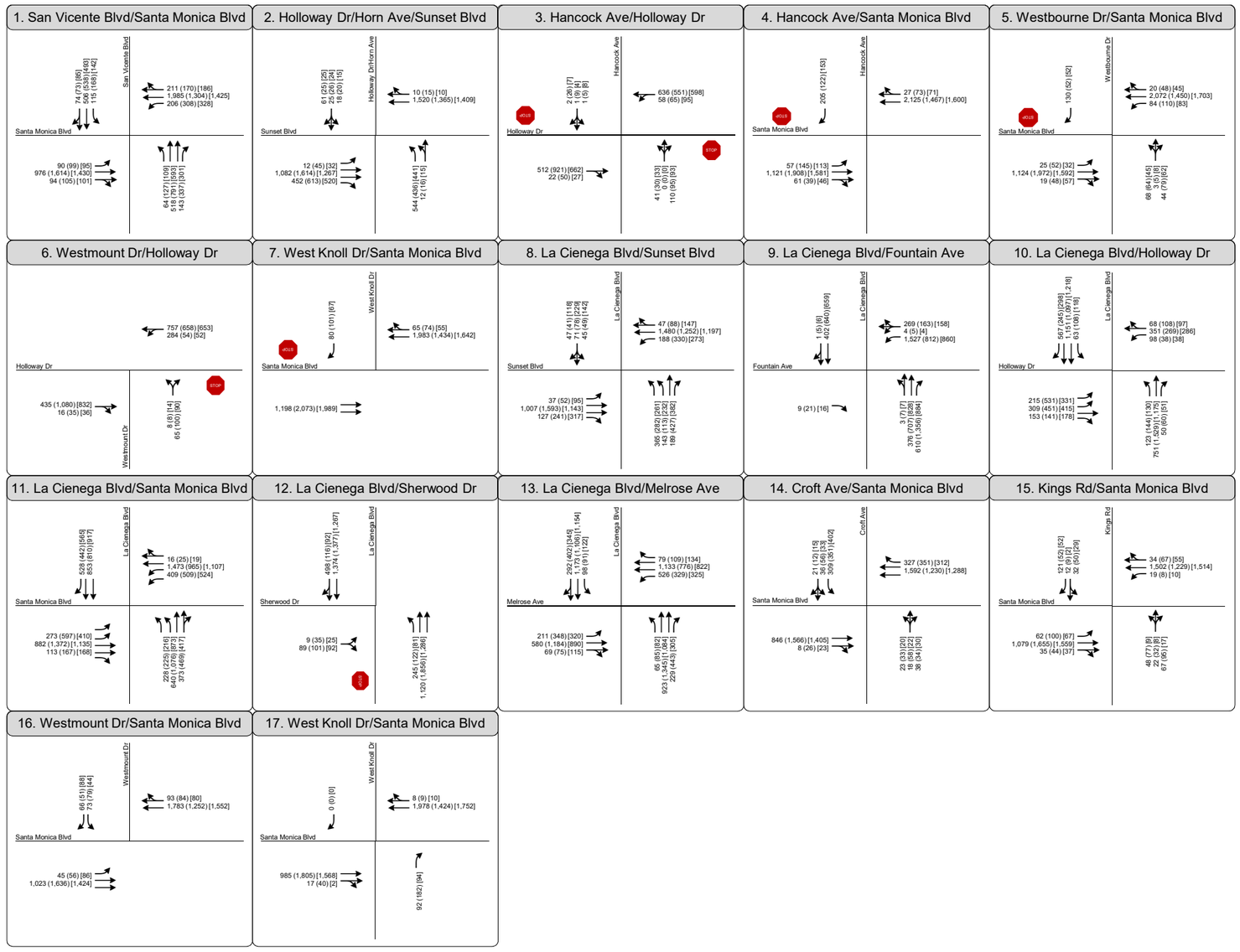


Figure 7

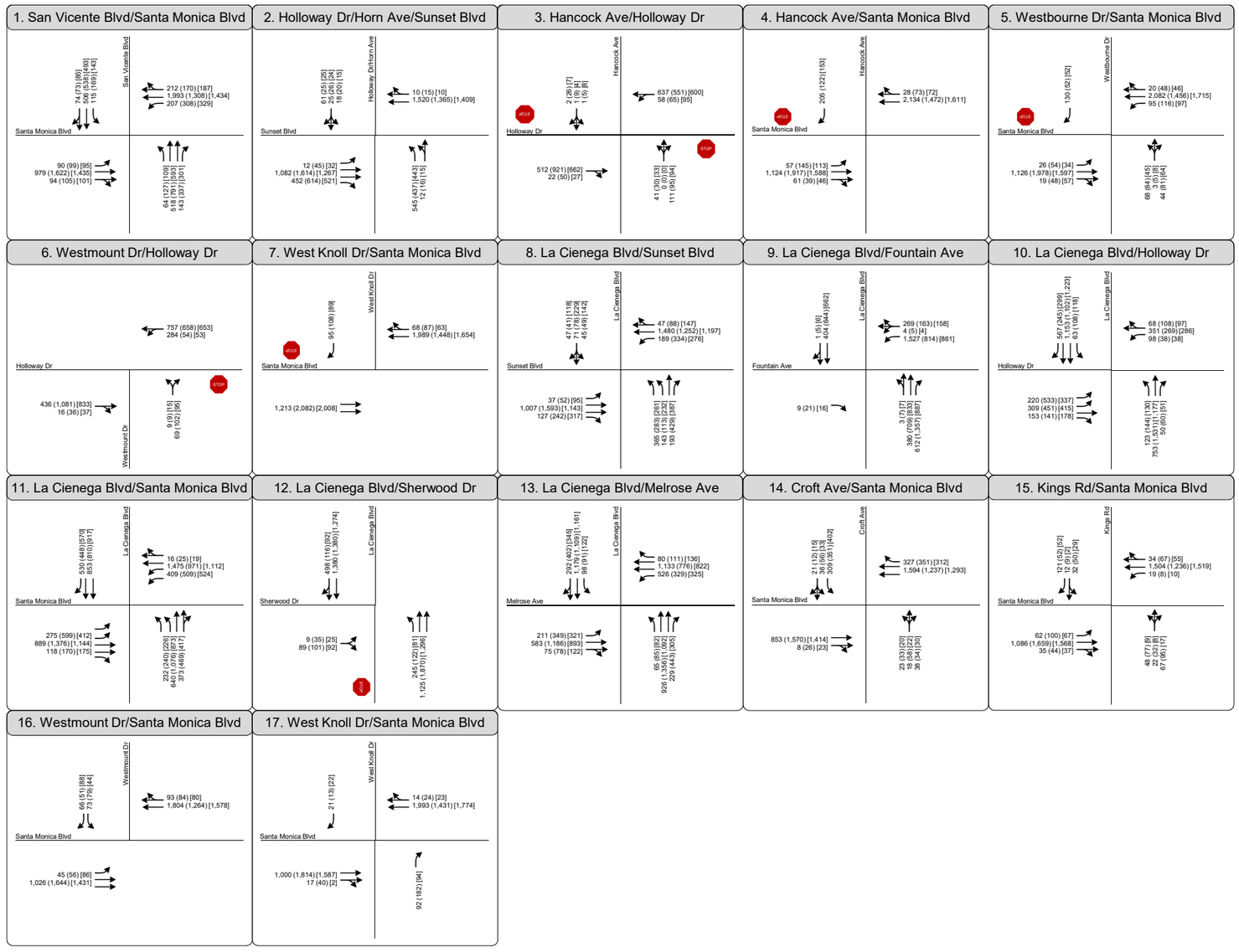
Related Projects





AM (PM) [MD]

Figure 8
Peak Hour Traffic Volumes and Lane Configurations
Cumulative (2023) Conditions



AM (PM) [MD]

Figure 9
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Plus Project (2023) Conditions

TABLE 1
BICYCLE PARKING REQUIREMENT ESTIMATES

Parking Ratio		
Land Use	**Ratio**	**Category**
Residential Dwelling Unit	0.25 per DU	
Commercial	0.13 per ksf	Employee Parking
Commercial	0.10 per ksf	Visitor Parking
Commercial	2.00 per 25 - 124.999 ksf	Bicycle Showers
Commercial	1.00 per employee bicycle space	Bicycle Lockers

Parking Requirements per Code		
Land Use	**Size**	**Required Spaces**
Apartment & Live/Work Units	111 DU	28
Non-residential	44.274 ksf	6 (Employee) 5 (Visitor)
	TOTAL SPACES REQUIRED	**39**
	TOTAL SPACES PROVIDED	**133**
	TOTAL ADDITIONAL SPACES NEEDED	**0**
Bicycle Showers	44.274 ksf	2
	TOTAL SHOWERS REQUIRED	**2**
	TOTAL SHOWERS PROVIDED	**0**
	TOTAL ADDITIONAL SHOWERS NEEDED	**2**
Bicycle Clothing Lockers	6 employee spaces	6
	TOTAL LOCKERS REQUIRED	**6**
	TOTAL LOCKERS PROVIDED	**0**
	TOTAL ADDITIONAL LOCKERS NEEDED	**6**

Notes:
Source: West Hollywood Municipal Code, Sec 19.28.150, Updated February 16, 2007.

TABLE 2
VEHICULAR PARKING REQUIREMENT ESTIMATES

Parking Ratio	
Land Use	**Ratio**
Residential Dwelling Unit - Studio	1.00 per DU
Residential Dwelling Unit - 1 Bedroom	1.00 per DU
Residential Dwelling Unit - 2 Bedroom	2.00 per DU
Restaurant (High-Turnover Sit-Down)	9.00 per ksf
Office	3.50 per ksf
Live/Work Spaces	3.50 per ksf
General Retail	3.50 per ksf
Hair Salon (Personal Services)	5.00 per ksf

Parking Requirements per Code		
Land Use	**Size**	**Required Spaces**
Apartment - Studio	6 DU	6
Apartment - 1 Bedroom	41 DU	41
Apartment - 2 or 3 Bedroom	64 DU	128
Live/Work	15.494 KSF	55
High-Turnover Sit-Down Restaurant	3.983 KSF	36
Office	6.711 KSF	24
General Retail	14.488 KSF	51
Hair Salon (Personal Services)	3.643 KSF	18
TOTAL SPACES REQUIRED		**359**
TOTAL SPACES PROVIDED		**346**
TOTAL ADDITIONAL SPACES NEEDED		**13**

Notes:

Source: West Hollywood Municipal Code Sec 19.28.040, Tables 3-6 & Sec 19.22.050, Updated February 16, 2007

[a] The City of West Hollywood Municipal Code lists a parking requirement of 5 spaces per 1,000 square feet for personal services, with the exception that a personal service business, like a hair salon, can include an accessory retails sales area with 3.5 spaces per 1,000 square feet, provided the retail sales area does not exceed 25% of the total floor area. Applying the 3.5 spaces per 1,000 square foot to 25% of the floor area and applying 5 spaces per 1,000 square feet to the remaining salon results in a total parking requirement of 18 spaces. The resulting project parking requirement is 359 spaces with a provision of 346 spaces.

TABLE 3
8555 SANTA MONICA BOULEVARD PROJECT
PROPOSED PROJECT TRIP GENERATION ESTIMATES

Trip Generation Rates [a]												
Land Use	ITE#	Rate	Daily	AM Peak Hour			MD Peak Hour [b] [c]			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Apartment (Multi-family Housing Mid-Rise)	221	per dwelling unit	5.44	20%	80%	0.36	29%	71%	0.32	65%	35%	0.44
Single-Family Detached House	210	per dwelling unit	9.44	25%	75%	0.74	26%	74%	0.76	63%	37%	0.99
Condominium	230 (9th)	per dwelling unit	5.81	17%	83%	0.44	19%	81%	0.44	67%	33%	0.52
Health/Fitness Club	492	per 1,000 square feet	32.93	50%	50%	1.31	47%	53%	1.40	57%	43%	3.45
Office	710	per 1,000 square feet	13.68	88%	12%	0.83	88%	12%	0.91	17%	83%	0.87
Specialty Retail [d]	826 (9th)	per 1,000 square feet	44.32	62%	38%	0.70	48%	52%	6.84	44%	56%	2.71
Hair Salon [e]	918	per 1,000 square feet	16.47	100%	0%	1.21	100%	0%	1.21	17%	83%	1.45
High-Turnover Restaurant	932	per 1,000 square feet	112.18	55%	45%	9.94	53%	47%	14.04	60%	40%	9.77

Trip Generation Estimates												
Land Use	ITE#	Size	Weekday Daily	AM Peak Hour			MD Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Proposed Project												
Apartments	221	111 du	604	8	32	40	10	26	36	32	17	49
Live/Work [f]	230	12 units	70	1	4	5	1	4	5	4	2	6
Office	710	6.71 ksf	92	5	1	6	5	1	6	1	5	6
Specialty Retail	826	14.49 ksf	642	6	4	10	48	51	99	17	22	39
High-Turnover Restaurant	932	3.94 ksf	442	21	18	39	29	26	55	23	15	38
Hair Salon	918	3.64 ksf	60	4	0	4	4	0	4	1	4	5
SUBTOTAL			1,910	45	59	104	97	108	205	78	65	143
Existing Uses (to be removed)												
Single-Family Detached House	210	4 du	38	1	2	3	1	2	3	3	1	4
Health/Fitness Club	492	4.06 ksf	134	2	3	5	3	3	6	8	6	14
Office	710	4.21 ksf	58	3	0	3	4	0	4	1	3	4
Specialty Retail	826	10.43 ksf	462	4	3	7	34	37	71	12	16	28
Hair Salon	918	6.22 ksf	102	8	0	8	8	0	8	2	7	9
High-Turnover Restaurant	932	2.48 ksf	278	14	11	25	19	16	35	14	10	24
SUBTOTAL			1,072	32	19	51	69	58	127	40	43	83
NET NEW TRIPS			**838**	**13**	**40**	**53**	**28**	**50**	**78**	**38**	**22**	**60**

Notes:
[a] Source: ITE Trip Generation Manual, 10th Edition, 2017, unless otherwise noted in ITE# column.
[b] Weekday midday peak hour trip rate was assumed to be the AM peak hour of generator, unless otherwise noted in footnote [c].
[c] The AM peak hour generator is equivalent to the AM peak hour of adjacent street traffic for ITE 230 and 918.
[d] AM rate was derived from the proportional relationship of PM rates between ITE 814 and Shopping Center (ITE 820) and applied to ITE 820 AM rate.

[e] As no daily rate is provided for ITE 918, the daily rate was derived from the proportional relationship between peak hour trip rates for ITE 918 and ITE 932.

[f] Condominium trip generation is used for live/work space; there are 12 units total in the proposed project.

TABLE 4
EXISTING PLUS PROJECT WEEKDAY ROADWAY SEGMENT IMPACT ANALYSIS

Segment	Existing Daily Count (2019)	Proposed Project		
		Project Only Daily Traffic	Existing plus Project (2019)	% Increase
1. Hancock Avenue between Holloway Drive and West Knoll Drive	2,955	71	3,026	2.4%
2. Hancock Avenue between West Knoll Drive and Santa Monica Boulevard	3,489	35	3,524	1.0%
3. West Knoll Drive between Hancock Avenue and Westbourne Drive	1,433	35	1,468	2.5%
4. Westbourne Drive between West Knoll Drive and Santa Monica Boulevard	1,563	115	1,678	7.3%
5. Westbourne Drive between Rugby Drive and Sherwood Drive	2,295	110	2,405	4.8%
6. Sherwood Drive between Westbourne Drive and Westmount Drive	2,085	0	2,085	0.0%
7. Westmount Drive between Holloway Drive and West Knoll Drive	2,562	27	2,589	1.0%
8. West Knoll Drive between Westmount Drive and Santa Monica Boulevard	1,480	124	1,604	8.4%

Notes:

Impact criteria based on City of West Hollywood *Traffic Study Thresholds,* (October, 2009).

TABLE 5
FUTURE WITH PROJECT WEEKDAY ROADWAY SEGMENT IMPACT ANALYSIS

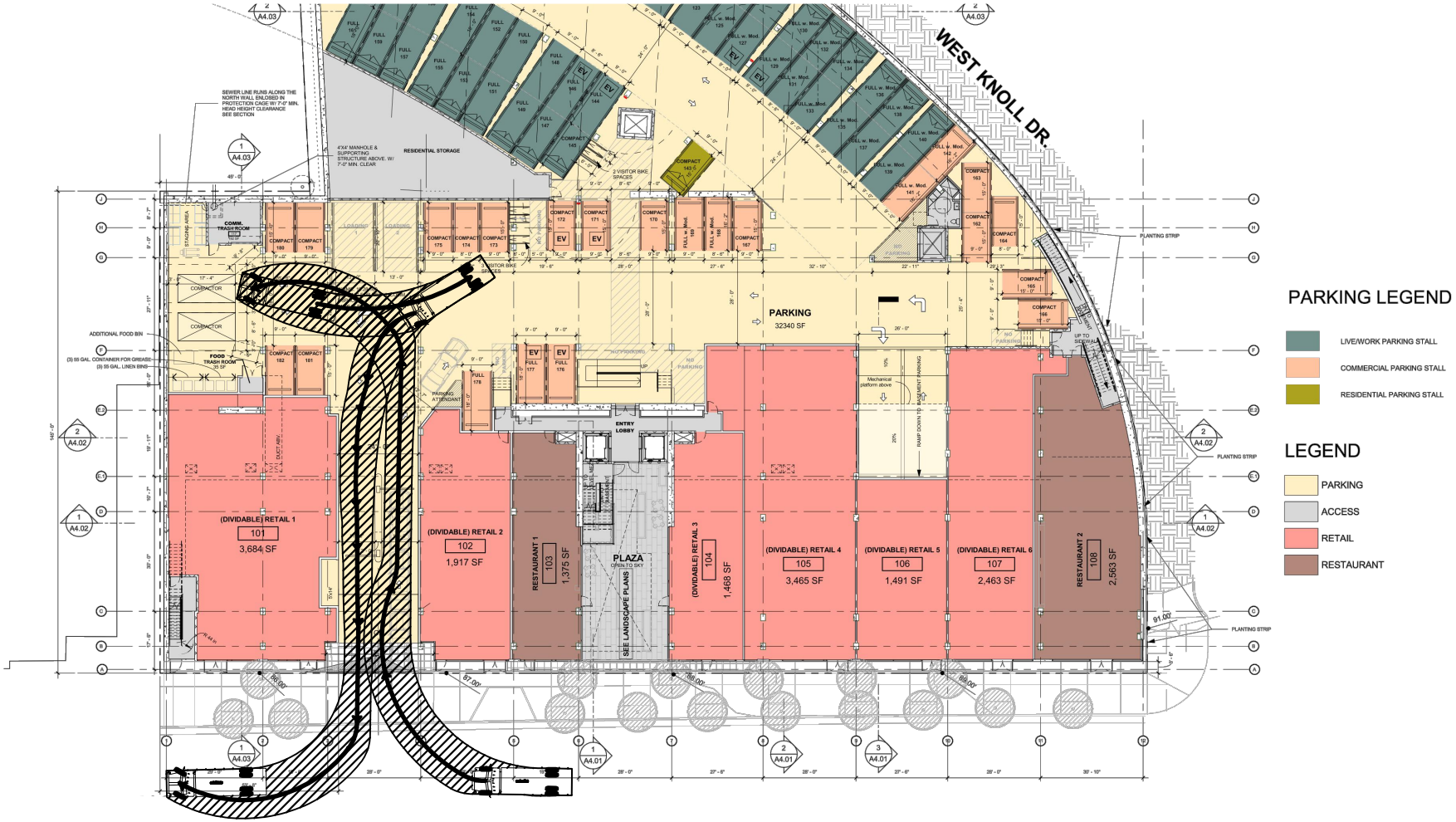
Segment	Jurisdiction	Existing Daily Count (2019)	Cumulative Base Daily Traffic	Proposed Project		
				Project Only ADT	Cumulative plus Project (2022)	% Increase
1. Hancock Avenue between Holloway Drive and West Knoll Drive	WH	2,955	3,142	71	3,213	2.2%
2. Hancock Avenue between West Knoll Drive and Santa Monica Boulevard	WH	3,489	3,680	35	3,716	1.0%
3. West Knoll Drive between Hancock Avenue and Westbourne Drive	WH	1,433	1,574	35	1,609	2.2%
4. Westbourne Drive between West Knoll Drive and Santa Monica Boulevard	WH	1,563	1,723	115	1,838	6.7%
5. Westbourne Drive between Rugby Drive and Sherwood Drive	LA	2,295	2,486	110	2,597	4.4%
6. Sherwood Drive between Westbourne Drive and Westmount Drive	LA	2,085	2,209	0	2,209	0.0%
7. Westmount Drive between Holloway Drive and West Knoll Drive	WH	2,562	2,761	27	2,787	1.0%
8. West Knoll Drive between Westmount Drive and Santa Monica Boulevard	LA	1,480	1,639	124	1,763	7.5%

Notes:

Impact criteria based on City of West Hollywood *Traffic Study Thresholds,* (October, 2009).

FEHR PEERS

Attachment A: Project Site Plan



N
N.T.S.

Aug 14, 2019 CADD FILE: N:\Jobs\Active\2500s\2554 – 8555 SM Blvd Traffic Study\2019Update\Autoturn\2554 Autoturn 08-14-2019.dwg

Attachment A

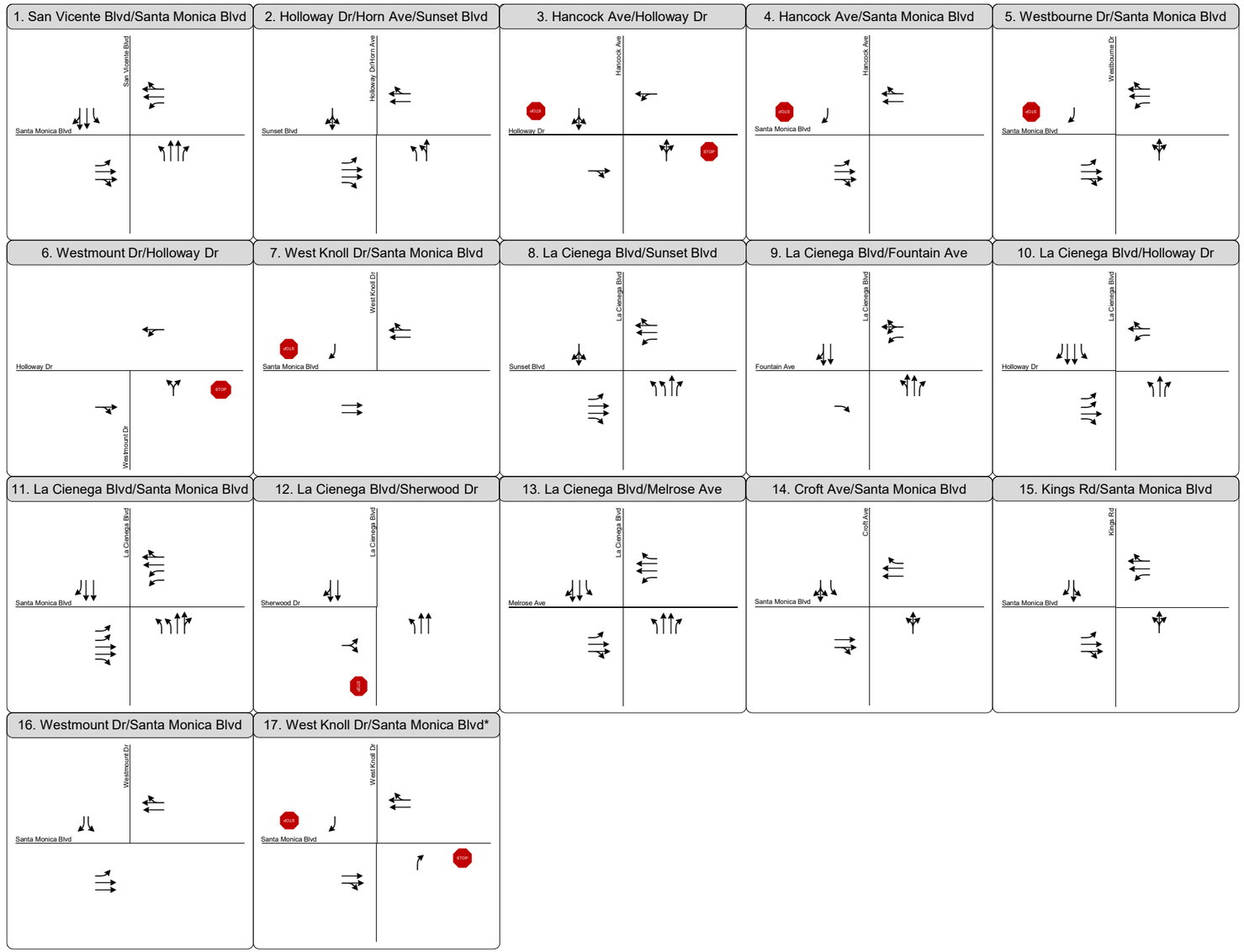
TURNING TEMPLATE - SANTA MONICA BOULEVARD DRIVEWAY
30' SINGLE UNIT TRUCK

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

FEHR PEERS

Attachment B: Study Intersection Lane Configurations

600 Wilshire Boulevard | Suite 1050 | Los Angeles, CA 90017 | (213) 261-3050 | Fax (310) 394-7663
www.fehrandpeers.com



Attachment B
Lane Configurations
Existing (2019) Conditions

* Intersection 17 is stop controlled under existing conditions only.

FEHR PEERS

Attachment C: Study Intersection Counts

Prepared by National Data & Surveying Services

N San Vicente Blvd & Santa Monica Blvd

Peak Hour Turning Movement Count

ID: 19-05270-001
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	09:00 AM - 10:00 AM
NOON	01:00 PM - 02:00 PM
PM	05:15 PM - 06:15 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

N San Vicente Blvd — SOUTHBOUND

AM	71	324	51	0	619	AM
NOON	72	361	85	0	621	NOON
PM	70	346	72	0	757	PM

Santa Monica Blvd — EASTBOUND

AM	NOON	PM		
1704	1136	1167	⇦	
4	4	3	↶	0
82	87	93	↱	1
711	910	1165	→	2
90	97	101	↷	0
AM	NOON	PM		

Santa Monica Blvd — WESTBOUND

PM	NOON	AM		
60	105	114	↶	0
972	955	1567	←	2
145	200	187	↰	1
21	18	9	↶	0
1561	1244	908	⇨	
PM	NOON	AM		

N San Vicente Blvd — NORTHBOUND

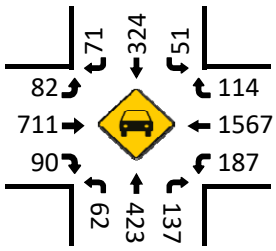
PM	592	0	122	604	303	PM
NOON	658	0	105	429	231	NOON
AM	601	0	62	423	137	AM

⇩	0	1	2	1

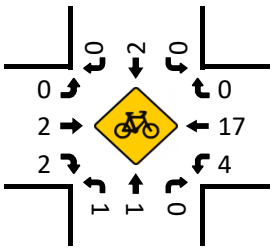
CONTROL: Signalized

	AM	NOON	PM
TEV	3832	3659	4077
PHF	0.96	0.99	0.96

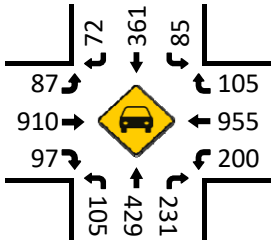
Total Vehicles (AM)



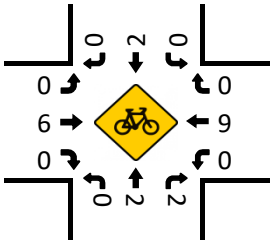
Bikes (AM)



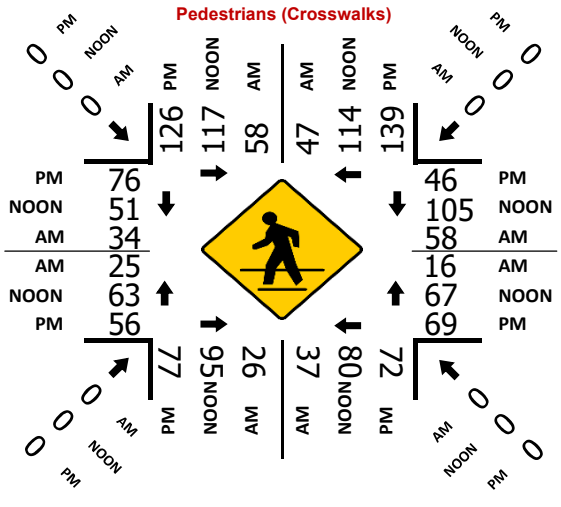
Total Vehicles (Noon)



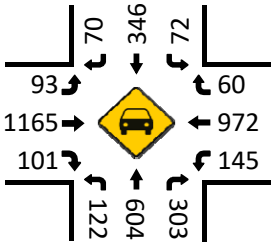
Bikes (NOON)



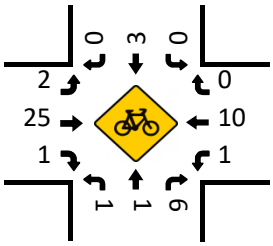
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Horn Ave & Holloway Dr/W Sunset Blvd

Peak Hour Turning Movement Count

ID: 19-05270-002
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	08:30 AM - 09:30 AM
NOON	12:45 PM - 01:45 PM
PM	05:45 PM - 06:45 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

Horn Ave — SOUTHBOUND

AM	59	24	17	0	34	AM
NOON	24	23	14	0	53	NOON
PM	14	17	14	0	66	PM

Holloway Dr/W Sunset Blvd — EASTBOUND

AM	NOON	PM		
1871	1399	1354	⇦	
0	0	0	↶	0
12	29	39	↱	1
991	955	1310	→	2
303	467	511	↳	1
AM	NOON	PM		

Holloway Dr/W Sunset Blvd — WESTBOUND

PM	NOON	AM		
12	10	10	↰	0
1104	1098	1461	←	2
1	0	1	↰	0
0	0	0	↶	0
1327	969	1008	⇨	
PM	NOON	AM		

Horn Ave — NORTHBOUND

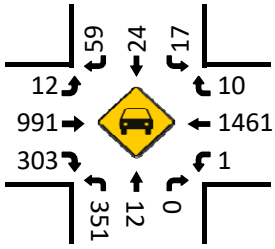
PM	529	0	236	15	3	PM
NOON	490	0	277	14	0	NOON
AM	328	0	351	12	0	AM

⇩	0	1	0	0
	0	1	0.5	0.5

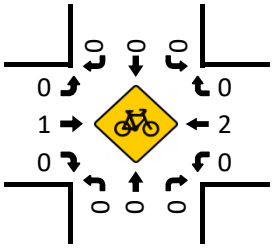
CONTROL: Signalized

		AM	NOON	PM
TEV		3241	2911	3276
PHF		0.95	0.96	0.99

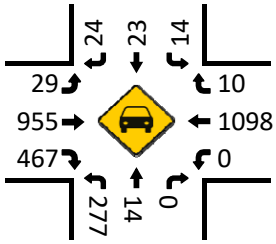
Total Vehicles (AM)



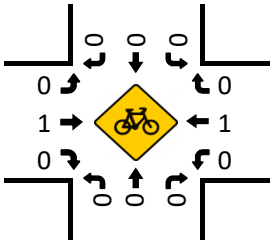
Bikes (AM)



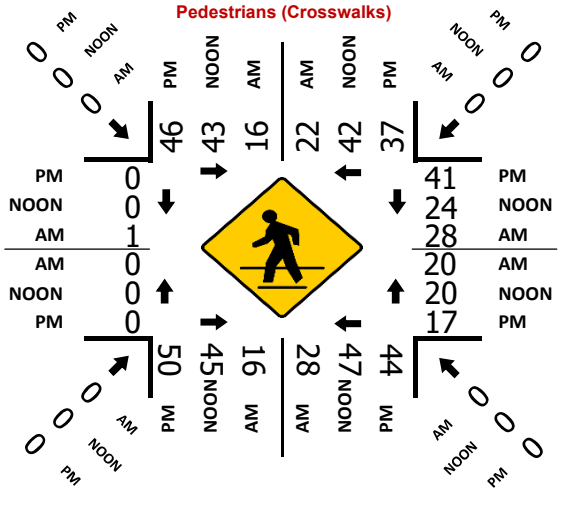
Total Vehicles (Noon)



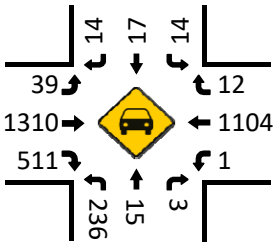
Bikes (NOON)



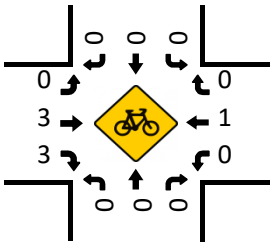
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Hancock Ave & Holloway Dr

Peak Hour Turning Movement Count

ID: 19-05270-003
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	08:30 AM - 09:30 AM
NOON	12:30 PM - 01:30 PM
PM	05:15 PM - 06:15 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

CONTROL: 1-Way Stop (NB)

	TEV	AM	NOON	PM
	1021	1184	1387	
PHF		0.91	0.99	0.94

Hancock Ave — SOUTHBOUND

AM	2	1	1	0	0	AM
NOON	7	2	7	0	0	NOON
PM	22	9	5	0	0	PM

Holloway Dr — EASTBOUND

AM	NOON	PM	
480	427	394	⇦
0	2	0	↶ 0
0	0	0	↱ 0
362	546	791	→ 1
20	25	43	↴ 0
AM	NOON	PM	

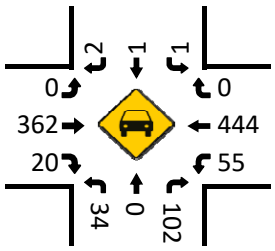
Holloway Dr — WESTBOUND

PM	NOON	AM	
0	0	0	↰ 0
347	387	444	← 1
61	89	55	↰ 0
0	0	0	↰ 0
880	641	465	⇨
PM	NOON	AM	

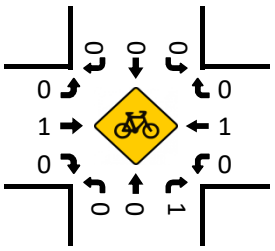
Hancock Ave — NORTHBOUND

PM	113	0	25	0	84	PM
NOON	116	0	31	0	88	NOON
AM	76	0	34	0	102	AM

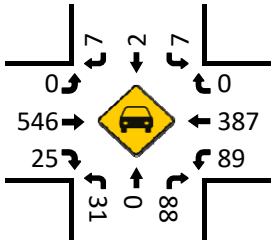
Total Vehicles (AM)



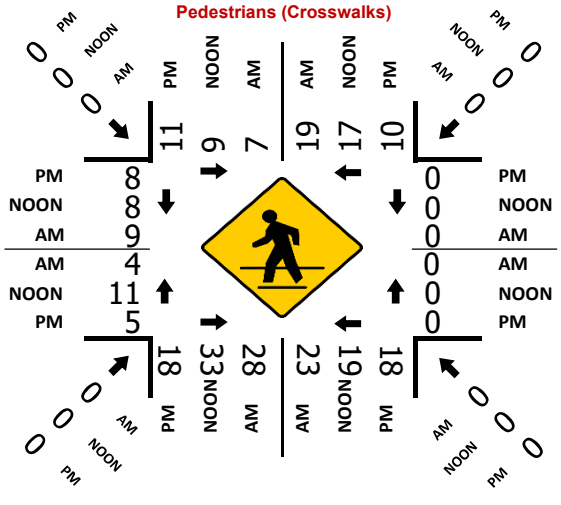
Bikes (AM)



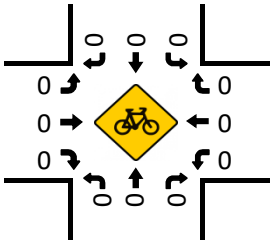
Total Vehicles (Noon)



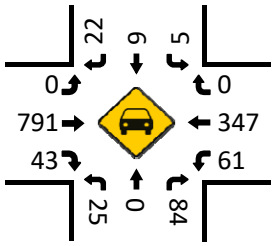
Pedestrians (Crosswalks)



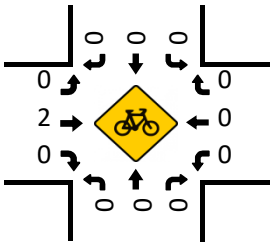
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Hancock Ave & Santa Monica Blvd

Peak Hour Turning Movement Count

ID: 19-05270-004
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	09:00 AM - 10:00 AM
NOON	12:30 PM - 01:30 PM
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

Hancock Ave — SOUTHBOUND

AM	197	0	0	0	62	AM
NOON	147	0	0	0	141	NOON
PM	117	0	0	0	176	PM

Santa Monica Blvd — EASTBOUND

AM	NOON	PM		
1856	1334	1168	⇦	
14	26	29	↰	0
41	73	110	↱	1
799	1119	1477	→	2
59	35	28	↳	0
AM	NOON	PM		

Santa Monica Blvd — WESTBOUND

PM	NOON	AM		
66	68	21	↰	0
1022	1161	1645	←	2
0	0	0	↰	1
37	45	26	↰	0
1514	1164	825	⇨	
PM	NOON	AM		

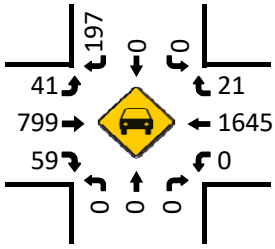
CONTROL: Signalized

TEV	2802	2674	2886
	AM	NOON	PM
PHF	0.96	0.99	0.98

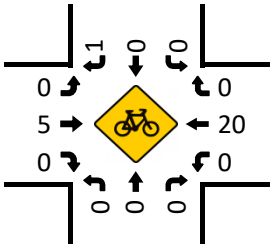
Hancock Ave — NORTHBOUND

PM	28	0	0	0	0	PM
NOON	35	0	0	0	0	NOON
AM	59	0	0	0	0	AM

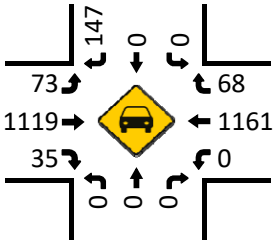
Total Vehicles (AM)



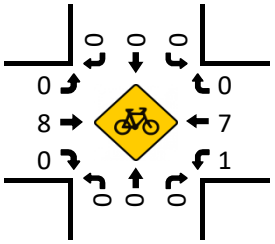
Bikes (AM)



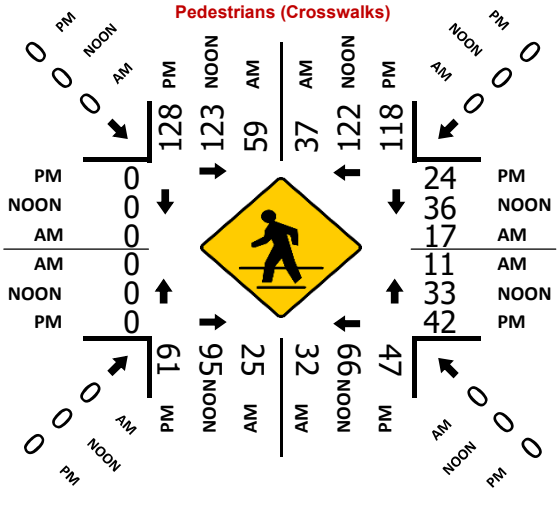
Total Vehicles (Noon)



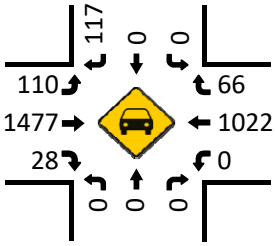
Bikes (NOON)



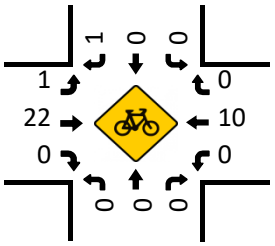
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Westbourne Dr & Santa Monica Blvd

Peak Hour Turning Movement Count

ID: 19-05270-005
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	09:00 AM - 10:00 AM
NOON	12:30 PM - 01:30 PM
PM	06:00 PM - 07:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	2628	2577	2850
PHF	0.96	0.98	0.94

Westbourne Dr — SOUTHBOUND

AM	123	1	1	0	33	AM
NOON	47	0	0	0	58	NOON
PM	48	0	1	1	78	PM

Santa Monica Blvd — EASTBOUND

AM	NOON	PM		
1688	1272	1168	⇦	
6	8	9	↰	0
15	22	29	↱	1
804	1054	1406	→	2
18	55	46	↴	0
AM	NOON	PM		

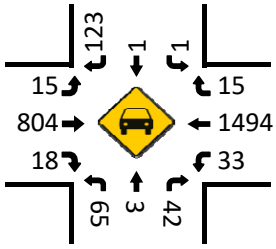
Santa Monica Blvd — WESTBOUND

PM	NOON	AM		
43	29	15	↰	0
1050	1174	1494	←	2
56	57	33	↰	1
19	21	8	↰	0
1502	1135	855	⇨	
PM	NOON	AM		

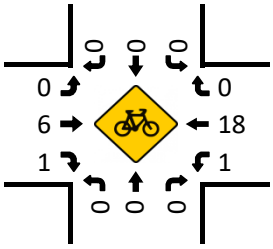
Westbourne Dr — NORTHBOUND

PM	102	0	61	5	76	PM
NOON	112	0	43	7	60	NOON
AM	52	0	65	3	42	AM

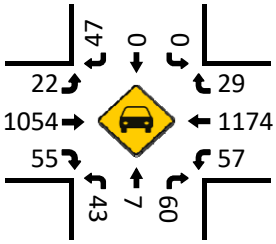
Total Vehicles (AM)



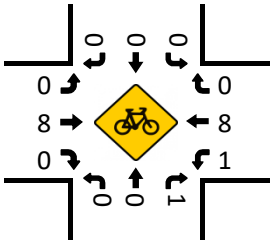
Bikes (AM)



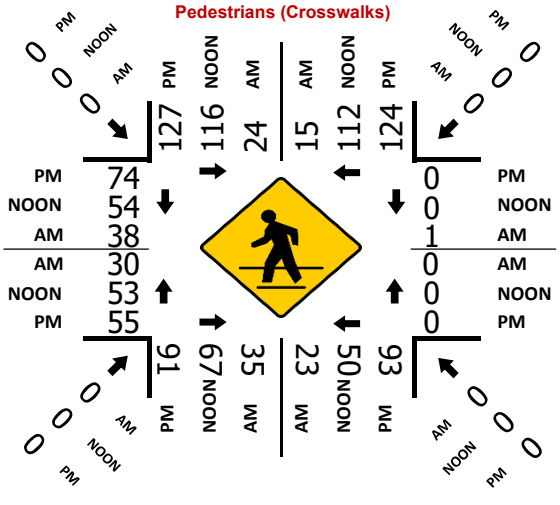
Total Vehicles (Noon)



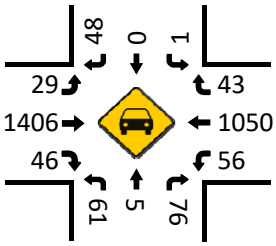
Bikes (NOON)



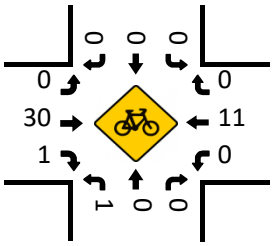
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Westmount Dr & Holloway Dr

Peak Hour Turning Movement Count

ID: 19-05270-006
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	01:00 PM - 02:00 PM
PM	06:00 PM - 07:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

Westmount Dr — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Holloway Dr — EASTBOUND

AM	NOON	PM		
615	474	389	⇦	
0	0	0	↰	0
0	0	0	↱	0
352	612	847	→	1
15	35	32	↳	0
AM	NOON	PM		

CONTROL

1-Way Stop (NB)

TEV	1296	1249	1413
	AM	NOON	PM
PHF	0.88	0.97	0.95

Holloway Dr — WESTBOUND

PM	NOON	AM		
0	0	0	↰	0
381	461	608	←	1
50	41	273	↰	0
0	6	0	↰	0
942	699	393	⇨	
PM	NOON	AM		

Westmount Dr — NORTHBOUND

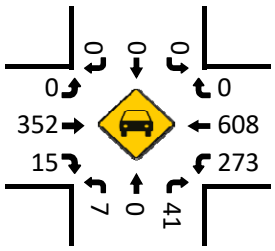
PM	82	0	8	0	95	PM
NOON	76	0	13	0	81	NOON
AM	288	0	7	0	41	AM

0 0 1 0 ↰ ↰ ↑ ↱

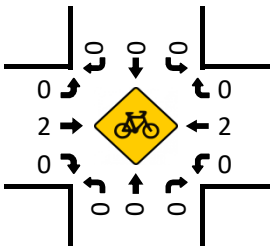
⇩

0 0 0 0 ↱ ↰ ↑ ↱

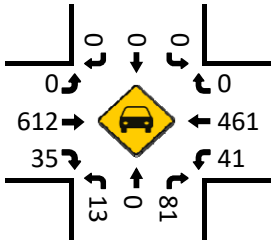
Total Vehicles (AM)



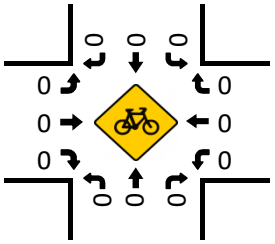
Bikes (AM)



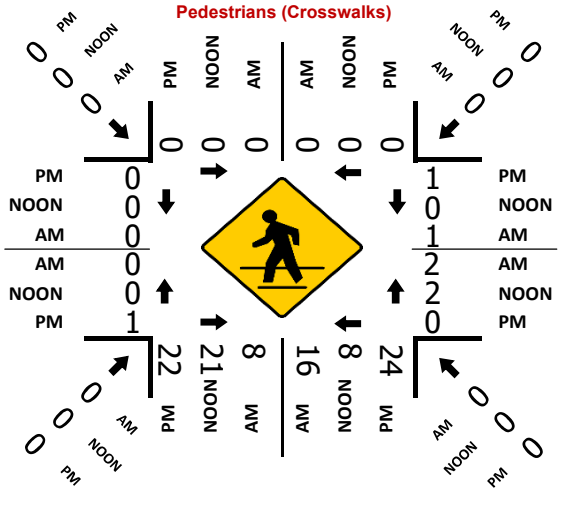
Total Vehicles (Noon)



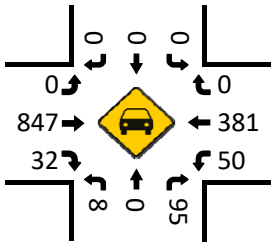
Bikes (NOON)



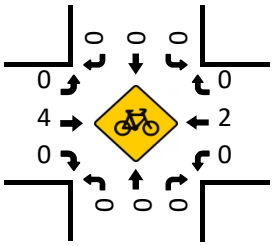
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

W Knoll Dr & Santa Monica Blvd

Peak Hour Turning Movement Count

ID: 19-05270-007
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	08:45 AM - 09:45 AM
NOON	12:30 PM - 01:30 PM
PM	05:45 PM - 06:45 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

W Knoll Dr — SOUTHBOUND

AM	44	0	0	0	54
NOON	64	0	0	0	52
PM	73	0	0	0	42

Santa Monica Blvd — EASTBOUND

AM	NOON	PM		
1701	1331	1283	⇦	
0	0	0	↰	0
0	0	0	↱	2
900	1262	1700	→	2
2	1	3	↳	0
AM	NOON	PM		

Santa Monica Blvd — WESTBOUND

PM	NOON	AM		
42	52	54	↰	0
1210	1267	1657	←	2
0	0	0	↱	0
0	0	3	↳	0
1701	1263	904	⇨	
PM	NOON	AM		

W Knoll Dr — NORTHBOUND

PM	3	0	0	0	1
NOON	1	0	0	0	1
AM	2	0	0	0	1

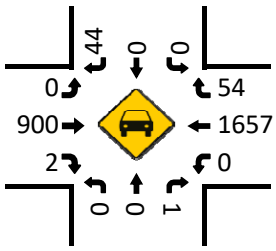
0	0	1	0	↑
↰	↰	↑	↱	

CONTROL

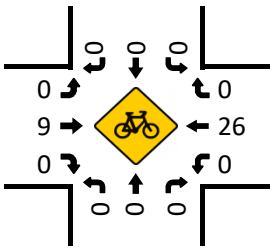
Signalized

TEV	2661	2647	3029
	AM	NOON	PM
PHF	0.95	0.97	0.97

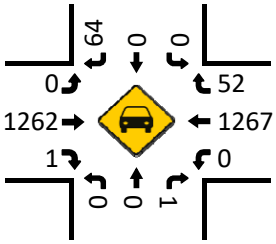
Total Vehicles (AM)



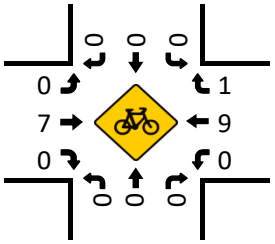
Bikes (AM)



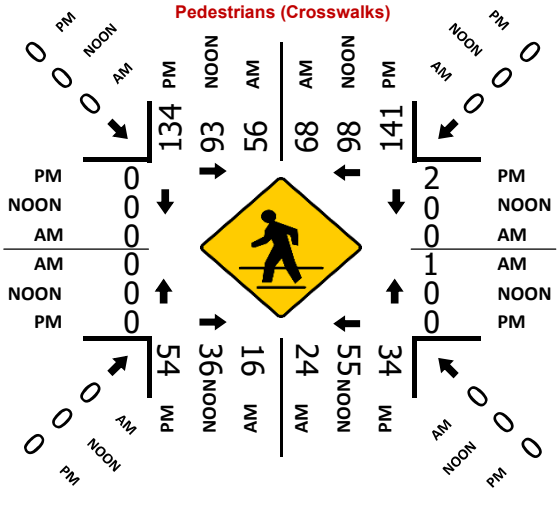
Total Vehicles (Noon)



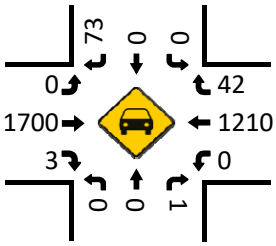
Bikes (NOON)



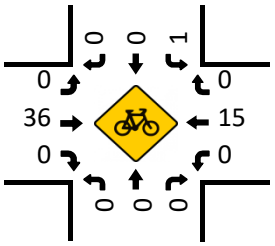
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

N La Cienega Blvd & W Sunset Blvd

Peak Hour Turning Movement Count

ID: 19-05270-008
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	09:00 AM - 10:00 AM
NOON	01:00 PM - 02:00 PM
PM	05:45 PM - 06:45 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

N La Cienega Blvd — SOUTHBOUND

AM	14	8	14	0	40	AM
NOON	22	17	12	0	42	NOON
PM	6	7	12	0	36	PM

W Sunset Blvd — EASTBOUND

AM	NOON	PM		
1638	1275	1271	⇦	
3	2	2	↶	0
11	16	13	↱	1
958	921	1434	→	2
122	305	207	↳	1
AM	NOON	PM		

W Sunset Blvd — WESTBOUND

PM	NOON	AM		
10	18	13	↰	0
1021	1015	1270	←	2
239	230	180	↰	1
0	0	0	↰	0
1738	1148	1147	⇨	
PM	NOON	AM		

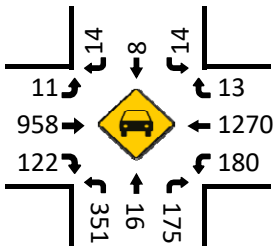
N La Cienega Blvd — NORTHBOUND

PM	453	0	242	13	292	PM
NOON	552	0	236	8	215	NOON
AM	310	0	351	16	175	AM

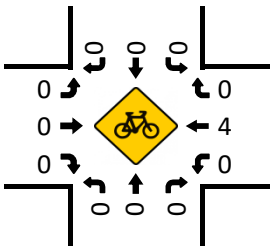
0	2	1	1
↰	↰	↑	↱

CONTROL			
Signalized			
TEV	3135	3017	3498
	AM	NOON	PM
PHF	0.95	0.95	0.96

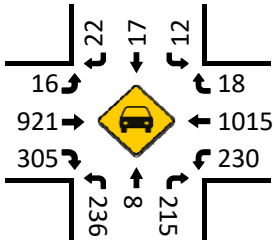
Total Vehicles (AM)



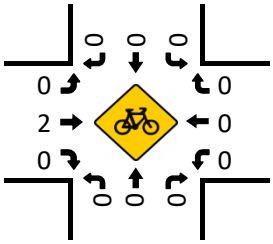
Bikes (AM)



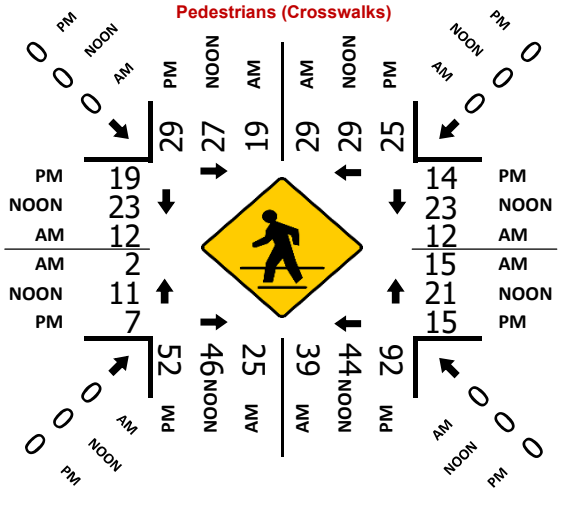
Total Vehicles (Noon)



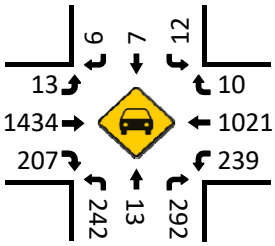
Bikes (NOON)



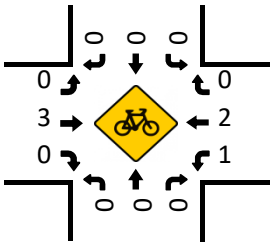
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

N La Cienega Blvd & Fountain Ave

Peak Hour Turning Movement Count

ID: 19-05270-009
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	12:45 PM - 01:45 PM
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

N La Cienega Blvd — SOUTHBOUND

AM	1	255	4	0	556	AM
NOON	6	519	0	0	518	NOON
PM	5	467	0	0	531	PM

Fountain Ave — EASTBOUND

AM	NOON	PM		
8	17	17		
0	0	0	0	
0	0	0	0	
0	0	0	0	
9	15	20	1	
AM	NOON	PM		

WESTBOUND — Fountain Ave

PM	NOON	AM	
148	143	259	0
5	4	4	0.5
601	744	1468	1.5
0	0	0	0
1229	760	534	
PM	NOON	AM	

CONTROL: Signalized

	AM	NOON	PM
TEV	2830	2573	2865
PHF	0.96	0.98	0.96

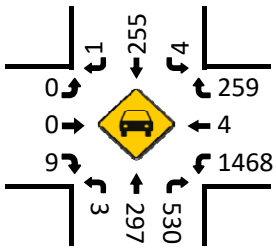
N La Cienega Blvd — NORTHBOUND

PM	1088	0	7	383	1229	PM
NOON	1278	0	7	375	760	NOON
AM	1732	0	3	297	530	AM

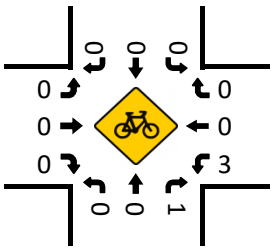
0 0 2 1

0 2 0 0

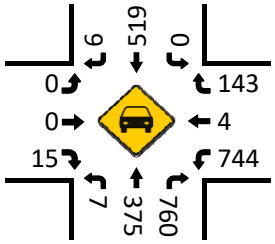
Total Vehicles (AM)



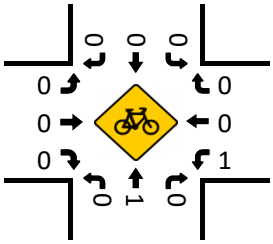
Bikes (AM)



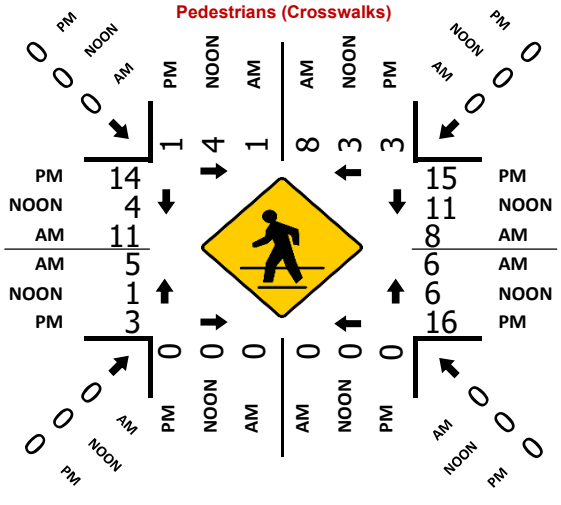
Total Vehicles (Noon)



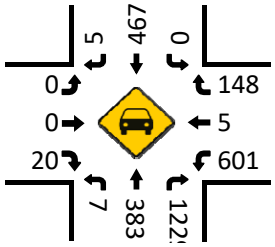
Bikes (NOON)



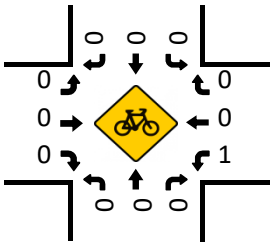
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

N La Cienega Blvd & Holloway Dr

Peak Hour Turning Movement Count

ID: 19-05270-010
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	12:30 PM - 01:30 PM
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

N La Cienega Blvd — SOUTHBOUND

AM	545	1107	54	0	795	AM
NOON	248	925	111	1	1130	NOON
PM	181	800	102	0	1678	PM

Holloway Dr — EASTBOUND

AM	NOON	PM		
868	511	447	⇦	
0	0	0	↶	0
125	277	510	↱	2
217	294	325	→	1
86	139	104	↳	0
AM	NOON	PM		

WESTBOUND — Holloway Dr

PM	NOON	AM		
92	91	45	↰	1
165	176	236	←	1
35	37	55	↰	1
0	0	1	↶	0
PM	NOON	AM		
477	454	320	⇨	

N La Cienega Blvd — NORTHBOUND

PM	939	0	101	1076	50	PM
NOON	1101	0	87	761	49	NOON
AM	1248	0	87	625	48	AM

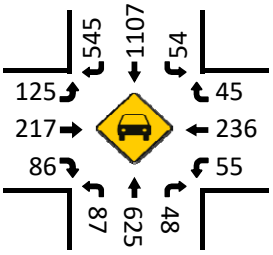
	1	2	1	0
	0	1	2	0

CONTROL

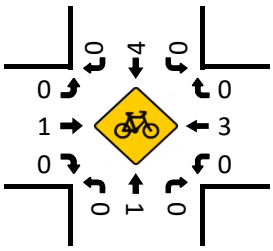
Signalized

TEV	3231 AM	3196 NOON	3541 PM
PHF	0.96	0.98	0.95

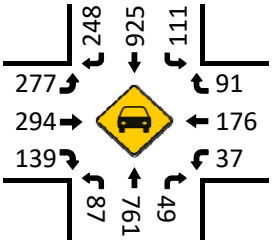
Total Vehicles (AM)



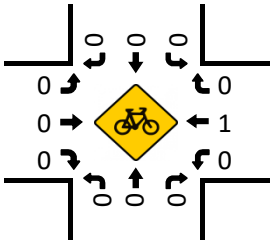
Bikes (AM)



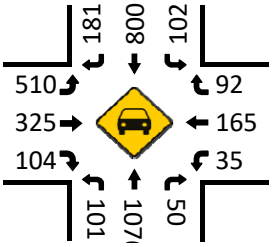
Total Vehicles (Noon)



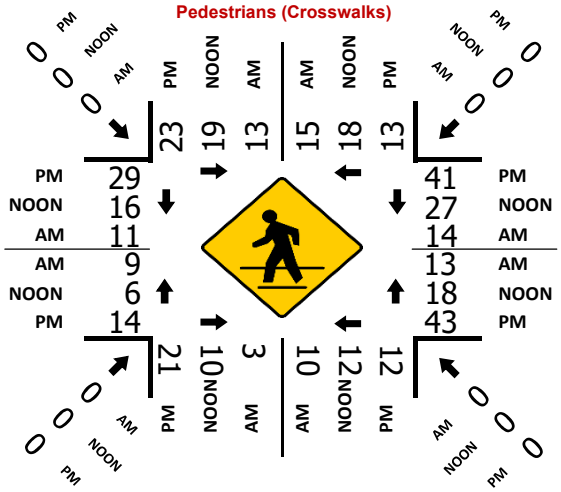
Bikes (NOON)



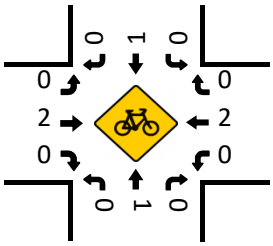
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



Prepared by National Data & Surveying Services

La Cienega Blvd & Santa Monica Blvd

Peak Hour Turning Movement Count

ID: 19-05270-011
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS	COUNT PERIODS
AM 08:45 AM - 09:45 AM	AM 07:00 AM - 10:00 AM
NOON 12:30 PM - 01:30 PM	NOON 11:00 AM - 02:00 PM
PM 05:00 PM - 06:00 PM	PM 04:00 PM - 07:00 PM

La Cienega Blvd — SOUTHBOUND

AM	488	661	2	0	771	AM
NOON	361	737	3	0	910	NOON
PM	328	621	9	0	1208	PM

Santa Monica Blvd — EASTBOUND

AM	NOON	PM		
1719	1304	1200	⇦	
16	12	17	↶	0
200	284	499	↱	2
590	808	1086	→	2
91	162	136	↴	0
AM	NOON	PM		

Santa Monica Blvd — WESTBOUND

PM	NOON	AM		
21	15	14	↶	0
687	744	1012	←	2
172	184	179	↰	2
9	9	5	↰	0
1216	949	678	⇨	
PM	NOON	AM		

La Cienega Blvd — NORTHBOUND

PM	929	0	168	688	112	PM
NOON	1083	0	187	611	129	NOON
AM	931	0	203	557	81	AM

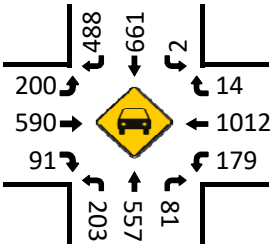
	1	2	0	0
			0	2	1.5	0.5

CONTROL

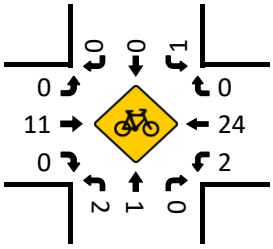
Signalized

	AM	NOON	PM
TEV	4099	4246	4553
PHF	0.93	0.98	0.99

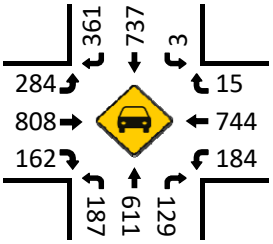
Total Vehicles (AM)



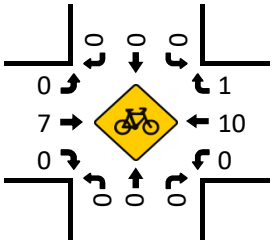
Bikes (AM)



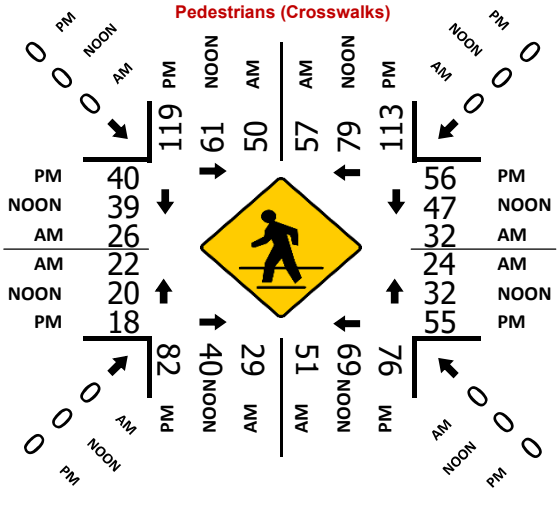
Total Vehicles (Noon)



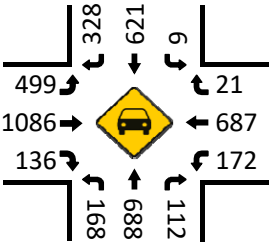
Bikes (NOON)



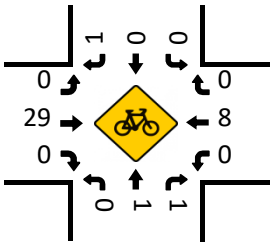
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

La Cienega Blvd & Sherwood Dr

Peak Hour Turning Movement Count

ID: 19-05270-012
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	08:15 AM - 09:15 AM
NOON	12:00 PM - 01:00 PM
PM	05:45 PM - 06:45 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

La Cienega Blvd — SOUTHBOUND

AM	479	825	0	0	874	AM
NOON	87	958	0	1	1007	NOON
PM	111	813	0	1	1085	PM

EASTBOUND — Sherwood Dr

AM	NOON	PM	
691	164	222	⇦
0	0	0	↶ 0
9	19	34	↱ 0
0	0	0	→ 1
68	81	97	↴ 0
AM	NOON	PM	

WESTBOUND — Sherwood Dr

PM	NOON	AM	
0	0	0	↰ 0
0	0	0	← 0
0	0	0	↰ 0
0	0	0	↰ 0
0	0	0	⇨
PM	NOON	AM	

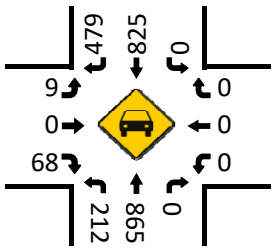
CONTROL: 1-Way Stop (EB)

TEV	2462	2218	2222
	AM	NOON	PM
PHF	0.87	0.98	0.94

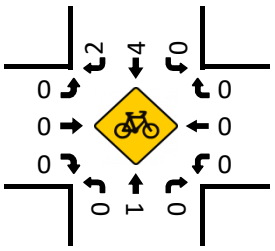
La Cienega Blvd — NORTHBOUND

PM	915	5	111	1050	0 PM
NOON	1047	8	77	987	0 NOON
AM	897	4	212	865	0 AM

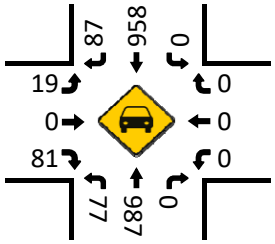
Total Vehicles (AM)



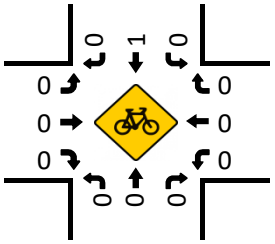
Bikes (AM)



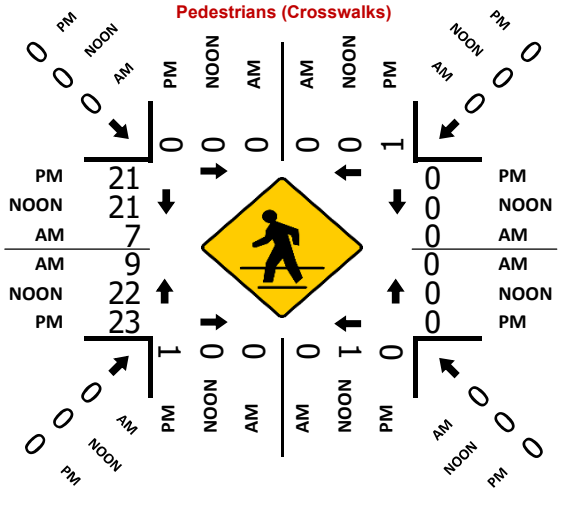
Total Vehicles (Noon)



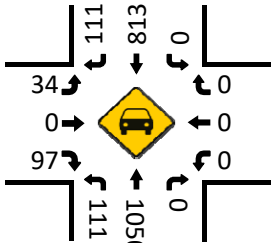
Bikes (NOON)



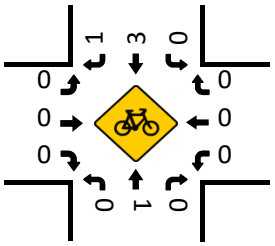
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

La Cienega Blvd & Melrose Ave

Peak Hour Turning Movement Count

ID: 19-05270-013
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	01:00 PM - 02:00 PM
PM	06:00 PM - 07:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

La Cienega Blvd — SOUTHBOUND

AM	169	739	43	0	831	AM
NOON	135	781	74	1	1022	NOON
PM	122	707	50	0	1063	PM

Melrose Ave — EASTBOUND

AM	NOON	PM		
1069	737	732	⇦	
0	0	0	↶	0
54	126	97	↱	1
398	588	802	→	2
51	99	64	↳	0
AM	NOON	PM		

CONTROL

Signalized

TEV	3737	3832	4140
	AM	NOON	PM
PHF	0.92	0.96	0.98

Melrose Ave — WESTBOUND

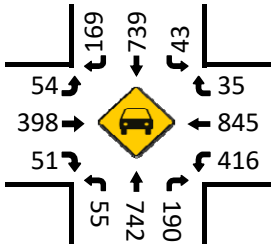
PM	NOON	AM		
65	89	35	↰	1
540	544	845	←	2
316	275	416	↰	1
0	1	0	↶	0
1257	918	631	⇨	
PM	NOON	AM		

La Cienega Blvd — NORTHBOUND

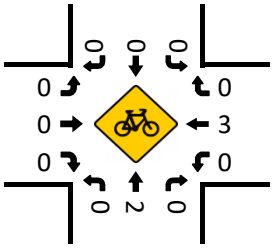
PM	1088	1	70	901	405	PM
NOON	1155	0	58	806	255	NOON
AM	1206	0	55	742	190	AM

0 1 2 1

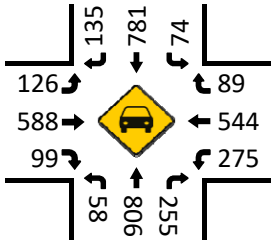
Total Vehicles (AM)



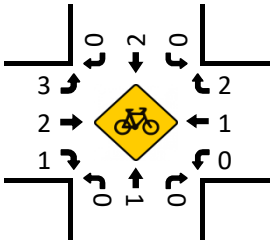
Bikes (AM)



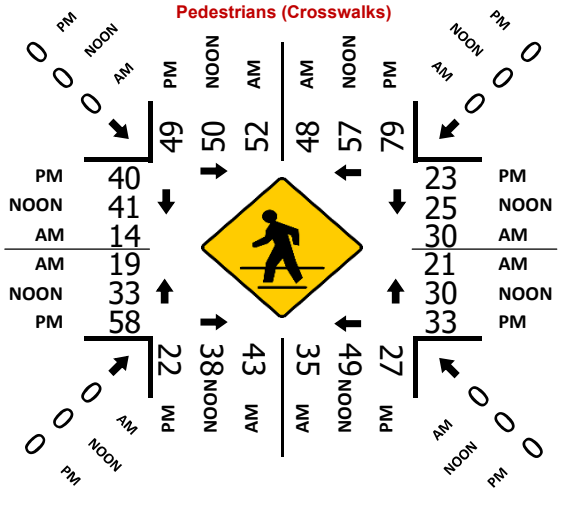
Total Vehicles (Noon)



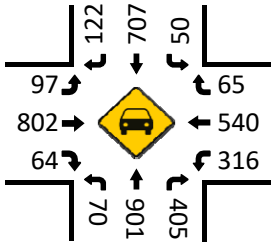
Bikes (NOON)



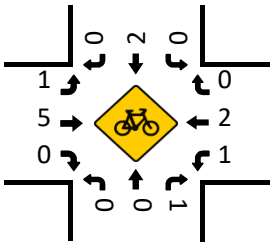
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

N Croft Ave & Santa Monica Blvd

Peak Hour Turning Movement Count

ID: 19-05270-014
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

N Croft Ave — SOUTHBOUND

PEAK HOURS							COUNT PERIODS
08:45 AM - 09:45 AM	AM	18	34	256	0	244	AM	07:00 AM - 10:00 AM
12:30 PM - 01:30 PM	NOON	12	32	347	0	258	NOON	11:00 AM - 02:00 PM
06:00 PM - 07:00 PM	PM	12	54	300	0	292	PM	04:00 PM - 07:00 PM

Santa Monica Blvd — EASTBOUND

AM	NOON	PM		
1201	924	920	⇦	
0	0	0	↶	0
0	0	0	↱	0
736	940	1248	→	2
8	22	22	↴	0
AM	NOON	PM		

Santa Monica Blvd — WESTBOUND

PM	NOON	AM		
242	237	227	↰	1
881	893	1161	←	2
0	0	0	↰	0
0	0	0	↶	0
1581	1316	1029	⇨	
PM	NOON	AM		

0.3	0.3	1.3	0	
			0	0	1	0

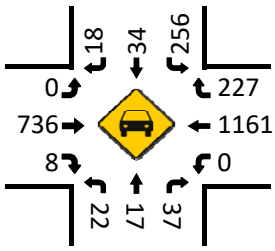
CONTROL: Signalized

	AM	NOON	PM
TEV	2516	2552	2869
PHF	0.97	0.97	0.96

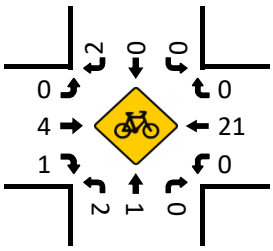
N Croft Ave — NORTHBOUND

PM	76	0	27	50	33	PM
NOON	54	0	19	21	29	NOON
AM	42	0	22	17	37	AM

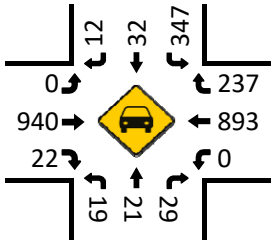
Total Vehicles (AM)



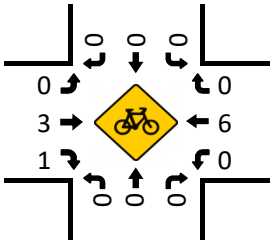
Bikes (AM)



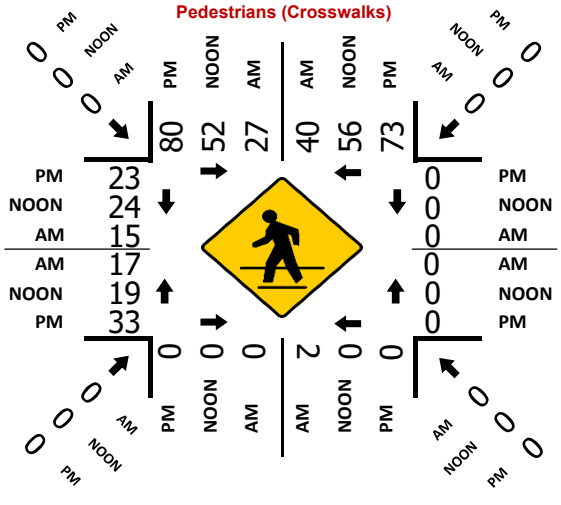
Total Vehicles (Noon)



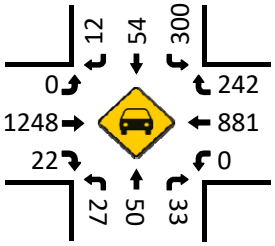
Bikes (NOON)



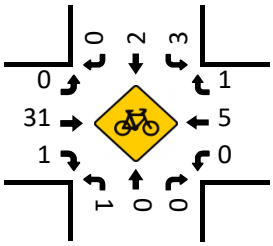
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

N Kings Rd & Santa Monica Blvd

Peak Hour Turning Movement Count

ID: 19-05270-015
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	08:45 AM - 09:45 AM
NOON	12:15 PM - 01:15 PM
PM	06:00 PM - 07:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

N Kings Rd — SOUTHBOUND

AM	116	12	30	0	95 AM
NOON	50	2	27	0	119 NOON
PM	50	9	47	0	161 PM

Santa Monica Blvd — EASTBOUND

AM	NOON	PM	
1389	1219	1069	
0	1	1	0
60	63	95	1
964	1227	1449	2
2	7	4	0

Santa Monica Blvd — WESTBOUND

PM	NOON	AM	
64	53	33	0
1016	1164	1271	2
8	8	17	0
0	2	1	0
1534	1268	1002	

N Kings Rd — NORTHBOUND

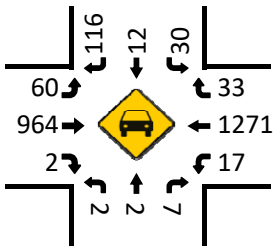
PM	21	0	2	2	38 PM
NOON	17	0	4	3	12 NOON
AM	31	0	2	2	7 AM

1	0	1	0
0	0	1	0

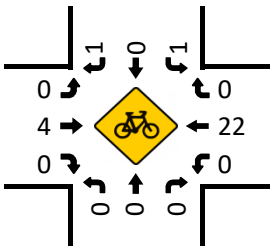
CONTROL: Signalized

TEV	2517	2623	2785
	AM	NOON	PM
PHF	0.92	0.88	0.97

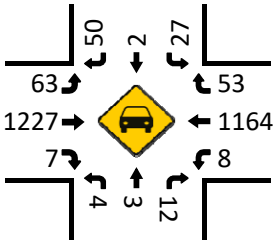
Total Vehicles (AM)



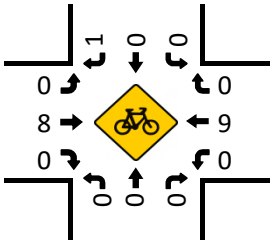
Bikes (AM)



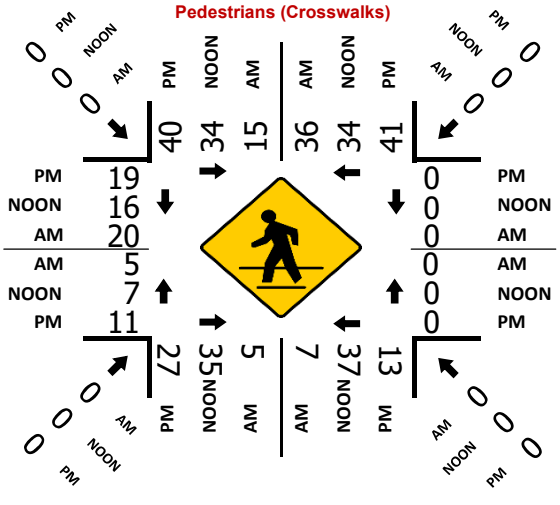
Total Vehicles (Noon)



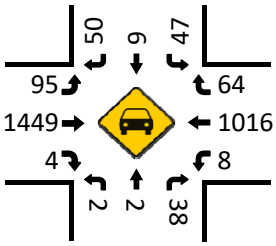
Bikes (NOON)



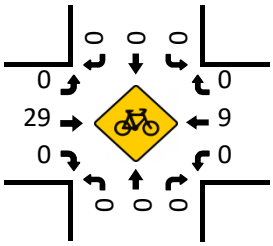
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Westmount Dr & Santa Monica Blvd

Peak Hour Turning Movement Count

ID: 19-05270-016
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	09:00 AM - 10:00 AM
NOON	12:30 PM - 01:30 PM
PM	04:15 PM - 05:15 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

Westmount Dr — SOUTHBOUND

AM	63	0	70	0	129	AM
NOON	85	0	42	0	160	NOON
PM	30	0	76	0	135	PM

Santa Monica Blvd — EASTBOUND

AM	NOON	PM	
1540	1294	1147	⇦
3	0	0	0
40	83	54	1
830	1056	1477	2
0	0	0	0
AM	NOON	PM	

Santa Monica Blvd — WESTBOUND

PM	NOON	AM	
81	77	89	0
1117	1209	1474	2
0	0	0	1
0	0	0	0
1553	1098	900	⇨
PM	NOON	AM	

Westmount Dr — NORTHBOUND

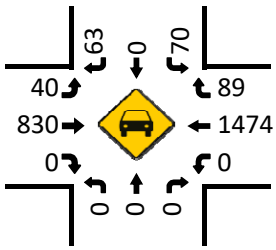
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

	1	0	1	0
	0	0	0	0

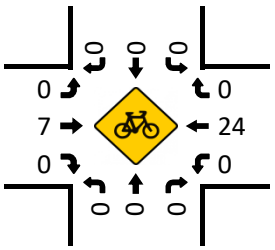
CONTROL: Signalized

TEV	2569	2552	2835
	AM	NOON	PM
PHF	0.96	0.95	0.98

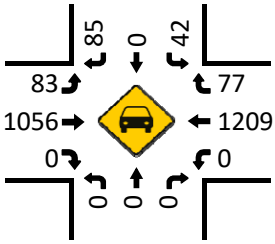
Total Vehicles (AM)



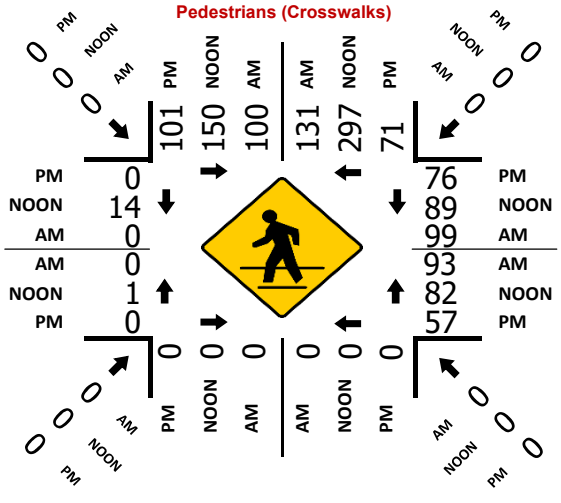
Bikes (AM)



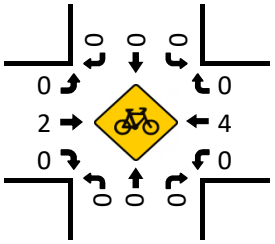
Total Vehicles (Noon)



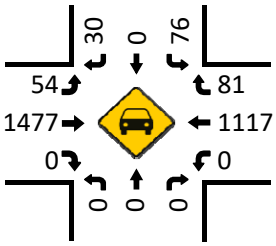
Pedestrians (Crosswalks)



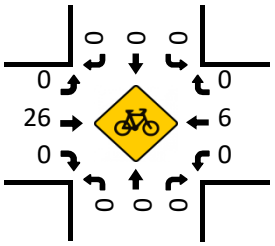
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

W Knoll Dr & Santa Monica Blvd

Peak Hour Turning Movement Count

ID: 19-05270-017
City: West Hollywood

Day: Tuesday
Date: 05/14/2019

PEAK HOURS

AM	08:45 AM - 09:45 AM
NOON	12:00 PM - 01:00 PM
PM	05:45 PM - 06:45 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	11:00 AM - 02:00 PM
PM	04:00 PM - 07:00 PM

W Knoll Dr — SOUTHBOUND

AM	2	0	0	0	11	AM
NOON	1	0	0	0	16	NOON
PM	2	0	0	0	13	PM

Santa Monica Blvd — EASTBOUND

AM	NOON	PM		
1715	1314	1300	⇦	
23	56	25	↰	0
3	6	4	↱	1
803	1218	1543	→	2
1	2	38	↳	0
AM	NOON	PM		

CONTROL

1-Way Stop (NB)

TEV	2619	2640	3069
	AM	NOON	PM
PHF	0.95	0.98	0.97

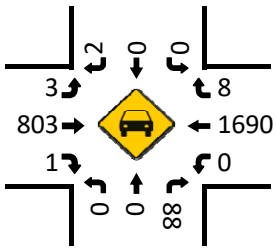
Santa Monica Blvd — WESTBOUND

PM	NOON	AM		
9	10	8	↰	0
1273	1257	1690	←	2
0	0	0	↰	0
0	0	1	↰	0
1718	1308	892	⇨	
PM	NOON	AM		

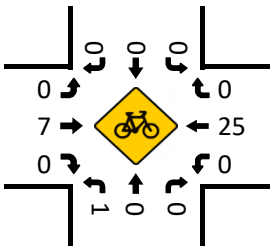
W Knoll Dr — NORTHBOUND

PM	38	0	0	0	175	PM
NOON	2	0	0	0	90	NOON
AM	1	0	0	0	88	AM

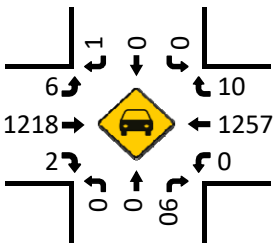
Total Vehicles (AM)



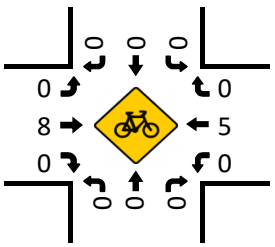
Bikes (AM)



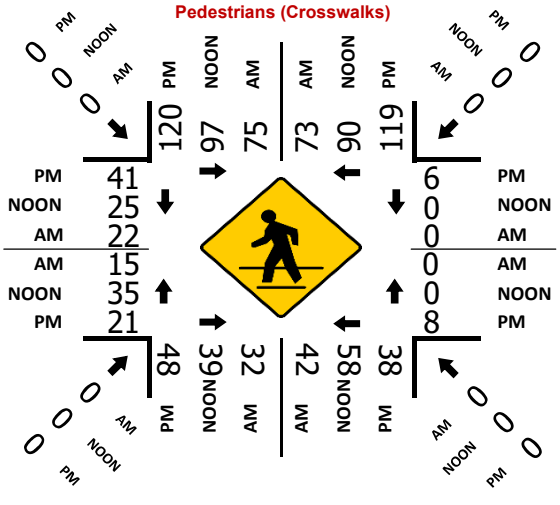
Total Vehicles (Noon)



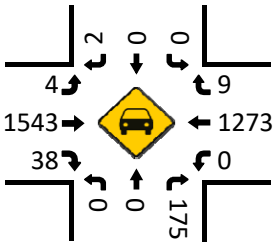
Bikes (NOON)



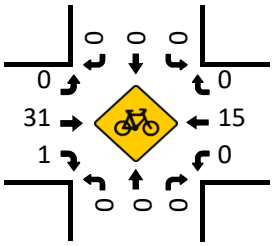
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by NDS/ATD

VOLUME

Hancock Ave Bet. Holloway Dr & W Knoll Dr

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,461	1,494	0	0	2,955

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	5		4				9		12:00	24		26				50	
00:15	4		1				5		12:15	20		15				35	
00:30	9		2				11		12:30	19		22				41	
00:45	4	22	2	9			6	31	12:45	27	90	25	88			52	178
01:00	3		2				5		13:00	35		20				55	
01:15	4		0				4		13:15	31		36				67	
01:30	2		0				2		13:30	16		23				39	
01:45	7	16	0	2			7	18	13:45	21	103	21	100			42	203
02:00	5		1				6		14:00	21		20				41	
02:15	1		0				1		14:15	14		21				35	
02:30	4		1				5		14:30	21		23				44	
02:45	5	15	0	2			5	17	14:45	25	81	24	88			49	169
03:00	2		0				2		15:00	42		20				62	
03:15	0		0				0		15:15	23		28				51	
03:30	4		2				6		15:30	27		23				50	
03:45	1	7	0	2			1	9	15:45	23	115	25	96			48	211
04:00	2		0				2		16:00	31		15				46	
04:15	1		1				2		16:15	33		19				52	
04:30	1		3				4		16:30	26		27				53	
04:45	1	5	3	7			4	12	16:45	28	118	18	79			46	197
05:00	3		2				5		17:00	25		34				59	
05:15	0		3				3		17:15	32		40				72	
05:30	3		4				7		17:30	20		24				44	
05:45	4	10	9	18			13	28	17:45	22	99	18	116			40	215
06:00	3		9				12		18:00	20		31				51	
06:15	4		17				21		18:15	23		25				48	
06:30	5		22				27		18:30	27		22				49	
06:45	7	19	16	64			23	83	18:45	25	95	26	104			51	199
07:00	9		15				24		19:00	20		24				44	
07:15	4		19				23		19:15	22		27				49	
07:30	8		20				28		19:30	28		24				52	
07:45	9	30	25	79			34	109	19:45	23	93	24	99			47	192
08:00	13		15				28		20:00	34		22				56	
08:15	27		12				39		20:15	18		16				34	
08:30	47		15				62		20:30	20		11				31	
08:45	31	118	11	53			42	171	20:45	16	88	15	64			31	152
09:00	21		16				37		21:00	12		15				27	
09:15	27		30				57		21:15	24		13				37	
09:30	16		37				53		21:30	18		12				30	
09:45	19	83	27	110			46	193	21:45	9	63	13	53			22	116
10:00	18		26				44		22:00	13		9				22	
10:15	23		20				43		22:15	6		6				12	
10:30	11		16				27		22:30	6		12				18	
10:45	10	62	44	106			54	168	22:45	8	33	9	36			17	69
11:00	19		19				38		23:00	4		8				12	
11:15	17		22				39		23:15	9		11				20	
11:30	19		21				40		23:30	5		2				7	
11:45	15	70	33	95			48	165	23:45	8	26	3	24			11	50
TOTALS		457		547				1004	TOTALS		1004		947				1951
SPLIT %		45.5%		54.5%				34.0%	SPLIT %		51.5%		48.5%				66.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,461	1,494	0	0	2,955

AM Peak Hour	08:15	09:15			09:15	PM Peak Hour	16:00	16:30			16:30
AM Pk Volume	126	120			200	PM Pk Volume	118	119			230
Pk Hr Factor	0.670	0.811			0.877	Pk Hr Factor	0.894	0.744			0.799
7 - 9 Volume	148	132	0	0	280	4 - 6 Volume	217	195	0	0	412
7 - 9 Peak Hour	08:00	07:00			08:00	4 - 6 Peak Hour	16:00	16:30			16:30
7 - 9 Pk Volume	118	79	0	0	171	4 - 6 Pk Volume	118	119	0	0	230
Pk Hr Factor	0.628	0.790	0.000	0.000	0.690	Pk Hr Factor	0.894	0.744	0.000	0.000	0.799

Prepared by NDS/ATD

VOLUME

Hancock Ave Bet. W Knoll Dr & Santa Monica Blvd

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_002

DAILY TOTALS	NB	SB	EB	WB	Total
	1,684	1,805	0	0	3,489

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	7		5						12		12:00	35		33						68	
00:15	7		0						7		12:15	20		20						40	
00:30	6		1						7		12:30	24		25						49	
00:45	4	24	2	8					6	32	12:45	30	109	27	105					57	214
01:00	2		2						4		13:00	37		23						60	
01:15	4		0						4		13:15	27		51						78	
01:30	2		0						2		13:30	40		31						71	
01:45	5	13	0	2					5	15	13:45	28	132	32	137					60	269
02:00	4		3						7		14:00	25		20						45	
02:15	1		0						1		14:15	23		17						40	
02:30	4		0						4		14:30	24		17						41	
02:45	4	13	0	3					4	16	14:45	31	103	13	67					44	170
03:00	2		0						2		15:00	42		22						64	
03:15	0		0						0		15:15	30		28						58	
03:30	4		2						6		15:30	31		26						57	
03:45	1	7	1	3					2	10	15:45	35	138	22	98					57	236
04:00	1		0						1		16:00	33		26						59	
04:15	0		1						1		16:15	39		29						68	
04:30	1		3						4		16:30	41		23						64	
04:45	1	3	2	6					3	9	16:45	30	143	24	102					54	245
05:00	1		4						5		17:00	32		22						54	
05:15	1		4						5		17:15	42		29						71	
05:30	3		5						8		17:30	49		34						83	
05:45	6	11	9	22					15	33	17:45	43	166	27	112					70	278
06:00	4		3						7		18:00	37		22						59	
06:15	3		8						11		18:15	46		24						70	
06:30	4		28						32		18:30	35		24						59	
06:45	7	18	19	58					26	76	18:45	28	146	20	90					48	236
07:00	3		29						32		19:00	32		20						52	
07:15	7		25						32		19:15	33		29						62	
07:30	7		32						39		19:30	26		15						41	
07:45	8	25	46	132					54	157	19:45	30	121	12	76					42	197
08:00	15		61						76		20:00	35		16						51	
08:15	14		57						71		20:15	21		21						42	
08:30	17		57						74		20:30	16		11						27	
08:45	12	58	40	215					52	273	20:45	23	95	12	60					35	155
09:00	14		47						61		21:00	16		14						30	
09:15	16		50						66		21:15	20		14						34	
09:30	15		56						71		21:30	22		11						33	
09:45	21	66	42	195					63	261	21:45	10	68	14	53					24	121
10:00	11		39						50		22:00	15		9						24	
10:15	21		19						40		22:15	9		6						15	
10:30	13		19						32		22:30	5		10						15	
10:45	16	61	43	120					59	181	22:45	8	37	9	34					17	71
11:00	28		16						44		23:00	6		6						12	
11:15	17		22						39		23:15	9		12						21	
11:30	26		29						55		23:30	8		4						12	
11:45	24	95	15	82					39	177	23:45	9	32	3	25					12	57
TOTALS		394		846						1240	TOTALS		1290		959						2249
SPLIT %		31.8%		68.2%						35.5%	SPLIT %		57.4%		42.6%						64.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,684	1,805	0	0	3,489

AM Peak Hour	11:30	07:45			07:45	PM Peak Hour	17:30	13:00			17:15
AM Pk Volume	105	221			275	PM Pk Volume	175	137			283
Pk Hr Factor	0.750	0.906			0.905	Pk Hr Factor	0.893	0.672			0.852
7 - 9 Volume	83	347	0	0	430	4 - 6 Volume	309	214	0	0	523
7 - 9 Peak Hour	08:00	07:45			07:45	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	58	221	0	0	275	4 - 6 Pk Volume	166	112	0	0	278
Pk Hr Factor	0.853	0.906	0.000	0.000	0.905	Pk Hr Factor	0.847	0.824	0.000	0.000	0.837

Prepared by NDS/ATD

VOLUME

W Knoll Dr Bet. Hancock Ave & Westbourne Dr

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	777	656	1,433

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		1		1		12:00			10		11		21	
00:15			1		2		3		12:15			4		16		20	
00:30			3		1		4		12:30			10		13		23	
00:45			1	5	1	5	2	10	12:45			5	29	14	54	19	83
01:00			1		1		2		13:00			8		11		19	
01:15			2		1		3		13:15			7		13		20	
01:30			1		0		1		13:30			8		12		20	
01:45			1	5	0	2	1	7	13:45			6	29	17	53	23	82
02:00			3		0		3		14:00			6		10		16	
02:15			0		0		0		14:15			4		15		19	
02:30			0		0		0		14:30			4		10		14	
02:45			0	3	0		0	3	14:45			5	19	19	54	24	73
03:00			0		0		0		15:00			6		12		18	
03:15			0		0		0		15:15			10		16		26	
03:30			0		0		0		15:30			9		13		22	
03:45			1	1	0		1	1	15:45			3	28	16	57	19	85
04:00			0		0		0		16:00			6		15		21	
04:15			1		0		1		16:15			9		17		26	
04:30			1		0		1		16:30			6		17		23	
04:45			0	2	2	2	2	4	16:45			12	33	11	60	23	93
05:00			2		1		3		17:00			9		15		24	
05:15			1		1		2		17:15			3		17		20	
05:30			1		2		3		17:30			11		23		34	
05:45			2	6	4	8	6	14	17:45			7	30	18	73	25	103
06:00			4		3		7		18:00			5		21		26	
06:15			4		0		4		18:15			7		17		24	
06:30			4		0		4		18:30			5		18		23	
06:45			7	19	0	3	7	22	18:45			6	23	14	70	20	93
07:00			14		2		16		19:00			3		13		16	
07:15			13		1		14		19:15			7		16		23	
07:30			14		4		18		19:30			7		17		24	
07:45			28	69	2	9	30	78	19:45			7	24	10	56	17	80
08:00			39		1		40		20:00			7		12		19	
08:15			34		4		38		20:15			10		5		15	
08:30			54		7		61		20:30			6		6		12	
08:45			43	170	4	16	47	186	20:45			4	27	7	30	11	57
09:00			37		4		41		21:00			3		9		12	
09:15			48		4		52		21:15			5		2		7	
09:30			23		4		27		21:30			4		6		10	
09:45			29	137	4	16	33	153	21:45			5	17	6	23	11	40
10:00			27		3		30		22:00			5		6		11	
10:15			9		7		16		22:15			1		2		3	
10:30			9		4		13		22:30			3		2		5	
10:45			10	55	6	20	16	75	22:45			3	12	2	12	5	24
11:00			8		6		14		23:00			1		2		3	
11:15			2		7		9		23:15			3		2		5	
11:30			8		5		13		23:30			2		4		6	
11:45			8	26	6	24	14	50	23:45			2	8	1	9	3	17
TOTALS				498		105		**603**	**TOTALS**				279		551		**830**
SPLIT %				82.6%		17.4%		**42.1%**	**SPLIT %**				33.6%		66.4%		**57.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	777	656	1,433

AM Peak Hour			08:30	11:45	**08:30**	**PM Peak Hour**			16:15	17:15	**17:30**
AM Pk Volume			182	46	**201**	**PM Pk Volume**			36	79	**109**
Pk Hr Factor			0.843	0.719	**0.824**	**Pk Hr Factor**			0.750	0.859	**0.801**
7 - 9 Volume	0	0	239	25	**264**	**4 - 6 Volume**	0	0	63	133	**196**
7 - 9 Peak Hour			08:00	08:00	**08:00**	**4 - 6 Peak Hour**			16:15	17:00	**17:00**
7 - 9 Pk Volume	0	0	170	16	**186**	**4 - 6 Pk Volume**	0	0	36	73	**103**
Pk Hr Factor	0.000	0.000	0.787	0.571	**0.762**	**Pk Hr Factor**	0.000	0.000	0.750	0.793	**0.757**

Prepared by NDS/ATD

VOLUME

Westbourne Dr Bet. W Knoll Dr & Santa Monica Blvd

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_004

DAILY TOTALS	NB	SB	EB	WB	Total
	748	815	0	0	1,563

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		2				2		12:00	18		8				26	
00:15	2		1				3		12:15	11		8				19	
00:30	2		1				3		12:30	16		8				24	
00:45	2	6	0	4			2	10	12:45	8	53	10	34			18	87
01:00	1		0				1		13:00	11		7				18	
01:15	2		0				2		13:15	7		6				13	
01:30	2		1				3		13:30	18		10				28	
01:45	2	7	3	4			5	11	13:45	14	50	18	41			32	91
02:00	3		1				4		14:00	14		4				18	
02:15	0		0				0		14:15	6		11				17	
02:30	1		1				2		14:30	14		13				27	
02:45	1	5	0	2			1	7	14:45	14	48	12	40			26	88
03:00	0		0				0		15:00	17		4				21	
03:15	0		0				0		15:15	7		5				12	
03:30	0		1				1		15:30	11		7				18	
03:45	0		0	1			0	1	15:45	9	44	13	29			22	73
04:00	0		0				0		16:00	10		7				17	
04:15	0		0				0		16:15	14		9				23	
04:30	0		0				0		16:30	11		12				23	
04:45	0		2	2			2	2	16:45	18	53	7	35			25	88
05:00	2		2				4		17:00	15		6				21	
05:15	1		1				2		17:15	20		12				32	
05:30	4		2				6		17:30	15		13				28	
05:45	4	11	4	9			8	20	17:45	14	64	8	39			22	103
06:00	5		4				9		18:00	16		6				22	
06:15	5		4				9		18:15	19		19				38	
06:30	5		5				10		18:30	17		14				31	
06:45	3	18	7	20			10	38	18:45	13	65	9	48			22	113
07:00	3		9				12		19:00	14		14				28	
07:15	4		12				16		19:15	6		5				11	
07:30	4		25				29		19:30	13		6				19	
07:45	4	15	24	70			28	85	19:45	21	54	7	32			28	86
08:00	5		34				39		20:00	13		10				23	
08:15	3		32				35		20:15	10		7				17	
08:30	11		32				43		20:30	9		5				14	
08:45	13	32	28	126			41	158	20:45	10	42	5	27			15	69
09:00	6		34				40		21:00	6		3				9	
09:15	8		28				36		21:15	9		5				14	
09:30	8		45				53		21:30	8		5				13	
09:45	14	36	19	126			33	162	21:45	9	32	3	16			12	48
10:00	6		14				20		22:00	5		4				9	
10:15	5		10				15		22:15	2		0				2	
10:30	5		10				15		22:30	4		1				5	
10:45	6	22	7	41			13	63	22:45	1	12	4	9			5	21
11:00	11		13				24		23:00	6		3				9	
11:15	17		19				36		23:15	2		2				4	
11:30	17		13				30		23:30	4		2				6	
11:45	18	63	7	52			25	115	23:45	4	16	1	8			5	24
TOTALS		215		457				**672**	**TOTALS**		533		358				**891**
SPLIT %		32.0%		68.0%				**43.0%**	**SPLIT %**		59.8%		40.2%				**57.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	748	815	0	0	1,563

AM Peak Hour	11:15	08:45			**08:45**	**PM Peak Hour**	16:45	18:15			**18:15**
AM Pk Volume	70	135			**170**	**PM Pk Volume**	68	56			**119**
Pk Hr Factor	0.972	0.750			**0.802**	**Pk Hr Factor**	0.850	0.737			**0.783**
7 - 9 Volume	47	196	0	0	**243**	**4 - 6 Volume**	117	74	0	0	**191**
7 - 9 Peak Hour	08:00	08:00			**08:00**	**4 - 6 Peak Hour**	16:45	17:00			**16:45**
7 - 9 Pk Volume	32	126	0	0	**158**	**4 - 6 Pk Volume**	68	39	0	0	**106**
Pk Hr Factor	0.615	0.926	0.000	0.000	**0.919**	**Pk Hr Factor**	0.850	0.750	0.000	0.000	**0.828**

Prepared by NDS/ATD

VOLUME

Westbourne Dr Bet. Rugby Dr & Sherwood Dr

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_005

DAILY TOTALS	NB	SB	EB	WB	Total
	1,235	1,060	0	0	2,295

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	2		2				4		12:00	16		15				31	
00:15	3		1				4		12:15	20		30				50	
00:30	3		3				6		12:30	28		23				51	
00:45	3	11	3	9			6	20	12:45	32	96	18	86			50	182
01:00	1		0				1		13:00	22		25				47	
01:15	3		1				4		13:15	29		24				53	
01:30	0		2				2		13:30	36		30				66	
01:45	1	5	0	3			1	8	13:45	27	114	18	97			45	211
02:00	2		2				4		14:00	8		17				25	
02:15	0		1				1		14:15	10		9				19	
02:30	3		5				8		14:30	12		15				27	
02:45	0	5	0	8			0	13	14:45	12	42	15	56			27	98
03:00	0		1				1		15:00	11		17				28	
03:15	1		1				2		15:15	21		16				37	
03:30	0		1				1		15:30	11		13				24	
03:45	0	1	1	4			1	5	15:45	17	60	12	58			29	118
04:00	0		0				0		16:00	21		15				36	
04:15	0		1				1		16:15	22		19				41	
04:30	3		3				6		16:30	23		21				44	
04:45	0	3	1	5			1	8	16:45	17	83	20	75			37	158
05:00	3		0				3		17:00	31		21				52	
05:15	1		3				4		17:15	27		15				42	
05:30	5		1				6		17:30	25		18				43	
05:45	11	20	4	8			15	28	17:45	41	124	21	75			62	199
06:00	2		7				9		18:00	31		26				57	
06:15	4		3				7		18:15	49		23				72	
06:30	6		4				10		18:30	29		12				41	
06:45	4	16	5	19			9	35	18:45	20	129	34	95			54	224
07:00	6		11				17		19:00	21		12				33	
07:15	10		7				17		19:15	23		16				39	
07:30	14		8				22		19:30	25		16				41	
07:45	17	47	7	33			24	80	19:45	14	83	12	56			26	139
08:00	19		7				26		20:00	8		16				24	
08:15	19		9				28		20:15	14		16				30	
08:30	27		11				38		20:30	11		23				34	
08:45	22	87	11	38			33	125	20:45	12	45	14	69			26	114
09:00	21		13				34		21:00	8		9				17	
09:15	23		17				40		21:15	7		6				13	
09:30	29		16				45		21:30	8		13				21	
09:45	19	92	18	64			37	156	21:45	4	27	10	38			14	65
10:00	7		14				21		22:00	6		7				13	
10:15	13		8				21		22:15	1		9				10	
10:30	9		13				22		22:30	8		8				16	
10:45	11	40	12	47			23	87	22:45	4	19	6	30			10	49
11:00	15		15				30		23:00	2		1				3	
11:15	21		10				31		23:15	2		2				4	
11:30	22		20				42		23:30	1		5				6	
11:45	21	79	31	76			52	155	23:45	2	7	3	11			5	18
TOTALS		406		314				720	TOTALS		829		746				1575
SPLIT %		56.4%		43.6%				31.4%	SPLIT %		52.6%		47.4%				68.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,235	1,060	0	0	2,295

AM Peak Hour	08:45	11:45			11:45	PM Peak Hour	17:45	12:45			17:30
AM Pk Volume	95	99			184	PM Pk Volume	150	97			234
Pk Hr Factor	0.819	0.798			0.885	Pk Hr Factor	0.765	0.808			0.813
7 - 9 Volume	134	71	0	0	205	4 - 6 Volume	207	150	0	0	357
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	16:15			17:00
7 - 9 Pk Volume	87	38	0	0	125	4 - 6 Pk Volume	124	81	0	0	199
Pk Hr Factor	0.806	0.864	0.000	0.000	0.822	Pk Hr Factor	0.756	0.964	0.000	0.000	0.802

Prepared by NDS/ATD

VOLUME

Sherwood Dr Bet. Westbourne Dr & Westmount Dr

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	968	1,117	2,085

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		0		2		12:00			11		16		27	
00:15			0		1		1		12:15			9		15		24	
00:30			3		1		4		12:30			11		10		21	
00:45			1	6	2	4	3	10	12:45			9	40	16	57	25	97
01:00			0		1		1		13:00			13		14		27	
01:15			0		0		0		13:15			11		18		29	
01:30			0		0		0		13:30			14		13		27	
01:45			0		0	1	0	1	13:45			9	47	14	59	23	106
02:00			0		0		0		14:00			17		14		31	
02:15			1		0		1		14:15			13		15		28	
02:30			0		2		2		14:30			10		13		23	
02:45			0	1	0	2	0	3	14:45			17	57	15	57	32	114
03:00			0		0		0		15:00			20		13		33	
03:15			0		0		0		15:15			19		11		30	
03:30			0		0		0		15:30			17		17		34	
03:45			0		0		0		15:45			19	75	12	53	31	128
04:00			0		0		0		16:00			26		8		34	
04:15			1		2		3		16:15			35		12		47	
04:30			0		3		3		16:30			34		13		47	
04:45			0	1	1	6	1	7	16:45			26	121	10	43	36	164
05:00			0		0		0		17:00			50		8		58	
05:15			1		1		2		17:15			43		11		54	
05:30			0		0		0		17:30			37		10		47	
05:45			2	3	1	2	3	5	17:45			45	175	11	40	56	215
06:00			0		4		4		18:00			49		5		54	
06:15			0		2		2		18:15			45		10		55	
06:30			2		7		9		18:30			46		9		55	
06:45			0	2	8	21	8	23	18:45			28	168	12	36	40	204
07:00			1		14		15		19:00			17		9		26	
07:15			2		11		13		19:15			33		6		39	
07:30			2		23		25		19:30			23		13		36	
07:45			3	8	30	78	33	86	19:45			10	83	9	37	19	120
08:00			6		38		44		20:00			9		9		18	
08:15			6		70		76		20:15			8		9		17	
08:30			4		57		61		20:30			14		10		24	
08:45			4	20	74	239	78	259	20:45			4	35	5	33	9	68
09:00			5		75		80		21:00			4		8		12	
09:15			9		54		63		21:15			5		6		11	
09:30			6		38		44		21:30			2		9		11	
09:45			6	26	22	189	28	215	21:45			5	16	5	28	10	44
10:00			5		18		23		22:00			2		5		7	
10:15			9		17		26		22:15			4		4		8	
10:30			5		15		20		22:30			6		2		8	
10:45			6	25	13	63	19	88	22:45			1	13	5	16	6	29
11:00			6		10		16		23:00			4		2		6	
11:15			7		13		20		23:15			2		0		2	
11:30			12		8		20		23:30			1		2		3	
11:45			12	37	18	49	30	86	23:45			2	9	0	4	2	13
TOTALS				129		654		**783**	**TOTALS**				839		463		**1302**
SPLIT %				16.5%		83.5%		**37.6%**	**SPLIT %**				64.4%		35.6%		**62.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	968	1,117	2,085

AM Peak Hour			11:30	08:15	**08:15**	**PM Peak Hour**			17:45	12:45	**17:45**
AM Pk Volume			44	276	**295**	**PM Pk Volume**			185	61	**220**
Pk Hr Factor			0.917	0.920	**0.922**	**Pk Hr Factor**			0.944	0.847	**0.982**
7 - 9 Volume	0	0	28	317	**345**	**4 - 6 Volume**	0	0	296	83	**379**
7 - 9 Peak Hour			08:00	08:00	**08:00**	**4 - 6 Peak Hour**			17:00	16:00	**17:00**
7 - 9 Pk Volume	0	0	20	239	**259**	**4 - 6 Pk Volume**	0	0	175	43	**215**
Pk Hr Factor	0.000	0.000	0.833	0.807	**0.830**	**Pk Hr Factor**	0.000	0.000	0.875	0.827	**0.927**

Prepared by NDS/ATD

VOLUME

Westmount Dr Bet. Holloway Dr & W Knoll Dr

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_007

DAILY TOTALS	NB	SB	EB	WB	Total
	1,123	1,439	0	0	2,562

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		2				2		12:00	22		15				37	
00:15	2		2				4		12:15	19		11				30	
00:30	3		5				8		12:30	15		15				30	
00:45	2	7	5	14			7	21	12:45	10	66	17	58			27	124
01:00	4		4				8		13:00	15		18				33	
01:15	2		1				3		13:15	17		20				37	
01:30	1		2				3		13:30	23		11				34	
01:45	0	7	2	9			2	16	13:45	27	82	19	68			46	150
02:00	3		5				8		14:00	17		16				33	
02:15	0		0				0		14:15	19		16				35	
02:30	1		0				1		14:30	13		17				30	
02:45	2	6	0	5			2	11	14:45	23	72	21	70			44	142
03:00	0		1				1		15:00	20		9				29	
03:15	0		1				1		15:15	13		19				32	
03:30	0		1				1		15:30	20		16				36	
03:45	0		1	4			1	4	15:45	14	67	17	61			31	128
04:00	1		0				1		16:00	20		9				29	
04:15	0		1				1		16:15	24		12				36	
04:30	3		0				3		16:30	17		11				28	
04:45	0	4	2	3			2	7	16:45	17	78	15	47			32	125
05:00	0		5				5		17:00	23		11				34	
05:15	0		1				1		17:15	23		12				35	
05:30	3		2				5		17:30	25		17				42	
05:45	2	5	4	12			6	17	17:45	25	96	21	61			46	157
06:00	7		6				13		18:00	20		16				36	
06:15	3		7				10		18:15	29		16				45	
06:30	8		9				17		18:30	30		20				50	
06:45	9	27	11	33			20	60	18:45	26	105	20	72			46	177
07:00	7		13				20		19:00	24		17				41	
07:15	6		24				30		19:15	16		10				26	
07:30	6		25				31		19:30	16		10				26	
07:45	11	30	45	107			56	137	19:45	24	80	10	47			34	127
08:00	12		93				105		20:00	22		13				35	
08:15	11		52				63		20:15	9		16				25	
08:30	11		76				87		20:30	13		12				25	
08:45	18	52	51	272			69	324	20:45	11	55	13	54			24	109
09:00	19		55				74		21:00	14		20				34	
09:15	16		53				69		21:15	11		8				19	
09:30	14		69				83		21:30	11		5				16	
09:45	13	62	34	211			47	273	21:45	9	45	12	45			21	90
10:00	16		32				48		22:00	10		11				21	
10:15	13		9				22		22:15	7		7				14	
10:30	11		15				26		22:30	9		9				18	
10:45	19	59	16	72			35	131	22:45	6	32	10	37			16	69
11:00	15		21				36		23:00	2		4				6	
11:15	16		20				36		23:15	5		4				9	
11:30	20		10				30		23:30	6		1				7	
11:45	21	72	15	66			36	138	23:45	1	14	2	11			3	25
TOTALS		331		808				1139	TOTALS		792		631				1423
SPLIT %		29.1%		70.9%				44.5%	SPLIT %		55.7%		44.3%				55.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,123	1,439	0	0	2,562

AM Peak Hour	11:30	08:00			08:00	PM Peak Hour	18:15	17:45			18:15
AM Pk Volume	82	272			324	PM Pk Volume	109	73			182
Pk Hr Factor	0.932	0.731			0.771	Pk Hr Factor	0.908	0.869			0.910
7 - 9 Volume	82	379	0	0	461	4 - 6 Volume	174	108	0	0	282
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	52	272	0	0	324	4 - 6 Pk Volume	96	61	0	0	157
Pk Hr Factor	0.722	0.731	0.000	0.000	0.771	Pk Hr Factor	0.960	0.726	0.000	0.000	0.853

Prepared by NDS/ATD

VOLUME

W Knoll Dr Bet. Westmount Dr & Santa Monica Blvd

Day: Tuesday
Date: 5/14/2019

City: West Hollywood
Project #: CA19_5271_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	791	689	1,480

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			15		10		25	
00:15			2		4		6		12:15			16		11		27	
00:30			2		3		5		12:30			16		12		28	
00:45			5	9	0	7	5	16	12:45			9	56	9	42	18	98
01:00			1		1		2		13:00			14		11		25	
01:15			0		3		3		13:15			16		10		26	
01:30			4		2		6		13:30			16		9		25	
01:45			2	7	0	6	2	13	13:45			14	60	12	42	26	102
02:00			2		2		4		14:00			17		11		28	
02:15			0		0		0		14:15			5		1		6	
02:30			0		1		1		14:30			17		11		28	
02:45			0	2	1	4	1	6	14:45			16	55	14	37	30	92
03:00			2		1		3		15:00			18		15		33	
03:15			2		0		2		15:15			15		8		23	
03:30			1		0		1		15:30			16		12		28	
03:45			0	5	2	3	2	8	15:45			14	63	7	42	21	105
04:00			0		0		0		16:00			15		12		27	
04:15			0		0		0		16:15			16		14		30	
04:30			0		1		1		16:30			7		16		23	
04:45			0		1	2	1	2	16:45			16	54	11	53	27	107
05:00			1		1		2		17:00			12		8		20	
05:15			2		3		5		17:15			13		13		26	
05:30			1		2		3		17:30			15		10		25	
05:45			2	6	3	9	5	15	17:45			18	58	11	42	29	100
06:00			3		2		5		18:00			22		17		39	
06:15			0		1		1		18:15			13		10		23	
06:30			1		5		6		18:30			18		5		23	
06:45			3	7	4	12	7	19	18:45			12	65	17	49	29	114
07:00			4		5		9		19:00			13		6		19	
07:15			2		6		8		19:15			11		9		20	
07:30			3		8		11		19:30			13		15		28	
07:45			6	15	3	22	9	37	19:45			9	46	8	38	17	84
08:00			9		9		18		20:00			16		16		32	
08:15			9		7		16		20:15			10		8		18	
08:30			12		17		29		20:30			8		7		15	
08:45			11	41	12	45	23	86	20:45			9	43	5	36	14	79
09:00			13		15		28		21:00			9		1		10	
09:15			14		22		36		21:15			3		4		7	
09:30			7		7		14		21:30			2		8		10	
09:45			12	46	14	58	26	104	21:45			9	23	4	17	13	40
10:00			17		13		30		22:00			8		11		19	
10:15			10		10		20		22:15			5		4		9	
10:30			11		9		20		22:30			3		6		9	
10:45			14	52	15	47	29	99	22:45			0	16	4	25	4	41
11:00			12		10		22		23:00			5		1		6	
11:15			11		9		20		23:15			2		5		7	
11:30			16		11		27		23:30			3		3		6	
11:45			10	49	7	37	17	86	23:45			3	13	5	14	8	27
TOTALS				239		252		**491**	**TOTALS**				552		437		**989**
SPLIT %				48.7%		51.3%		**33.2%**	**SPLIT %**				55.8%		44.2%		**66.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	791	689	1,480

AM Peak Hour			11:30	08:30	**08:30**	**PM Peak Hour**			17:45	16:00	**17:15**
AM Pk Volume			57	66	**116**	**PM Pk Volume**			71	53	**119**
Pk Hr Factor			0.891	0.750	**0.806**	**Pk Hr Factor**			0.807	0.828	**0.763**
7 - 9 Volume	0	0	56	67	**123**	**4 - 6 Volume**	0	0	112	95	**207**
7 - 9 Peak Hour			08:00	08:00	**08:00**	**4 - 6 Peak Hour**			17:00	16:00	**16:00**
7 - 9 Pk Volume	0	0	41	45	**86**	**4 - 6 Pk Volume**	0	0	58	53	**107**
Pk Hr Factor	0.000	0.000	0.854	0.662	**0.741**	**Pk Hr Factor**	0.000	0.000	0.806	0.828	**0.892**

FEHR PEERS

Attachment D: Related Projects

8555 SANTA MONICA BOULEVARD PROJECT
RELATED PROJECT TRIP GENERATION ESTIMATES

PROJ	ADDRESS	CITY	ITE CODE	DESCRIPTION	SIZE	UNITS	WEEKDAY									
							ADT	AM PEAK HOUR			PM PEAK HOUR			MD PEAK HOUR		
							TOTAL	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
	City of West Hollywood [1]															
1	8713 Beverly	West Hollywood, CA	[1]	Mixed-use Project	[1]	[1]	450	24	9	15	42	22	20	42	22	20
2	8816 Beverly	West Hollywood, CA	931 890 720 760	Restaurant Furniture Showroom Medical Office Research and Development	20.8 24.7 77 9.2	KSF KSF KSF KSF	4,354	209	167	42	419	178	241	419	178	241
3	8899 Beverly	West Hollywood, CA	[1]	Mixed-use Project	12	DU	-129	-48	-69	21	-37	17	-54	-37	17	-54
4	1150 Clark	West Hollywood, CA	220	Apartments	7	DU	51	3	1	2	4	3	1	4	3	1
5	1012 Cory	West Hollywood, CA	220	Condominiums	6	DU	44	3	1	2	3	2	1	3	2	1
6	1011 Crescent Heights	West Hollywood, CA	220	Apartments	12	DU	88	6	1	5	7	4	3	7	4	3
7	1317 Crescent Hights	West Hollywood, CA	220	Apartments	75	DU	408	27	7	20	33	20	13	33	20	13
8	1048 Curson	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
9	1006 Edinburgh	West Hollywood, CA	220	Condominiums	10	DU	73	5	1	4	6	4	2	6	4	2
10	900 Fairfax	West Hollywood, CA	220 820 932	Apartments Retail Restaurant	6 0.9 2.3	DU KSF KSF	336	27	15	12	28	17	11	28	17	11
11	1236 Fairfax	West Hollywood, CA	220	Apartments	7	DU	51	3	1	2	4	3	1	4	3	1
12	1250 Fairfax	West Hollywood, CA	221	Condominiums	53	DU	288	19	5	14	23	14	9	23	14	9
13	1301 Fairfax	West Hollywood, CA	220	Condominiums	10	DU	73	5	1	4	6	4	2	6	4	2
14	511 Flores	West Hollywood, CA	220	Apartments	10	DU	73	5	1	4	6	4	2	6	4	2
15	528 Flores	West Hollywood, CA	220	Apartments	4	DU	29	2	0	2	2	1	1	2	1	1
16	1216 Flores	West Hollywood, CA	220	Condominiums	14	DU	102	6	1	5	8	5	3	8	5	3
17	8000 Fountain	West Hollywood, CA	221	Apartments	30	DU	163	11	3	8	13	8	5	13	8	5
18	8210 Fountain	West Hollywood, CA	220	Condominiums	9	DU	66	4	1	3	5	3	2	5	3	2
19	1027 Gardner	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
20	938 Genessee	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
21	947 Genessee	West Hollywood, CA	220	Condominiums	10	DU	73	5	1	4	6	4	2	6	4	2
22	1005 Genessee	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
23	1046 Genessee	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
24	1003 Hancock	West Hollywood, CA	220	Apartments	3	DU	22	1	0	1	2	1	1	2	1	1
25	1006 Hancock	West Hollywood, CA	220	Apartments	6	DU	44	3	1	2	3	2	1	3	2	1
26	1264 Harper	West Hollywood, CA	220	Condominiums	14	DU	102	6	1	5	8	5	3	8	5	3
27	1223 Hayworth	West Hollywood, CA	220	Apartments	12	DU	88	6	1	5	7	4	3	7	4	3
28	926 Hilldale	West Hollywood, CA	220	Condominiums	3	DU	22	1	0	1	2	1	1	2	1	1
29	621 Huntley	West Hollywood, CA	220	Apartments	3	DU	22	1	0	1	2	1	1	2	1	1
30	634 Huntley	West Hollywood, CA	220	Apartments	3	DU	22	1	0	1	2	1	1	2	1	1
31	649 Huntley	West Hollywood, CA	220	Apartments	3	DU	22	1	0	1	2	1	1	2	1	1
32	812 Huntley	West Hollywood, CA	220	Apartments	5	DU	37	2	0	2	3	2	1	3	2	1
33	933 Huntley	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
34	621 Kings	West Hollywood, CA	220	Apartments	4	DU	29	2	0	2	2	1	1	2	1	1
35	600 La Cienega	West Hollywood, CA	220 820 932	Apartments Retail Restaurant	5 5.3 7	DU KSF KSF	1,615	92	51	42	151	83	68	151	83	68
36	624 La Cienega	West Hollywood, CA	220 820	Apartments Retail	6 54.2	DU KSF	2,090	54	33	21	210	101	109	210	101	109
37	1136 La Cienega	West Hollywood, CA	220	Condominiums	23	DU	168	11	3	8	13	8	5	13	8	5
38	829 Larrabee	West Hollywood, CA	220	Apartments	13	DU	95	6	1	5	7	4	3	7	4	3
39	1120 Larrabee	West Hollywood, CA	220	Apartments	22	DU	161	10	2	8	12	8	4	12	8	4
40	1041 Martel	West Hollywood, CA	221	Condominiums	25	DU	136	9	2	7	11	7	4	11	7	4
41	8465 Melrose	West Hollywood, CA	820	Retail	4.1	KSF	155	4	2	2	16	8	8	16	8	8
42	8583 Melrose	West Hollywood, CA	820	Retail	9.5	KSF	359	9	6	3	36	17	19	36	17	19
43	8650 Melrose	West Hollywood, CA	220 820	Apartments Retail	7 15.5	DU KSF	636	18	10	8	63	31	32	63	31	32
44	7914 Norton	West Hollywood, CA	220	Apartments	8	DU	59	4	1	3	4	3	1	4	3	1
45	8008 Norton	West Hollywood, CA	220	Condominiums	8	DU	59	4	1	3	4	3	1	4	3	1
46	8017 Norton	West Hollywood, CA	221	Condominiums	34	DU	185	12	3	9	15	9	6	15	9	6
47	8116 Norton	West Hollywood, CA	220	Apartments	8	DU	59	4	1	3	4	3	1	4	3	1
48	901 Ogden	West Hollywood, CA	220	Apartments	4	DU	29	2	0	2	2	1	1	2	1	1
49	950 Ogden	West Hollywood, CA	220	Apartments	10	DU	73	5	1	4	6	4	2	6	4	2
50	1001 Ogden	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
51	1008 Ogden	West Hollywood, CA	220	Condominiums	7	DU	51	3	1	2	4	3	1	4	3	1
52	1153 Ogden	West Hollywood, CA	220	Apartments	6	DU	44	3	1	2	3	2	1	3	2	1
53	1019 Orange Grove	West Hollywood, CA	220	Apartments	9	DU	66	4	1	3	5	3	2	5	3	2
54	1150 Orange Grove	West Hollywood, CA	220	Condominiums	7	DU	51	3	1	2	4	3	1	4	3	1
55	507 Orlando	West Hollywood, CA	220	Condominiums	9	DU	66	4	1	3	5	3	2	5	3	2
56	923 Palm	West Hollywood, CA	250	Senior Housing	49	DU	209	12	4	8	15	9	6	15	9	6
57	417 Robertson	West Hollywood, CA	820	Retail	7.5	KSF	283	7	4	3	29	14	15	29	14	15
58	460 Robertson	West Hollywood, CA	932	Restaurant	1.1	KSF	123	11	6	5	11	7	4	11	6	5
59	510 Robertson	West Hollywood, CA	932	Restaurant	0.7	KSF	79	7	4	3	7	4	3	7	4	3
60	645 Robertson	West Hollywood, CA	826 931 310 890 925	Retail Restaurant Hotel Showroom Drinking Place	18.1 33.3 241 10.3 3.8	KSF KSF RMS KSF KSF	3,351	148	94	54	238	134	104	238	134	104
61	7905 Romaine	West Hollywood, CA	221 932 710	Condominiums Restaurant Office	35 0.9 0.9	DU KSF KSF	300	23	9	14	25	15	10	25	15	10
62	8763 Rosewood	West Hollywood, CA	820	Retail	4.9	KSF	185	5	3	2	19	9	10	19	9	10
63	948 San Vicente	West Hollywood, CA	220	Condominiums	18	DU	132	8	2	6	10	6	4	10	6	4
64	972 San Vicente	West Hollywood, CA	565	School	72	STUDENTS	294	56	30	26	57	27	30	57	27	30
65	7401 Santa Monica	West Hollywood, CA	820	Retail	0.9	KSF	34	1	1	0	3	1	2	3	1	2
66	7617 Santa Monica	West Hollywood, CA	221 820 932	Condominiums Retail Restaurant	71 4.8 4.4	DU KSF KSF	1,061	75	34	41	92	55	37	92	55	37
67	7811 Santa Monica	West Hollywood, CA	221 931 310 580	Apartments Restaurant Hotel Museum	70 3.76 86 1.381	DU KSF RMS KSF	1,091	52	25	27	67	38	29	67	38	29
68	7965 Santa Monica	West Hollywood, CA	820 932 710 925	Retail Restaurant Office Drinking Place	1.3 14.3 54.6 2.7	KSF KSF KSF KSF	2,185	206	133	73	239	119	120	239	119	120
69	8445 Santa Monica	West Hollywood, CA	221 820 932 310 925	Condominiums Retail Restaurant Hotel Drinking Place	79 5.1 9.4 88 3	DU KSF KSF RMS KSF	2,413	167	85	82	233	136	97	233	136	97
70	8550 Santa Monica	West Hollywood, CA	[1]	Mixed-use Project	[1]	[1]	1,834	71	44	27	167	85	82	167	85	82
71	9001 Santa Monica	West Hollywood, CA	820 932	Retail Restaurant	9.8 9.8	KSF KSF	1,469	106	59	47	133	78	55	133	78	55
72	9040 Santa Monica	West Hollywood, CA	220 821 710 890 890 931	Apartments Retail Office Gallery Showroom Restaurant	76 45 137 16.4 12.3 8.2	DU KSF KSF KSF KSF KSF	3,578	260	193	67	303	123	180	303	123	180

8555 SANTA MONICA BOULEVARD PROJECT
RELATED PROJECT TRIP GENERATION ESTIMATES

PROJ	ADDRESS	CITY	ITE CODE	DESCRIPTION	SIZE	UNITS	WEEKDAY									
							ADT	AM PEAK HOUR			PM PEAK HOUR			MD PEAK HOUR		
							TOTAL	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
73	8760 Shoreham	West Hollywood, CA	220	Apartments	11	DU	81	5	1	4	6	4	2	6	4	2
74	1011 Sierra Bonita	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
75	1017 Sierra Bonita	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
76	1030 Sierra Bonita	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
77	939 Spaulding	West Hollywood, CA	220	Condominiums	22	DU	161	10	2	8	12	8	4	12	8	4
78	1013 Spaulding	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
79	1041 Spaulding	West Hollywood, CA	220	Condominiums	14	DU	102	6	1	5	8	5	3	8	5	3
80	1236 Spaulding	West Hollywood, CA	220	Apartments	3	DU	22	1	0	1	2	1	1	2	1	1
81	943 Stanley	West Hollywood, CA	220	Apartments	5	DU	37	2	0	2	3	2	1	3	2	1
82	8430 Sunset	West Hollywood, CA	221 310 820 925 492 932 931	Condominiums Hotel Retail Drinking Place Spa High-turnover Restaurant Quality Restaurant	44 149 1.89 7.3 3.6 1.87 4.25	DU RMS KSF KSF KSF KSF KSF	2,430	122	67	35	216	131	85	216	131	85
83	8497 Sunset	West Hollywood, CA	931 710	Restaurant Office	9.7 11.5	KSF KSF	800	10	17	-7	71	40	31	71	40	31
84	8920 Sunset	West Hollywood, CA	[1]	Mixed-use Project	[1]	[1]	1,961	122	103	19	159	68	91	159	68	91
85	8950 Sunset	West Hollywood, CA	220 932 310	Apartments Apartments Hotel	4 29.7 165	DU KSF RMS	4,208	330	184	146	321	183	138	330	184	146
86	9034 Sunset	West Hollywood, CA	220 932 310	Condominiums Restaurant Hotel	10 11.4 237	DU KSF RMS	2,199	122	70	52	225	129	96	225	129	96
87	9040 Sunset	West Hollywood, CA	[1]	Mixed-use Project	[1]	[1]	2,554	112	63	49	197	106	91	197	106	91
88	545 Sweetzer	West Hollywood, CA	220	Apartments	9	DU	66	4	1	3	5	3	2	5	3	2
89	1253 Sweetzer	West Hollywood, CA	220	Condominiums	8	DU	59	4	1	3	4	3	1	4	3	1
90	1257 Sweetzer	West Hollywood, CA	220	Condominiums	12	DU	88	6	1	5	7	4	3	7	4	3
91	1280 Sweetzer	West Hollywood, CA	220	Condominiums	9	DU	66	4	1	3	5	3	2	5	3	2
92	1035 Vista	West Hollywood, CA	220	Condominiums	4	DU	29	2	0	2	2	1	1	2	1	1
93	852 West Knoll	West Hollywood, CA	220	Condominiums	6	DU	44	3	1	2	3	2	1	3	2	1
94	8553 West Knoll	West Hollywood, CA	220	Condominiums	5	DU	37	2	0	2	3	2	1	3	2	1
95	8557 West Knoll	West Hollywood, CA	220	Condominiums	6	DU	44	3	1	2	3	2	1	3	2	1
96	629 Westbourne	West Hollywood, CA	220	Condominiums	3	DU	22	1	0	1	2	1	1	2	1	1
97	916 Westbourne	West Hollywood, CA	220	Condominiums	8	DU	59	4	1	3	4	3	1	4	3	1
	City of Los Angeles [2]															
98	8000 West 3rd Street	Los Angeles, CA	220 820	Apartments Retail	50 6.3	DU KSF	428	26	9	17	36	23	13	36	23	13
99	7901 Beverly Boulevard	Los Angeles, CA	220 820	Apartments Retail	71 11.5	DU KSF	493	36	7	29	46	30	16	46	30	16
100	7951 Beverly Boulevard	Los Angeles, CA	220 932 820	Apartments Restaurant Retail	57 6.3 1.1	DU KSF KSF	782	62	30	32	66	40	26	66	40	26
101	8000 Beverly Boulevard	Los Angeles, CA	220 932	Apartments Restaurant	48 7.4	DU KSF	774	57	21	36	59	42	17	59	42	17
102	8001 Beverly Boulevard	Los Angeles, CA	932 710	Restaurant Office	22.6 11.4	KSF KSF	3,248	260	142	118	263	157	106	263	157	106
103	8052 Beverly Boulevard	Los Angeles, CA	[2]	Mixed-use Project	[2]	[2]	725	45	19	26	70	21	49	70	21	49
104	750 N Edinburgh Avenue	Los Angeles, CA	220	Apartments	8	DU	23	2	1	1	3	2	1	3	2	1
105	320 Fairfax Avenue	Los Angeles, CA	[2]	Jewish Family Service	[2]	[2]	276	37	28	9	25	4	21	37	28	9
106	7900 Hollywood	Los Angeles, CA	220	Apartments	50	DU	251	19	3	16	22	14	8	22	14	8
107	316 N La Cienega Boulevard	Los Angeles, CA	220 820	Apartments Retail	50 4.1	DU KSF	119	20	5	15	26	15	11	26	15	11
108	333 S La Cienega Boulevard	Los Angeles, CA	220 820 932	Apartments Retail Restaurant	145 27.6 3.4	DU KSF KSF	2,020	106	35	71	191	114	77	191	114	77
109	431 N La Cienega Boulevard	Los Angeles, CA	220	Apartments	72	DU	-409	1	-9	10	-34	-12	-22	1	-9	10
110	333 San Vicente Boulevard	Los Angeles, CA	[2]	Mixed-use Project	[2]	[2]	650	43	11	32	53	32	21	53	32	21
111	488 San Vicente Boulevard	Los Angeles, CA	220 820	Apartments Retail	53 6.6	DU KSF	281	21	1	20	27	18	9	27	18	9
112	8150 Sunset	Los Angeles, CA	[2]	Mixed-use Project	[2]	[2]	18	-108	-108	0	123	115	8	123	115	8
113	8418 Sunset Boulevard	Los Angeles, CA	[2]	Sunset Time - Sunset Olive Mixed	[2]	[2]	0	121	46	75	296	162	134	296	162	134
114	300 S Wetherly Drive	Los Angeles, CA	220	Condominiums	140	DU	270	20	3	17	22	16	6	22	16	6
	City of Beverly Hills [3]															
115	154-168 N La Peer Drive	Beverly Hills, CA	230	Apartments	16	DU	93	7	5	2	8	6	2	8	6	2
116	325 N Maple Drive	Beverly Hills, CA	710	Office	50	KSF	550	77	68	9	75	13	62	77	68	9
117	457 N Oakhurst Drive	Beverly Hills, CA	231 232	Condominiums Condominiums	2 8	DU DU	34	4	1	3	4	2	2	4	2	2
118	425 N Palm Drive	Beverly Hills, CA	230	Condominiums	20	DU	110	9	2	7	11	7	4	11	7	4
				TOTAL			57,993	3,578	1,837	1,722	5,517	3,040	2,477	5,575	3,122	2,453

[1] Daily, AM peak hour, and PM peak hour trip generation estimates were provided by City of West Hollywood on 5/31/2019
[2] Daily, AM peak hour, and PM peak hour trip generation estimates were provided by City of Los Angeles on 5/29/2019
[3] Daily, AM peak hour, and PM peak hour trip generation estimates were provided by City of Beverly hills staff on 5/31/2019

FEHR PEERS

Attachment E: Signal Warrant Worksheets

600 Wilshire Boulevard | Suite 1050 | Los Angeles, CA 90017 | (213) 261-3050 | Fax (310) 394-7663
www.fehrandpeers.com

FEHR PEERS

Project	8555 Santa Monica Boulevard
Scenario	Existing Conditions
Peak Hour	AM
Major Street	Holloway Drive
Minor Street	Westmount Drive

Turn Movement Volumes

	NB	SB	EB	WB
Left	7	0	0	273
Through	0	0	352	608
Right	41	0	15	0
Total	48	0	367	881

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	23.3
Approach with Worst Case Delay	NB
Total Vehicles on Approach	48

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.3**	**48**	**1,296**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Holloway Drive
Minor Street	Westmount Drive

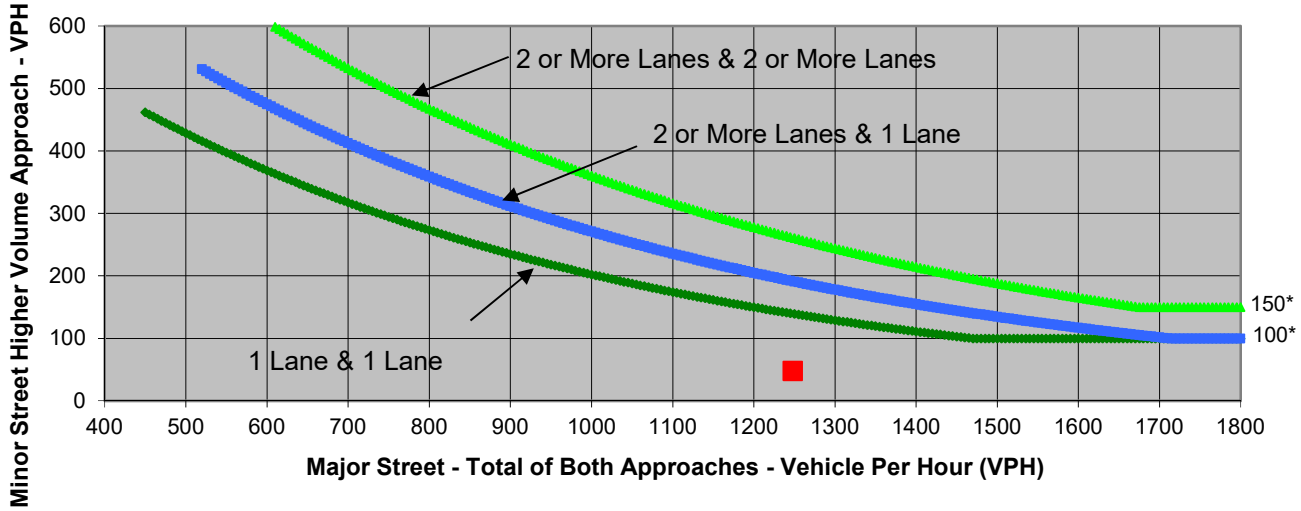
Project	8555 Santa Monica Boulevard
Scenario	Existing Conditions
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	7		0	273
Through	0		352	608
Right	41		15	0
Total	48	0	367	881

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,248**	**48**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	8555 Santa Monica Boulevard
Scenario	Existing Conditions
Peak Hour	MD
Major Street	Holloway Drive
Minor Street	Westmount Drive

Turn Movement Volumes

	NB	SB	EB	WB
Left	13	0	0	47
Through	0	0	612	461
Right	81	0	35	0
Total	94	0	647	508

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	17.4
Approach with Worst Case Delay	NB
Total Vehicles on Approach	94

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.5**	**94**	**1,249**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Holloway Drive
Minor Street	Westmount Drive

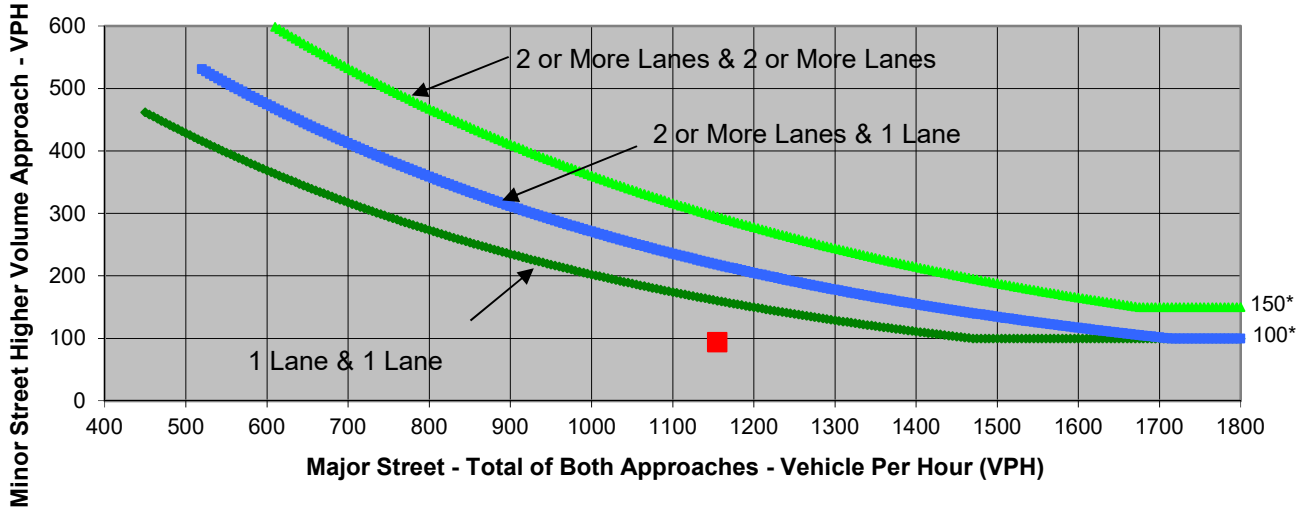
Project	8555 Santa Monica Boulevard
Scenario	Existing Conditions
Peak Hour	MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	13		0	47
Through	0		612	461
Right	81		35	0
Total	94	0	647	508

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,155**	**94**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	8555 Santa Monica Boulevard
Scenario	Existing Conditions
Peak Hour	PM
Major Street	Holloway Drive
Minor Street	Westmount Drive

Turn Movement Volumes

	NB	SB	EB	WB
Left	8	0	0	50
Through	0	0	847	381
Right	95	0	32	0
Total	103	0	879	431

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	23.6
Approach with Worst Case Delay	NB
Total Vehicles on Approach	103

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.7**	**103**	**1,413**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Holloway Drive
Minor Street	Westmount Drive

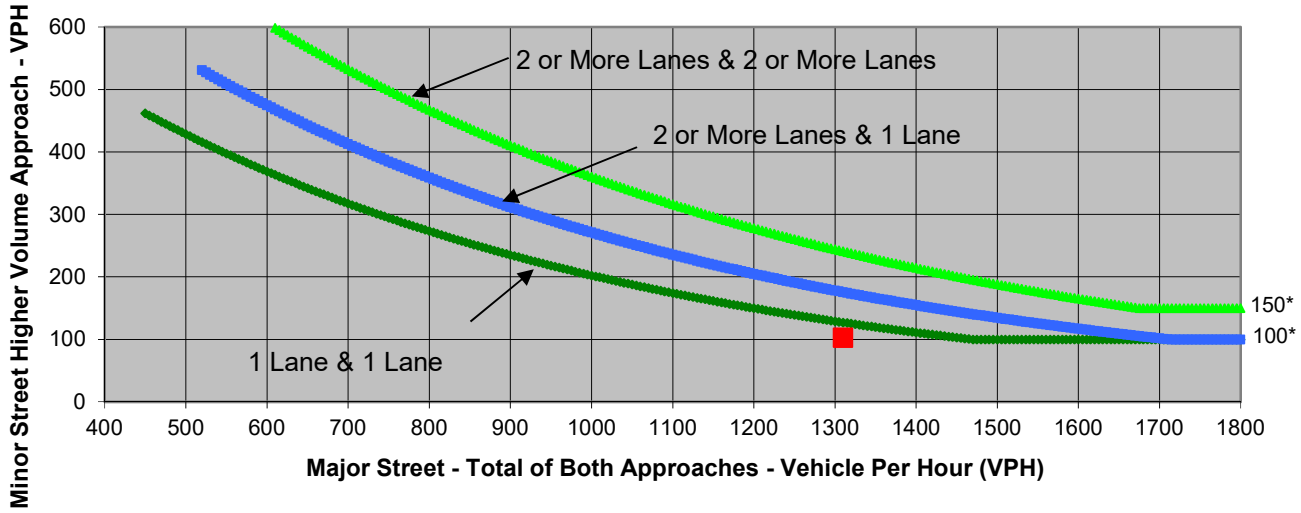
Project	8555 Santa Monica Boulevard
Scenario	Existing Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8		0	50
Through	0		847	381
Right	95		32	0
Total	103	0	879	431

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,310**	**103**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	8555 Santa Monica Boulevard
Scenario	Existing + Project Conditions
Peak Hour	AM
Major Street	Holloway Drive
Minor Street	Westmount Drive

Turn Movement Volumes

	NB	SB	EB	WB
Left	8	0	0	273
Through	0	0	353	608
Right	44	0	15	0
Total	52	0	368	881

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	24.5
Approach with Worst Case Delay	NB
Total Vehicles on Approach	52

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing + Project Conditions	**0.4**	**52**	**1,301**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Holloway Drive
Minor Street	Westmount Drive

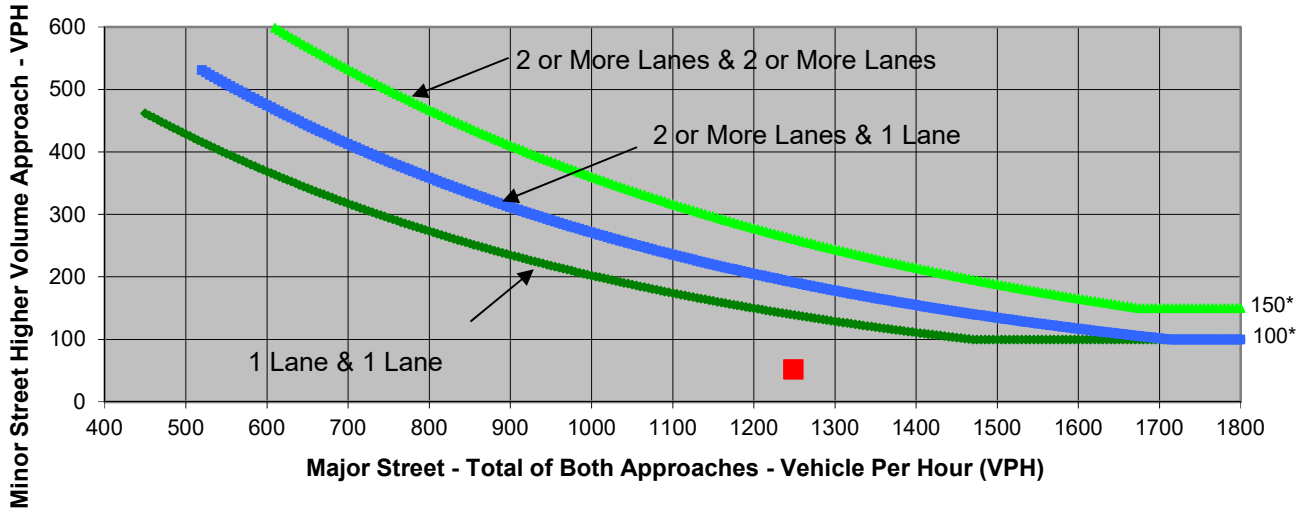
Project	8555 Santa Monica Boulevard
Scenario	Existing + Project Conditions
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8		0	273
Through	0		353	608
Right	44		15	0
Total	52	0	368	881

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,249**	**52**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	8555 Santa Monica Boulevard
Scenario	Existing + Project Conditions
Peak Hour	MD

Major Street	Holloway Drive
Minor Street	Westmount Drive

Turn Movement Volumes

	NB	SB	EB	WB
Left	15	0	0	47
Through	0	0	613	461
Right	86	0	35	0
Total	101	0	648	508

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	17.9
Approach with Worst Case Delay	NB
Total Vehicles on Approach	101

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing + Project Conditions	**0.5**	**101**	**1,257**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Holloway Drive
Minor Street	Westmount Drive

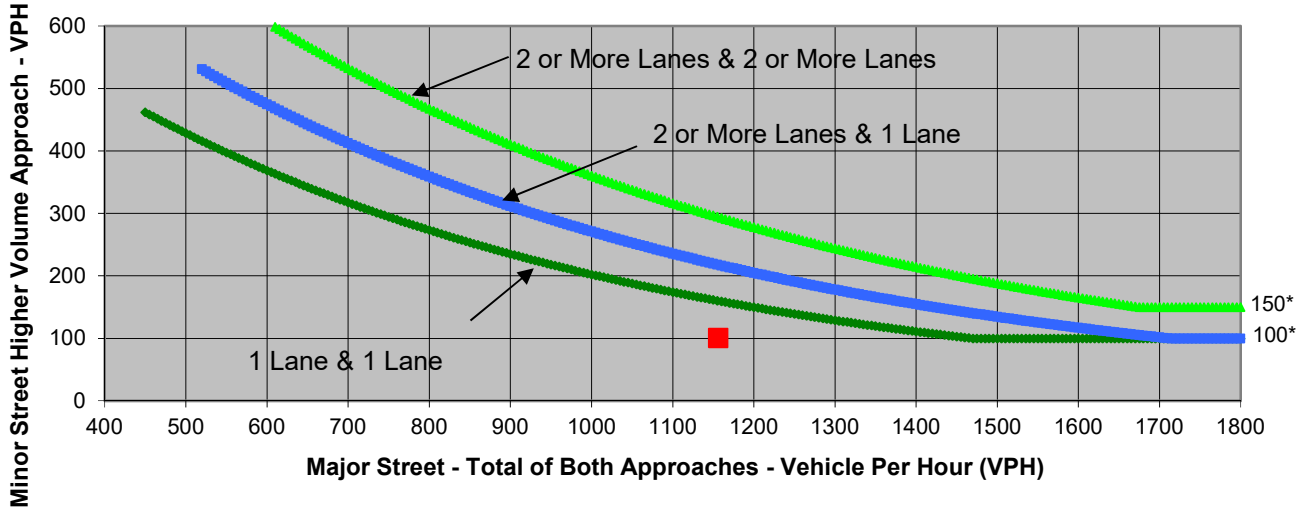
Project	8555 Santa Monica Boulevard
Scenario	Existing + Project Conditions
Peak Hour	MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	15		0	47
Through	0		613	461
Right	86		35	0
Total	101	0	648	508

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,156**	**101**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	8555 Santa Monica Boulevard
Scenario	Cumulative Base Conditions
Peak Hour	AM
Major Street	Holloway Drive
Minor Street	Westmount Drive

Turn Movement Volumes

	NB	SB	EB	WB
Left	8	0	0	284
Through	0	0	435	757
Right	65	0	16	0
Total	73	0	451	1,041

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	41.7
Approach with Worst Case Delay	NB
Total Vehicles on Approach	73

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Base Conditions	**0.8**	**73**	**1,565**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Holloway Drive
Minor Street	Westmount Drive

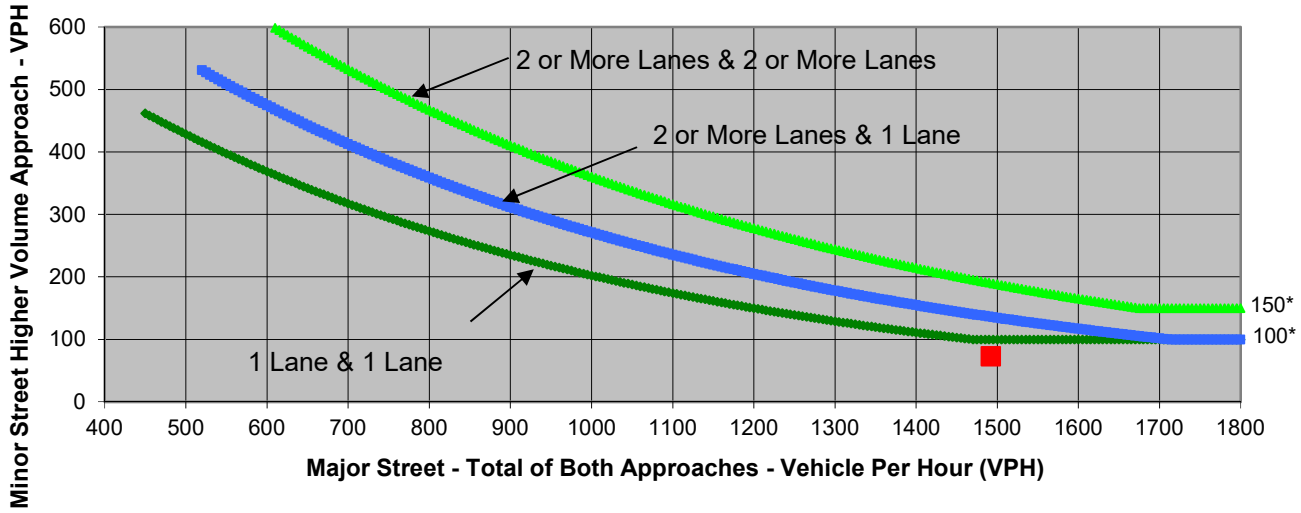
Project	8555 Santa Monica Boulevard
Scenario	Cumulative Base Conditions
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8		0	284
Through	0		435	757
Right	65		16	0
Total	73	0	451	1,041

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,492**	**73**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	8555 Santa Monica Boulevard
Scenario	Cumulative Base Conditions
Peak Hour	MD
Major Street	Holloway Drive
Minor Street	Westmount Drive

Turn Movement Volumes

	NB	SB	EB	WB
Left	14	0	0	52
Through	0	0	832	653
Right	90	0	36	0
Total	104	0	868	705

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	28.8
Approach with Worst Case Delay	NB
Total Vehicles on Approach	104

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Base Conditions	**0.8**	**104**	**1,677**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Holloway Drive
Minor Street	Westmount Drive

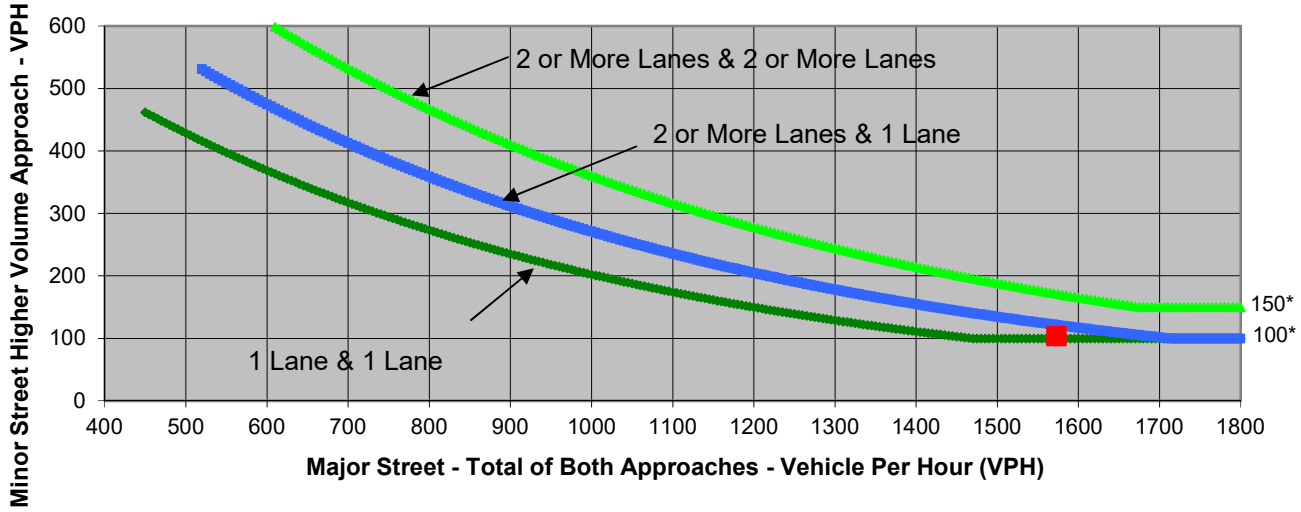
Project	8555 Santa Monica Boulevard
Scenario	Cumulative Base Conditions
Peak Hour	MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	14		0	52
Through	0		832	653
Right	90		36	0
Total	104	0	868	705

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,573**	**104**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	8555 Santa Monica Boulevard
Scenario	Cumulative Base Conditions
Peak Hour	PM
Major Street	Holloway Drive
Minor Street	Westmount Drive

Turn Movement Volumes

	NB	SB	EB	WB
Left	8	0	0	54
Through	0	0	1,080	658
Right	100	0	35	0
Total	108	0	1,115	712

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	46.9
Approach with Worst Case Delay	NB
Total Vehicles on Approach	108

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Base Conditions	**1.4**	**108**	**1,935**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Holloway Drive
Minor Street	Westmount Drive

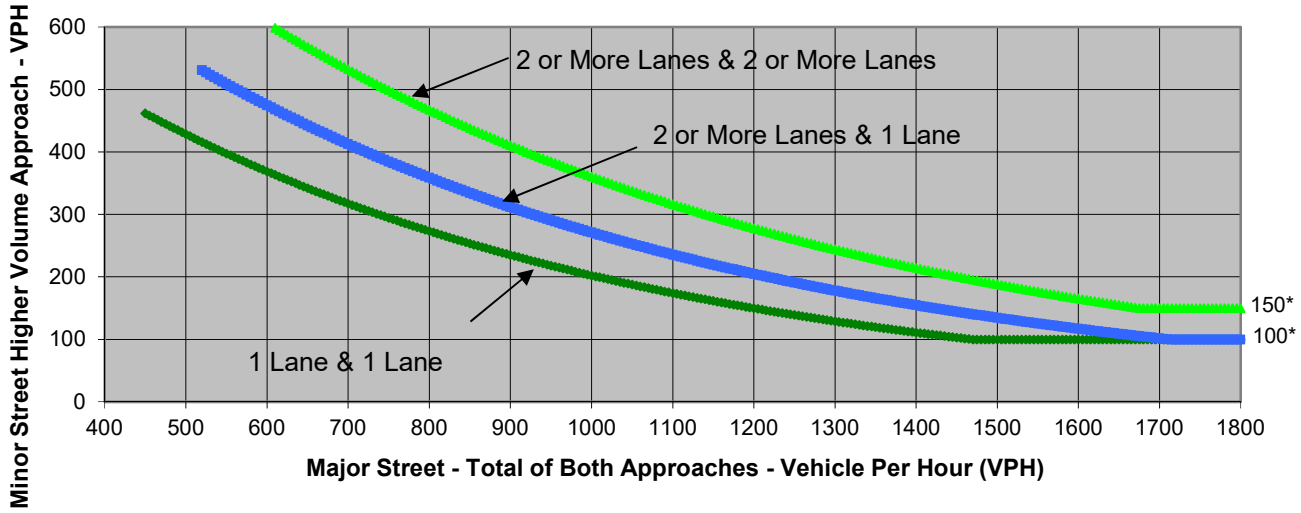
Project	8555 Santa Monica Boulevard
Scenario	Cumulative Base Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8		0	54
Through	0		1,080	658
Right	100		35	0
Total	108	0	1,115	712

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,827**	**108**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	8555 Santa Monica Boulevard
Major Street	Holloway Drive
Scenario	Cumulative + Project Conditions
Minor Street	Westmount Drive
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	9	0	0	284
Through	0	0	436	757
Right	69	0	16	0
Total	78	0	452	1,041

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	46.7
Approach with Worst Case Delay	NB
Total Vehicles on Approach	78

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative + Project Conditions	**1**	**78**	**1,571**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Holloway Drive
Minor Street	Westmount Drive

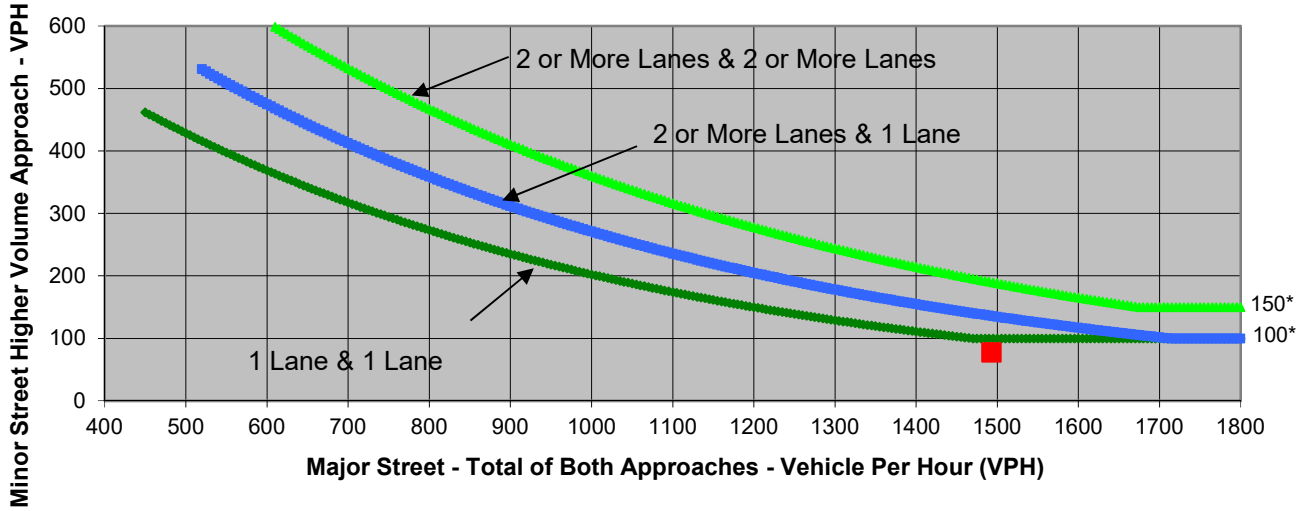
Project	8555 Santa Monica Boulevard
Scenario	Cumulative + Project Conditions
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	9		0	284
Through	0		436	757
Right	69		16	0
Total	78	0	452	1,041

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,493**	**78**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	8555 Santa Monica Boulevard
Scenario	Cumulative + Project Conditions
Peak Hour	MD

Major Street	Holloway Drive
Minor Street	Westmount Drive

Turn Movement Volumes

	NB	SB	EB	WB
Left	15	0	0	53
Through	0	0	833	653
Right	95	0	37	0
Total	110	0	870	706

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	30
Approach with Worst Case Delay	NB
Total Vehicles on Approach	110

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative + Project Conditions	**0.9**	**110**	**1,686**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Holloway Drive
Minor Street	Westmount Drive

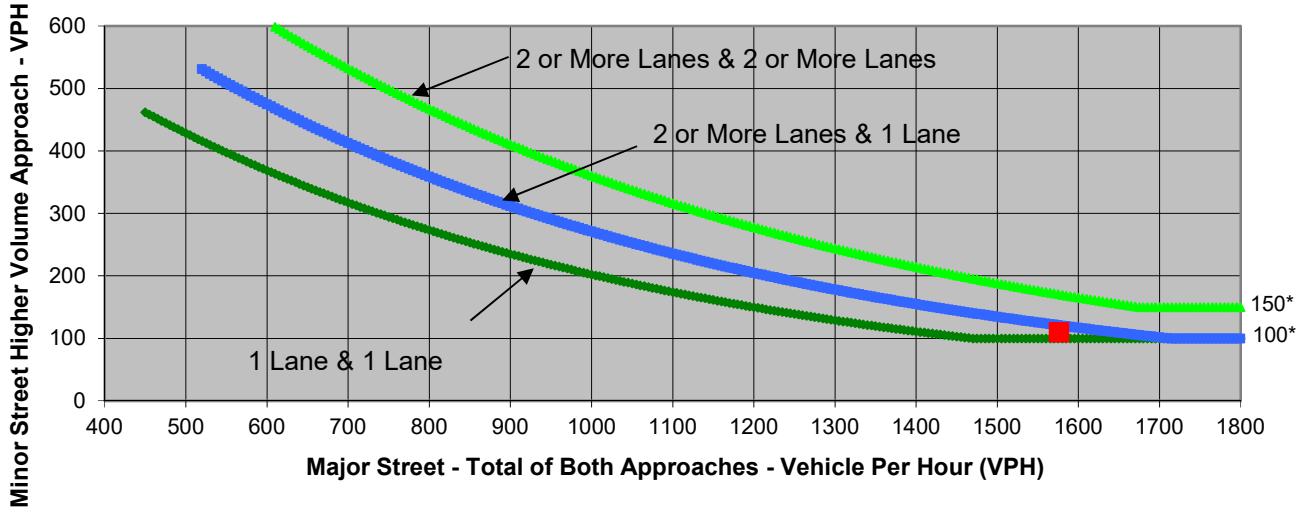
Project	8555 Santa Monica Boulevard
Scenario	Cumulative + Project Conditions
Peak Hour	MD

Turn Movement Volumes

	NB	SB	EB	WB
Left	15		0	53
Through	0		833	653
Right	95		37	0
Total	110	0	870	706

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,576**	**110**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Holloway Drive	Project	8555 Santa Monica Boulevard
Minor Street	Westmount Drive	Scenario	Cumulative + Project Conditions
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	9	0	0	54
Through	0	0	1,081	658
Right	102	0	36	0
Total	111	0	1,117	712

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	49.7
Approach with Worst Case Delay	NB
Total Vehicles on Approach	111

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative + Project Conditions	**1.5**	**111**	**1,940**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

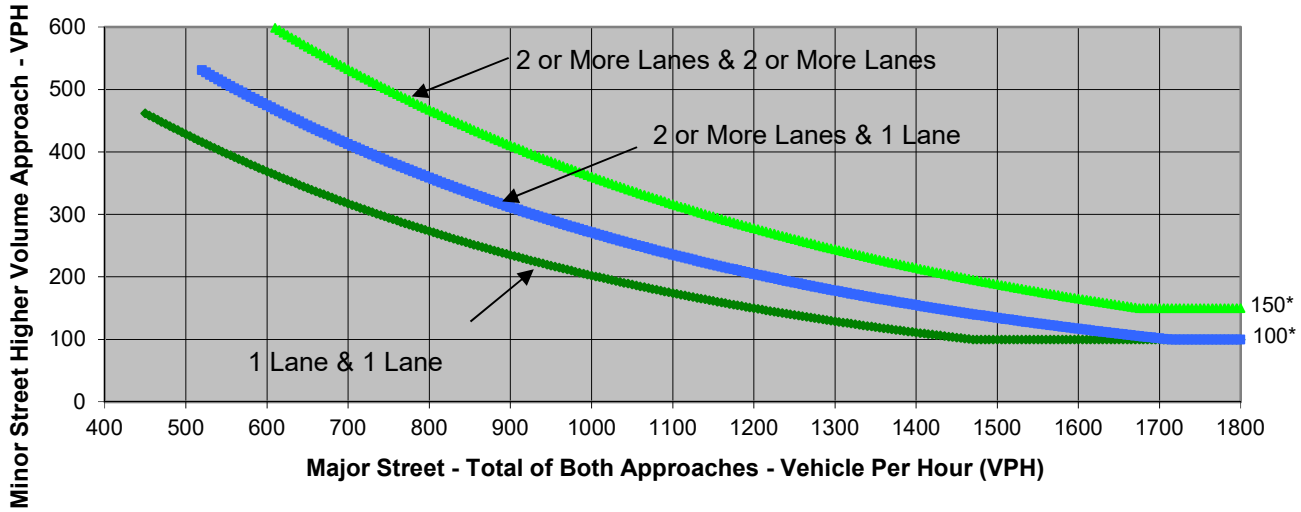
Major Street	Holloway Drive	Project	8555 Santa Monica Boulevard
Minor Street	Westmount Drive	Scenario	Cumulative + Project Conditions
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	9		0	54
Through	0		1,081	658
Right	102		36	0
Total	111	0	1,117	712

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Holloway Drive	Westmount Drive	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,829**	**111**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Appendix H

Sewer Capacity Study

VCA ENGINEERS, INC.

QUALITY SERVICE COMMITMENT

CIVIL ■ STRUCTURAL
MBE ■ DBE ■ SBE

SEWER CAPACITY STUDY

8555 SANTA MONICA BOULEVARD

WEST HOLLYWOOD, CALIFORNIA 90069

July 8, 2019

Prepared For:

SOTO CAPITAL, LP

P.O. BOX 17119

BEVERLY HILLS, CA 90209

Prepared by:

VIRGIL C. AOANAN, P.E. S.E., QSD

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1. Introduction

This sewer capacity study has been prepared by VCA Engineers, Inc. to examine the existing sanitary sewer system that will be affected by the proposed mixed-use project located at 8555 Santa Monica Boulevard in the City of West Hollywood. The project involves the demolition of three two-story commercial structures, four one-story single-family residence, surface parking areas, and the construction of a mixed-use development with commercial and residential uses including one level of subterranean parking.

This study will verify that the proposed development will not adversely impact the flow capacity of the existing sewer infrastructure downstream of the project location.

This study will analyze the existing peak flow demand of the existing 8-inch vitrified clay pipe (VCP) sewer line along Santa Monica Boulevard extending from West Knoll Drive to Westbourne Drive by conducting a 7-day flow monitoring of this sewer mainline. Furthermore, the peak flow generated by the proposed development will be determined using land use table of the LA County Sanitation District No 4. Similarly, the peak flow of the existing land use will be calculated for the demolished area using the same LA County table. These two flows increased with a peaking factor of 2.5 will be used to determine the net flow generated by the proposed development. From this data, the Post Development Flow downstream of the development can then be determined by adding the monitored existing maximum flow to the factored Proposed Peak Flow and reducing it by the factored Existing Peak Flow associated with the demolished site.

The post development flow will then be compared to the calculated designed flow capacity of the existing sewer mainline flowing at half full and with a roughness coefficient of 0.013 using Manning's Formula per LA County Department of Public Works standards. If the sewer mainline has enough capacity for the post development flow, we can then conclude that the sewer mainline is adequate to handle the increase in flow of the new development.

2. Project Description

The proposed development consists of a 5-story mixed-used development with commercial and residential uses with one (1) level of subterranean parking. The 61,097 square feet site is composed of Lots 5-11 located at the northwest intersection of Santa Monica Boulevard and West Knoll Drive. There will be a driveway entrance at Santa Monica Boulevard to the subterranean parking and at West Knoll Drive to the mezzanine level parking.

The existing site currently consists of three two-story commercial structures, four existing one-story single-family residence, and surface parking areas. Existing commercial structures usage consists of various units such as retail stores, restaurant, massage parlor, shoe repair, and acupuncture clinic.

3. Site Description

The project site is composed of Lot 5 APN: 4339-005-013, Lot 6 APN: 4339-005-010, 4339-005-011, and 4339-005-012, Lot 7 APN: 4339-005-013, and Lots 8-11: APN: 4339-005-025 per Los Angeles County Assessor Parcel Map. The site acreage is approximately 1.266 acres. See Figure 1 for the Vicinity Map.

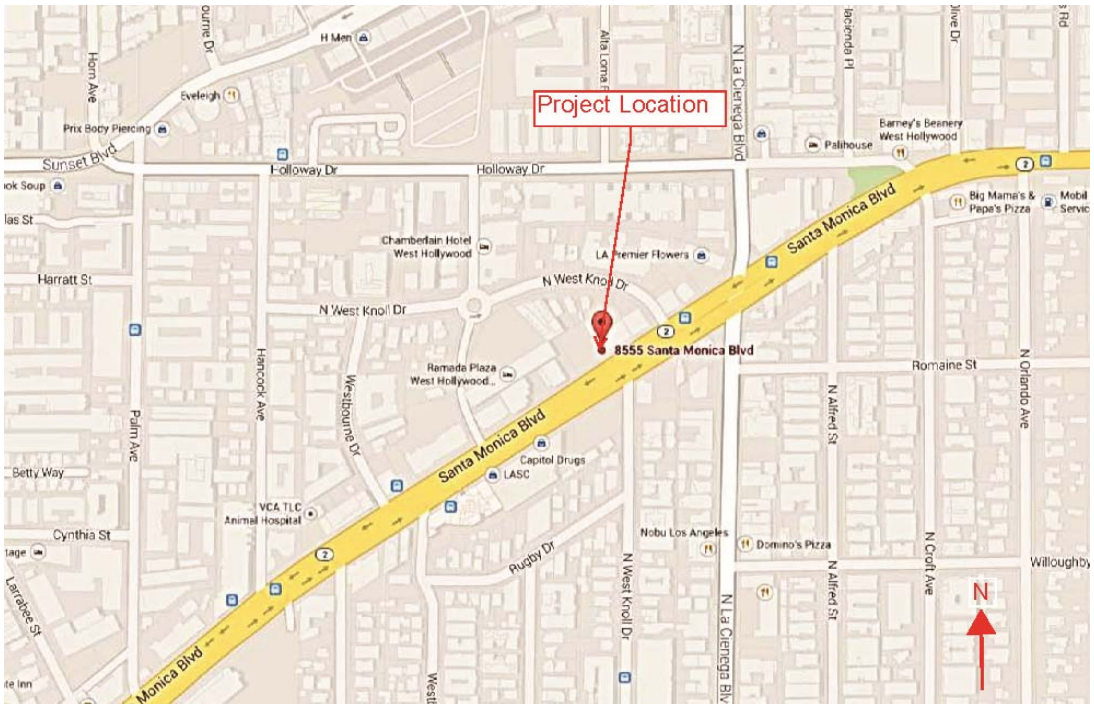


Figure 1. ***Vicinity Map***

4. Existing Sewer Pipe Capacity Analysis

A. Existing Sewer Connections

The project site is currently serviced by an existing 8-inch VCP main sewer line along Santa Monica Boulevard. The existing sewer main line, lateral connections and manholes are shown on Figure 2 below. This existing main sewer line is owned and operated by the City of West Hollywood.

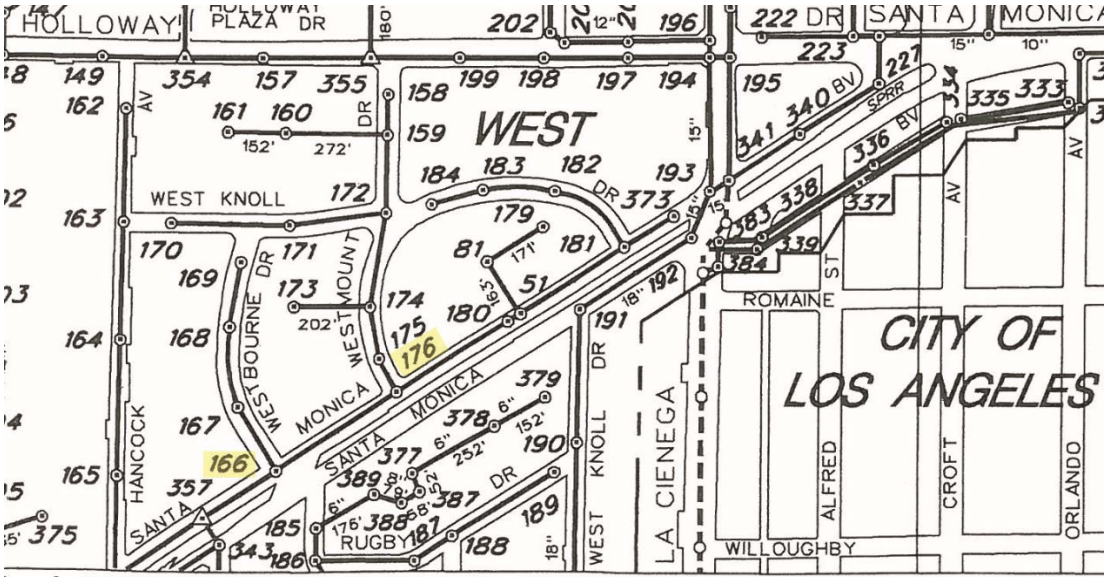
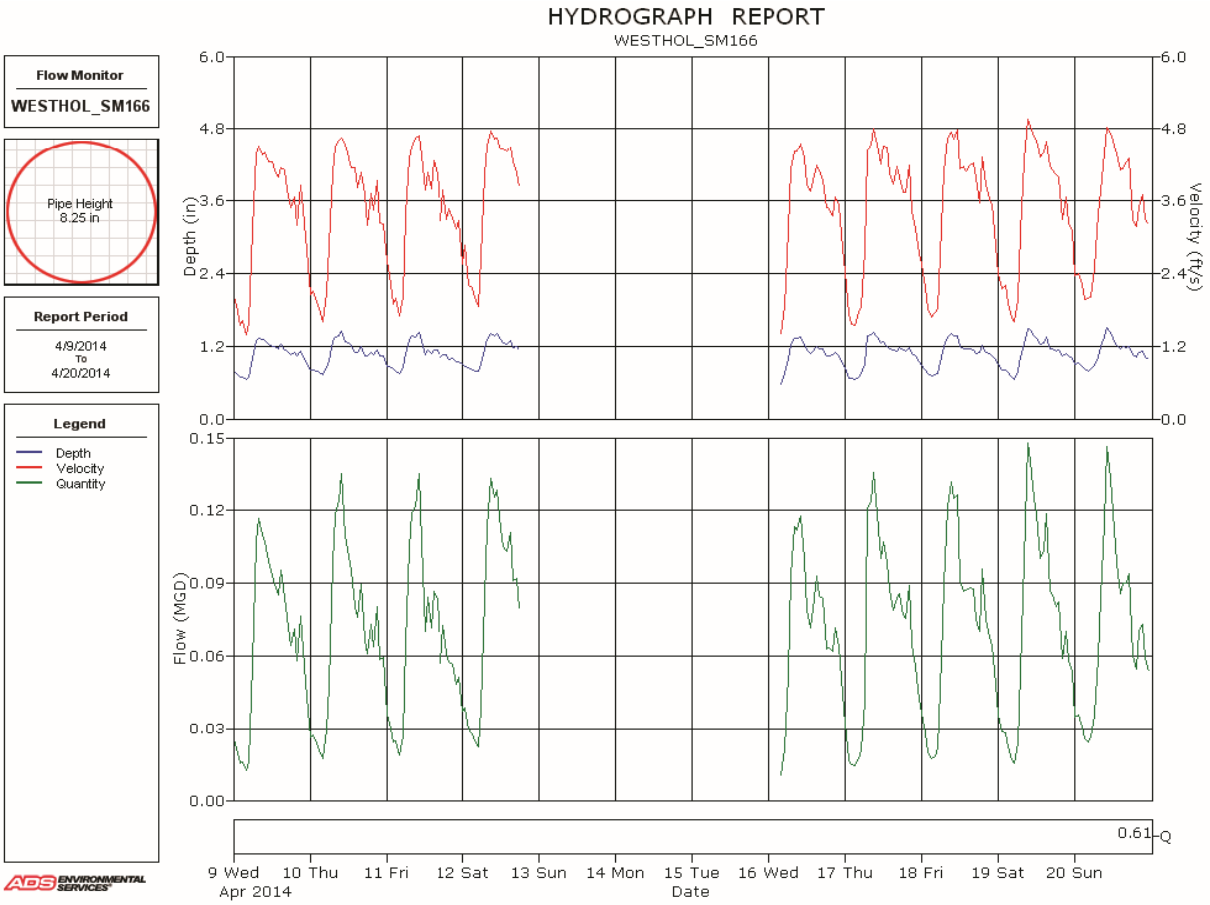


Figure 2. ***Existing Sewer Connections and Manholes***

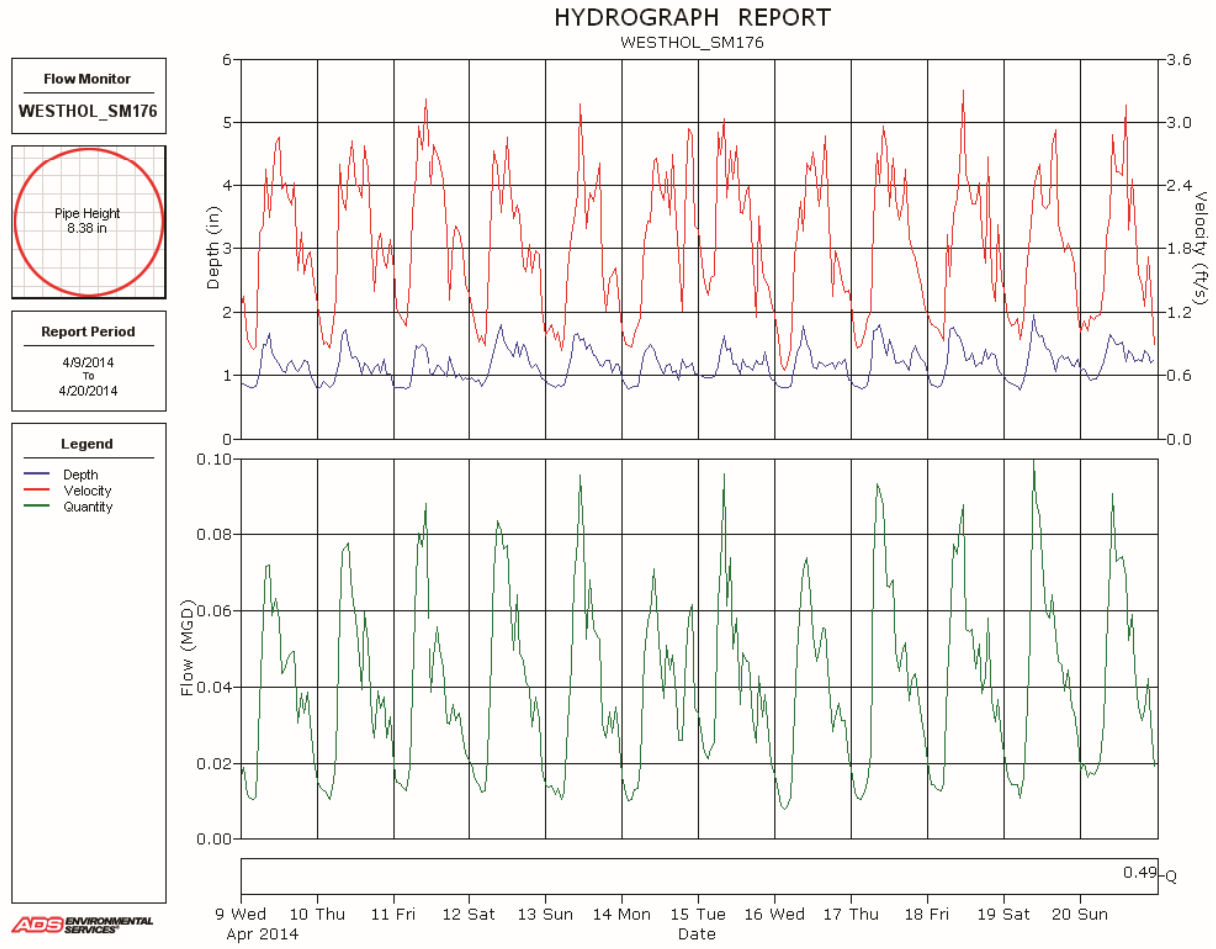
B. 7-Day Flow Monitoring

A 7-day flow monitoring study was conducted by ADS Environmental Services to analyze the existing flow of the sewer mainlines serving the proposed development. Flow tests were conducted on the sanitary sewer lines on Santa Monica Boulevard. During the study, conducted from April 9th to April 20th, 2014, existing sewer flow was tested with Peak Doppler Monitors at two locations downstream of the potential sewer lateral. The first test was conducted at Sewer Manhole "SM166", located at the intersection of Santa Monica Boulevard and Westbourne Drive. The location of manholes to be monitored was determined pursuant to the direction given by the City of West Hollywood during the acquirement of the monitoring permit on March 26, 2014. Figure 3 provides a summary of the sewer flow monitoring and observed flow conditions. A second test was conducted at Sewer Manhole "SM176", located at the intersection of Santa Monica Boulevard and Westmount Drive. Figure 4 provides a summary of the sewer flow monitoring and observed flow conditions. Figure 2 shows the location of these manholes.



SM#166 Observed Flow Conditions				
Item	**Depth (in)**	**Velocity (ft/s)**	**Quantity**	
			(MGD)	**(CFS)**
Average	1.07	3.47	0.072	0.11140
Minimum	0.50	1.08	0.008	.012378
Maximum (Peak)	1.91	5.88	0.251	0.38835

Figure 3. GRAPHICAL AND TABULAR SUMMARY OF SANTA MONICA BOULEVARD SMH #166 SEWER FLOW MONITORING



SM#176 Observed Flow Conditions				
Item	**Depth (in)**	**Velocity (ft/s)**	**Quantity**	
			(MGD)	**(CFS)**
Average	1.17	1.84	0.041	.06344
Minimum	0.66	0.42	0.005	.00774
Maximum (Peak)	2.55	4.35	0.201	.31099

Figure 4. GRAPHICAL AND TABULAR SUMMARY OF SANTA MONICA BOULEVARD SMH #176 SEWER FLOW MONITORING

C. Existing Site Flow Generated

The calculated flow demand produced from the existing site will be based off the chart in the "City of West Hollywood Department of Public Works Engineering Division Sewer Capacity Study Requirements" (See Appendix I for detailed chart). Table 1 summarizes the total GPD generated per each existing user category in the aforementioned table. To determine the maximum peak flow rate for sewer diameters less than 15 inches, a peaking factor of 2.5 was used per City of West Hollywood requirements. The calculated existing site peak flow rate (Q_{PF}) equates to 0.02635 CFS (See Appendix III for detailed Sewer Capacity Calculations).

No. of Units	Unit Type	User Category	Flow Per Unit (Gallons Per Day)	Total
4058	1,000 ft^2	Gymnasium (Health/Fitness)	250	1,014.50 GPD
32	Seat	Restaurant: Full Service (Indoor Seating)	30	960 GPD
37	Seat	Restaurant: Full Service (Outdoor Seating)	18	666 GPD
21,130	1,000 ft^2	Auto Parking	20	422.60 GPD
10,426	1000 ft^2	Store (Retail)	80	834.08 GPD
4	EA Unit	Residential: Single Family Detached – 2 Bedroom	180	720 GPD
4,211	1,000 ft^2	Office	150	631.65 GPD
6,218	1,000 ft^2	Beauty Parlor (Hair Salon/Facial)	280	1,741.04 GPD
Total Existing Flow Rate				**6,989.87 GPD** **0.01081 CFS**
Total Existing Peak Flow Rate ($Q_{PF-EXIST}$) (X 2.5 Peaking Factor)				**0.02703 CFS**

TABLE 1. TABULAR SUMMARY OF EXISTING USER CATEGORIES AND MEAN LOADING

5. Proposed Flow Generation

A. Proposed Land Use

The proposed development will consist of a combination of the following categories:

- 111 residential apartments.
- 12 live/work units.
- 113,225 square feet of auto parking/garage.
- 6,711 square feet of office space.
- Indoor seating restaurant with 98 seats.
- 3,643 square feet of hair salon.
- 14,488 square feet of retail space.
- 4,777 square feet of storage.
- 833 square feet of lobby area.
- 892 square feet of recreation room.

Live/work flow units were calculated using GPD of residential apartments with one bedroom and recreation units were calculated using GPD for a lounge.

B. Proposed Site Flow Generation

Table 2 summarizes the appropriate user categories and mean loading for the mixed-used development using values taken from the County Sanitation District No. 4 of Los Angeles County Mean Loading table. Based on the amount of residential units, square footage of commercial usage and proposed site usage, the average proposed sewer flow calculated from the proposed site is 25,288.03 gallons per day or 0.03913 CFS. To determine the maximum peak flow rate for sewer diameters less than 15 inches, a peaking factor of 2.5 was used per City of West Hollywood requirements. The calculated proposed site peak flow rate (Q_{PF}) equates to 0.09783 CFS (See Appendix III for detailed Sewer Capacity Calculations).

No. of Units	Unit Type	User Category	Flow Per Unit (Gallons Per Day)	Total
47	EA Unit	Residential Apartment - 1 Bedroom	120	5,640.00 GPD
64	EA Unit	Residential Apartment - 2 Bedroom	160	10,240.00 GPD
12	EA Unit	Residential Apartment - Live/Work	120	1,440.00 GPD
113,225	1,000 ft^2	Auto Parking	20	2,264.50 GPD
98	Seat	Restaurant: Full Service (Indoor Seating)	30	2,940.00 GPD
3,643	1,000 ft^2	Hair salon	100	364.30 GPD
6,711	1,000 ft^2	Office	150	1,006.65 GPD
14,488	1,000 ft^2	Retail	80	1,159.04 GPD
4,777	1,000 ft^2	Storage	20	95.54 GPD
833	1,000 ft^2	Lobby of Residential	80	66.64 GPD
892	1,000 ft^2	Residential Recreation Room (Lounge)	80	71.36 GPD
Total Proposed Flow Rate				**25,288.03 GPD**
				0.03913 CFS
Total Proposed Peak Flow Rate ($Q_{PF\text{-}PROPOSED}$) (X 2.5 Peaking Factor)				**0.09783 CFS**

TABLE 2. TABULAR SUMMARY OF PROPOSED USER CATEGORIES AND MEAN LOADING

6. Conclusion

Peak sewer flow post development was determined by adding the monitored existing maximum flow to the factored proposed peak flow and then reducing the factored existing peak flow from the demolished site. The peak sewer flow post development was then compared to the sewer pipe capacity to determine adequacy of the existing pipe (See Appendix III for detailed calculation.)

As shown on Table 3, the sewer main at sewer manhole #176 has a sewer pipe capacity of 0.88 CFS while the demand of the post development peak flow rate equals 0.38 CFS. The demand from the new development does not exceed the capacity of the existing sewer main (D/C = 43%)*.

Also per Table 3, the sewer main at sewer manhole #166 has a sewer pipe capacity of 0.90 CFS while the demand of the post development peak flow rate equals 0.45 CFS. The demand from the new development does not exceed the capacity of the existing sewer main (D/C = 50%)*.

Despite the increase in sewer flow from the new development, the existing sanitary sewer system owned and operated by the City of West Hollywood will not be detrimentally affected by the additional flow. The existing sewer system is adequately sized to handle peak flow generated by the new development without impacting the existing sewer capacity. Applicant/Developer to replace the existing sewer, between manholes 81 to 179, with installation of a new sewer which will be placed partially within proposed Development's parking garage. Also new manhole and cleanouts, accessible to maintenance crew, will be built by Applicant/Developer per City specifications. Sewer service to buildings at 8562 West Knoll will be maintained during construction.

Prior to issuance of building permits, the applicant shall have a Civil Engineer licensed to practice in the State of California prepare sewer plans to the satisfaction of the City Engineer for replacement of the sewer line between manholes 81 and 179, including installation of a new sewer which will be partially within the proposed development's parking garage, with a new manhole and cleanouts which are accessible to the City's maintenance crew.

Prior to issuance of the certificate of occupancy, the applicant shall complete construction of the new sewer as well as dedicate to the City easements for access and maintenance of the new sewer.

* *D/C = Demand-Capacity Ratio*

Sewer Manhole	Size (in)	Inlet Pipe Slope	7-Day Sewer Flow Monitoring		LA County Sanitation District 4 Table		Sewer Pipe Capacity @ D/d = 0.5 $Q_{CAP\ (CFS)}$	Proposed Peak Flow Q_{PF}= 2.5 X Q_{AF} (CFS)	Peak Sewer Flow Post Development (CFS)
			Existing Sewer Ave. Flow Q_{exist} (CFS)	Existing Sewer Peak Flow (CFS) $Q_{EXIST-PEAK}$	Average Daily Proposed Flow Rate Q_{AF} (CFS)	Average Daily Existing Flow Rate $Q_{EXIST-AF}$ (CFS)			
SM #176	8	2.12%	0.06344	0.31099	0.03624	0.01054	0.88	0.09061	0.38
SM # 166	8	2.20%	0.11140	0.38835	0.03624	0.01054	0.90	0.09061	0.45

TABLE 3. TABULAR SUMMARY OF SEWER CAPACITY ANALYSIS

Los Angeles County
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Appendix I: City of West Hollywood Sewer Capacity Study Requirements &

Los Angeles County Bureau of Sanitation District User Categories and Loading

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City of West Hollywood
California 1984

City of West Hollywood
Department of Public Works
Engineering Division

Sewer Capacity Study Requirements

1. The sewer capacity study shall be certified by a California licensed Civil Engineer.

2. Project Description: The study should have a project description describing what is being proposed on the development site. The current land uses and proposed land uses of the development shall also be indentified.

3. Site Description: The site description shall describe the project's location, the approximate acreage of the project site, and contain a vicinity map to identify the project's location.

4. Existing Sewer Pipe Capacity Analysis: This section shall identify any existing connections to the sewer system. A 7-day flow monitoring study will be required to obtain the existing flow capacity. This shall be done at the downstream sewer manhole, or at a location that makes sense to adequately determine existing flow capacity. Additional monitoring locations may be required to verify downstream capacity of the local sewer network as well as if the project will connect to a nearby trunk line. The City of Los Angeles sewers located downstream may be impacted by a proposed development project. Therefore, the sewer study may need to include monitoring locations in the City of Los Angeles. The existing average daily flow (Q_{exist}) and peak flow shall be determined in cubic feet per second.

5. Proposed Flow Generation: This section shall include the proposed land use(s). Flow generation shall be determined by the user category that most closely matches the County Sanitation District No. 4 of Los Angeles County mean loading table. This will determine your average daily flow (Q_{AF}) in gallons per day (gpd) that shall then be converted to cubic feet per second (cfs).

   The City of West Hollywood was an unincorporated area of Los Angeles County until 1984; therefore the sewer system was designed to the County of Los Angeles Department of Public Works standards, where all pipes are designed for peak flow.

   $n = 0.013$
   $D/d \leq 0.50$ for $d \leq 15$"
   $D/d \leq 0.75$ for $d > 15$"

   These assumptions will determine the Q_{cap} = Sewer pipe capacity.

The peak flow (Q_{PF}) for this study shall be calculated in cubic feet per second (cfs) by $Q_{PF} = 2.5 \times Q_{AF}$ where 2.5 is the peaking factor used to determine the maximum peak flow rate for sewer diameters less than 15". The peaking factor shall be 2.0 for diameters greater than 15".

6. Conclusion: The conclusion shall identify the sewer capacity of the pipe as a flow rate (Q_{cap}). The calculations shall demonstrate that the sewer mainline has the capacity for the existing flow and the added flow at average and peak conditions. If the sewer is found to be inadequate, recommendations shall be provided to handle the increase in sewer flow. If this is a large site that has several sewer connection options, the conclusion shall address those options and make a recommendation for the project. The recommendations will be incorporated into the mitigation measures for the project.

SANITATION DISTRICT NO. 4

CONNECTION FEE LOADINGS, CAPACITY UNITS, AND UNIT RATES

July 1, 2013 - June 30, 2014

CATEGORY	UNIT OF USAGE	FLOW (GPD)	LOADINGS COD (PPD)	LOADINGS SS (PPD)	CAPACITY UNITS	CHARGE
Acupuncture Office/Clinic	1000 ft²	150	0.16	0.10	0.48	821.00
Arcade - Video Games	1000 ft²	80	0.10	0.10	0.28	479.00
Auditorium	Seat	4	0.01	0.01	0.02	34.00
Auto Parking	1000 ft²	20	0.03	0.03	0.07	120.00
Auto Body/Mech. Repair Shop	1000 ft²	80	0.12	0.19	0.31	530.00
Bakery	1000 ft²	280	2.34	1.40	2.16	3,694.00
Bank: Headquarters	1000 ft²	150	0.16	0.10	0.48	821.00
Bank: Branch	1000 ft²	80	0.10	0.10	0.28	479.00
Banquet Room/Ballroom	1000 ft²	800	6.67	4.00	6.17	10,551.00
Bar: Cocktail, Fixed Seat	Seat	18	0.03	0.03	0.07	120.00
Bar: Juice, No Baking Facilities	1000 ft²	120	0.20	0.20	0.45	770.00
Bar: Juice, With Baking Facilities	1000 ft²	280	2.34	1.40	2.16	3,694.00
Bar: Cocktail, Public Table Area	1000 ft²	500	4.17	2.50	3.86	6,584.00
Barber Shop	1000 ft²	100	0.13	0.13	0.35	599.00
Beauty Parlor	1000 ft²	280	0.35	0.35	0.97	1,659.00
Bldg. Const/Field Office	Office	150	0.19	0.19	0.52	889.00
Bowling Alley: Alley, Lanes & Lobby Area	1000 ft²	80	0.10	0.10	0.28	479.00
Cafeteria: Fixed Seat	Seat	30	0.25	0.15	0.23	393.00
Car Wash: Wand Type	1000 ft²	700	3.00	1.58	3.56	6,086.00
Car Wash: Tunnel - Recycling Type	1000 ft²	2,700	11.74	6.16	13.83	23,649.00
Car Wash: Tunnel - Non-Recycling Type	1000 ft²	3,700	15.86	8.33	18.82	32,182.00
Chapel: Fixed Seat	Seat	4	0.01	0.01	0.02	34.00
Chiropractic Office	1000 ft²	150	0.16	0.10	0.48	821.00
Church: Fixed Seat	Seat	4	0.01	0.01	0.02	34.00
Church School: Day Care/Elem	Occupant	8	0.01	0.01	0.03	51.00
Church School: One Day Use	1000 ft²	200	0.22	0.17	0.65	1,112.00
Cocktail Lounge: Fixed Seat	Seat	18	0.03	0.03	0.07	120.00
Coffee House: No Pastry Baking/Food Prep	1000 ft²	120	0.20	0.20	0.45	770.00
Coffee House: Pastry Baking Only	1000 ft²	280	2.34	1.40	2.16	3,694.00
Coffee House: Serves Prepared Food	Seat	30	0.25	0.15	0.23	393.00
Cold Storage: No Sales	1000 ft²	20	0.03	0.03	0.07	120.00
Cold Storage: Retail Sales	1000 ft²	80	0.10	0.10	0.28	479.00
Comfort Station: Public	Fixture	100	0.13	0.13	0.35	599.00
Commercial Use	1000 ft²	80	0.10	0.10	0.28	479.00
Community Center	Occupant	4	0.01	0.01	0.02	34.00
Counseling Center	1000 ft²	150	0.16	0.10	0.48	821.00
Credit Union	1000 ft²	150	0.19	0.19	0.52	889.00
Dairy: Retail Area	1000 ft²	80	0.10	0.10	0.28	479.00
Dancing Area (of Bars or Nightclub)	1000 ft²	600	1.60	1.00	2.27	3,882.00
Dance Studio	1000 ft²	80	0.10	0.10	0.28	479.00
Dental Office/Clinic	1000 ft²	250	0.27	0.17	0.80	1,368.00
Doughnut Shop	1000 ft²	280	2.34	1.40	2.16	3,694.00
Drug Rehabilitation Center	1000 ft²	150	0.16	0.10	0.48	821.00
Equipment Booth	1000 ft²	20	0.03	0.03	0.07	120.00
Film Processing - 1 Hour Photo, Etc.	1000 ft²	100	0.13	0.13	0.35	599.00
Gas Station: Self Service	Fixture	100	0.15	0.23	0.39	667.00
Gas Station: Four Bays Max.	Station	430	0.65	1.00	1.69	2,890.00
Gymnasium - Basketball, Volleyball	1000 ft²	250	0.31	0.31	0.86	1,471.00
Hanger (Aircraft)	1000 ft²	80	0.12	0.19	0.31	530.00
Health Club/Spa	1000 ft²	800	1.00	1.00	2.77	4,737.00
Homeless Shelter	Bed	75	0.13	0.13	0.29	496.00
Hospital: Convalescent	Bed	75	0.16	0.06	0.28	479.00

X = 0.6567 Y = 0.1992 Z = 0.1441 Connection Fee Rate = $1,710.00

* Including, but not limited to, Convention Center, Fairground, Racetrack, Sports Stadium/Arena

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SANITATION DISTRICT NO. 4

CONNECTION FEE LOADINGS, CAPACITY UNITS, AND UNIT RATES

July 1, 2013 - June 30, 2014

CATEGORY	UNIT OF USAGE	LOADINGS			CAPACITY UNITS	CHARGE
		FLOW (GPD)	COD (PPD)	SS (PPD)		
Hospital: Animal	1000 ft²	280	0.35	0.35	0.97	1,659.00
Hotel: Use Guest Rooms Only	Room	130	0.34	0.13	0.52	889.00
Jail	Inmate	85	0.22	0.09	0.34	581.00
Kennel: Dog Kennel/Open	1000 ft²	100	0.13	0.13	0.35	599.00
Laundromat	Machine	170	0.21	0.16	0.57	975.00
Library: Public Area	1000 ft²	80	0.10	0.10	0.28	479.00
Library: Stacks, Storage	1000 ft²	25	0.03	0.03	0.09	154.00
Lobby Of Retail Area	1000 ft²	80	0.10	0.10	0.28	479.00
Lodge Hall	Seat	4	0.01	0.01	0.02	34.00
Lounge	1000 ft²	80	0.13	0.13	0.30	513.00
Machine Shop	1000 ft²	80	0.10	0.10	0.28	479.00
Manufacturing (Dry) Facility	1000 ft²	80	0.10	0.10	0.28	479.00
Massage Parlor	1000 ft²	275	0.34	0.34	0.95	1,625.00
Medical Building	1000 ft²	250	0.27	0.17	0.80	1,368.00
Medical: Lab In Hospital	1000 ft²	250	0.69	0.31	1.03	1,761.00
Medical Office/Clinic	1000 ft²	250	0.27	0.17	0.80	1,368.00
Mini-Mall	1000 ft²	80	0.40	0.27	0.46	787.00
Mortuary: Chapel	Seat	4	0.01	0.01	0.02	34.00
Mortuary: Embalming	1000 ft²	715	4.77	4.77	5.39	9,217.00
Mortuary: Living Area	1000 ft²	80	0.14	0.14	0.31	530.00
Motel: Use Guest Rooms Only	Room	130	0.34	0.13	0.52	889.00
Museum: All Area	1000 ft²	20	0.03	0.03	0.07	120.00
Museum: Office Over 15%	1000 ft²	150	0.19	0.19	0.52	889.00
Museum: Sales Area	1000 ft²	80	0.10	0.10	0.28	479.00
Office Building	1000 ft²	150	0.16	0.10	0.48	821.00
Office Bldg W/ Cooling Tower	1000 ft²	180	0.16	0.10	0.56	958.00
Pool Hall (No Alcohol)	1000 ft²	80	0.10	0.10	0.28	479.00
Post Office: Full Service	1000 ft²	150	0.19	0.19	0.52	889.00
Post Office: Private Mail Box Rental	1000 ft²	80	0.10	0.10	0.28	479.00
Prisons	Inmate	175	0.45	0.18	0.69	1,180.00
Residential Dorm: College Or Residential	Student	75	0.13	0.13	0.29	496.00
Residential: Boarding House	Bed	75	0.13	0.13	0.29	496.00
Residential: Apt - Bachelor	Dwelling Unit	80	0.14	0.14	0.31	530.00
Residential: Apt - 1 Bedroom	Dwelling Unit	120	0.22	0.21	0.47	804.00
Residential: Apt - 2 Bedroom	Dwelling Unit	160	0.29	0.27	0.62	1,060.00
Residential: Apt - 3 Bedroom	Dwelling Unit	200	0.36	0.34	0.77	1,317.00
Residential: Apt - >3 Bedroom	Additional Bdrm	40	0.07	0.07	0.15	257.00
Residential: Condo - 1 Bedroom	Dwelling Unit	120	0.22	0.21	0.47	804.00
Residential: Condo - 2 Bedroom	Dwelling Unit	160	0.29	0.27	0.62	1,060.00
Residential: Condo - 3 Bedroom	Dwelling Unit	200	0.36	0.34	0.77	1,317.00
Residential: Condo - >3 Bedroom	Additional Bdrm	40	0.07	0.07	0.15	257.00
Residential: Duplex/Townhse/SFD - 1 Bdrm	Dwelling Unit	130	0.23	0.22	0.50	855.00
Residential: Duplex/Townhse/SFD - 2 Bdrm	Dwelling Unit	180	0.32	0.31	0.69	1,180.00
Residential: Duplex/Townhse/SFD - 3 Bdrm	Dwelling Unit	230	0.41	0.39	0.88	1,505.00
Residential: Duplex/Townhse/SFD - >3 Bdrm	Additional Bdrm	50	0.09	0.09	0.19	325.00
Residential Room Addition: Bedroom	Bedroom	50	0.09	0.09	0.19	325.00
Residential Room Conversion: Into A Bdrm	Bedroom	50	0.09	0.09	0.19	325.00
Residential: Mobile Home	Dwelling Unit	160	0.29	0.27	0.62	1,060.00
Residential: Artist (2/3 Area)	Dwelling Unit	250	0.45	0.43	0.96	1,642.00
Residential: Artist Residence	Dwelling Unit	80	0.14	0.14	0.31	530.00
Residential: Guest Home w/ Kitchen	me As Residential Apartmer	0	0.00	0.00	0.00	.00
Residential: Guest Home w/o Kitchen	Bedroom	50	0.06	0.06	0.17	291.00
Rest Home	Bed	75	0.16	0.06	0.28	479.00

X = 0.6567 Y = 0.1992 Z = 0.1441 Connection Fee Rate = $1,710.00

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SANITATION DISTRICT NO. 4

CONNECTION FEE LOADINGS, CAPACITY UNITS, AND UNIT RATES

July 1, 2013 - June 30, 2014

CATEGORY	UNIT OF USAGE	LOADINGS			CAPACITY UNITS	CHARGE
		FLOW (GPD)	COD (PPD)	SS (PPD)		
Restaurant: Drive-In	Stall	40	0.33	0.20	0.31	530.00
Restaurant: Drive-In	Seat	20	0.17	0.10	0.16	274.00
Restaurant: Fast Food - Indoor Seat	Seat	20	0.17	0.10	0.16	274.00
Restaurant: Fast Food - Outdoor Seat	Seat	12	0.10	0.06	0.09	154.00
Restaurant: Full Service - Indoor Seat	Seat	30	0.25	0.15	0.23	393.00
Restaurant: Full Service - Outdoor Seat	Seat	18	0.15	0.09	0.14	239.00
Restaurant: Take-Out	1000 ft²	300	2.50	1.50	2.31	3,950.00
Retail Area	1000 ft²	80	0.10	0.10	0.28	479.00
Rifle Range: Shootin Stalls & Lanes, Lobby	1000 ft²	80	0.10	0.10	0.28	479.00
School: Arts/Dancing/Music	1000 ft²	80	0.09	0.07	0.26	445.00
School: Day Care Center	Child	8	0.01	0.01	0.03	51.00
School: Elementary/Jr. High	Student	8	0.01	0.01	0.03	51.00
School: High School	Student	12	0.01	0.01	0.04	68.00
School: Kindergarten	1000 ft²	200	0.22	0.17	0.65	1,112.00
School: Martial Arts	1000 ft²	80	0.09	0.07	0.26	445.00
School: Nursery-Day Care	Child	8	0.01	0.01	0.03	51.00
School: Special Class	Student	8	0.01	0.01	0.03	51.00
School: Trade Or Vocational	Student	12	0.01	0.01	0.04	68.00
School: Training	Student	12	0.01	0.01	0.04	68.00
School: University/College	Student	18	0.02	0.02	0.06	103.00
School: Dormitory	Student	75	0.13	0.13	0.29	496.00
School: Stadium, Pavilion	Seat	4	0.01	0.01	0.02	34.00
Storage: Building/Warehouse	1000 ft²	20	0.03	0.03	0.07	120.00
Storage: Self Storage Bldg.	1000 ft²	20	0.03	0.03	0.07	120.00
Store: Ice Cream/Yogurt	1000 ft²	80	0.67	0.40	0.62	1,060.00
Store: Retail	1000 ft²	80	0.10	0.10	0.28	479.00
Studio: Film/TV - Audience Viewing Room	Seat	4	0.01	0.01	0.02	34.00
Studio: Film/TV - Regular Use-Indoor Filming Ar	1000 ft²	80	0.10	0.10	0.28	479.00
Studio: Film/TV - Industrial Use (Domestic)	1000 ft²	80	0.10	0.10	0.28	479.00
Studio: Recording	1000 ft²	80	0.10	0.10	0.28	479.00
Tanning Salon: Independent, No Shower	1000 ft²	80	0.10	0.10	0.28	479.00
Tanning Salon: Within A Health Spa/Club	1000 ft²	800	1.00	1.00	2.77	4,737.00
Theater: Drive-In	Vehicle	10	0.01	0.01	0.03	51.00
Theater: Live/Music/Opera	Seat	4	0.01	0.01	0.02	34.00
Theater: Cinema	Seat	4	0.01	0.01	0.02	34.00
Tract: Commercial/Residential	Acre	1	0.00	0.00	0.00	.00
Trailer - Const/Field Office	Office	150	0.19	0.19	0.52	889.00
Veterinary Clinic/Office	1000 ft²	280	0.30	0.19	0.90	1,539.00
Warehouse	1000 ft²	20	0.03	0.03	0.07	120.00
Waste Dump: Recreational	Station	430	0.54	0.54	1.49	2,548.00
Wine Tasting Room: Kitchen	1000 ft²	215	0.27	0.27	0.75	1,283.00
Wine Tasting Room: All Area	1000 ft²	80	0.10	0.10	0.28	479.00
Fourplex	Parcel	624	2.92	1.40	3.28	5,609.00

X = 0.6567 Y = 0.1992 Z = 0.1441 Connection Fee Rate = $1,710.00

* Including, but not limited to, Convention Center, Fairground, Racetrack, Sports Stadium/Arena

VCA ENGINEERS, INC.
QUALITY SERVICE COMMITMENT
CIVIL ▪ STRUCTURAL
MBE ▪ DBE ▪ SBE

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Appendix II: City of West Hollywood Sewer As-Built

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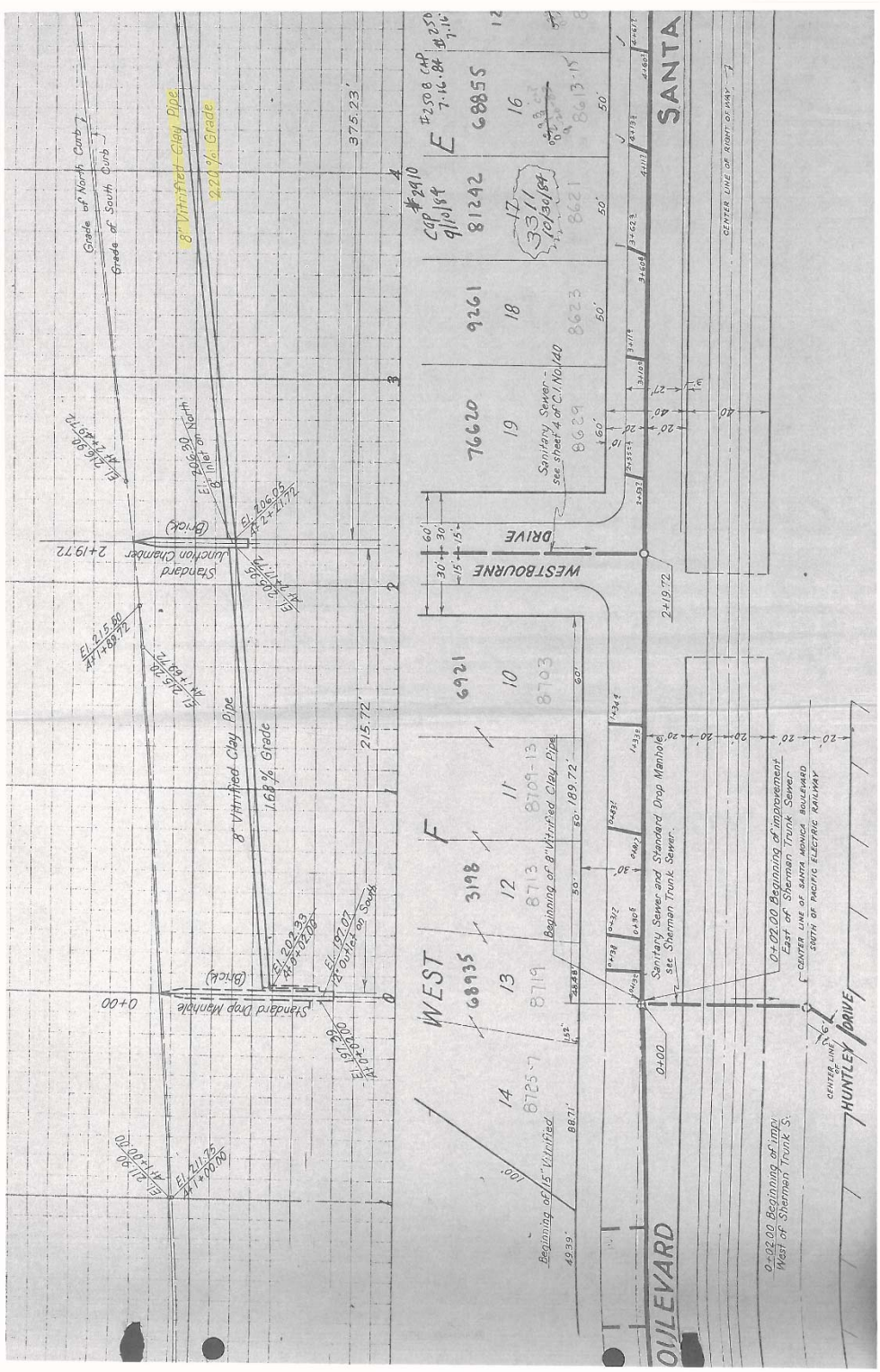

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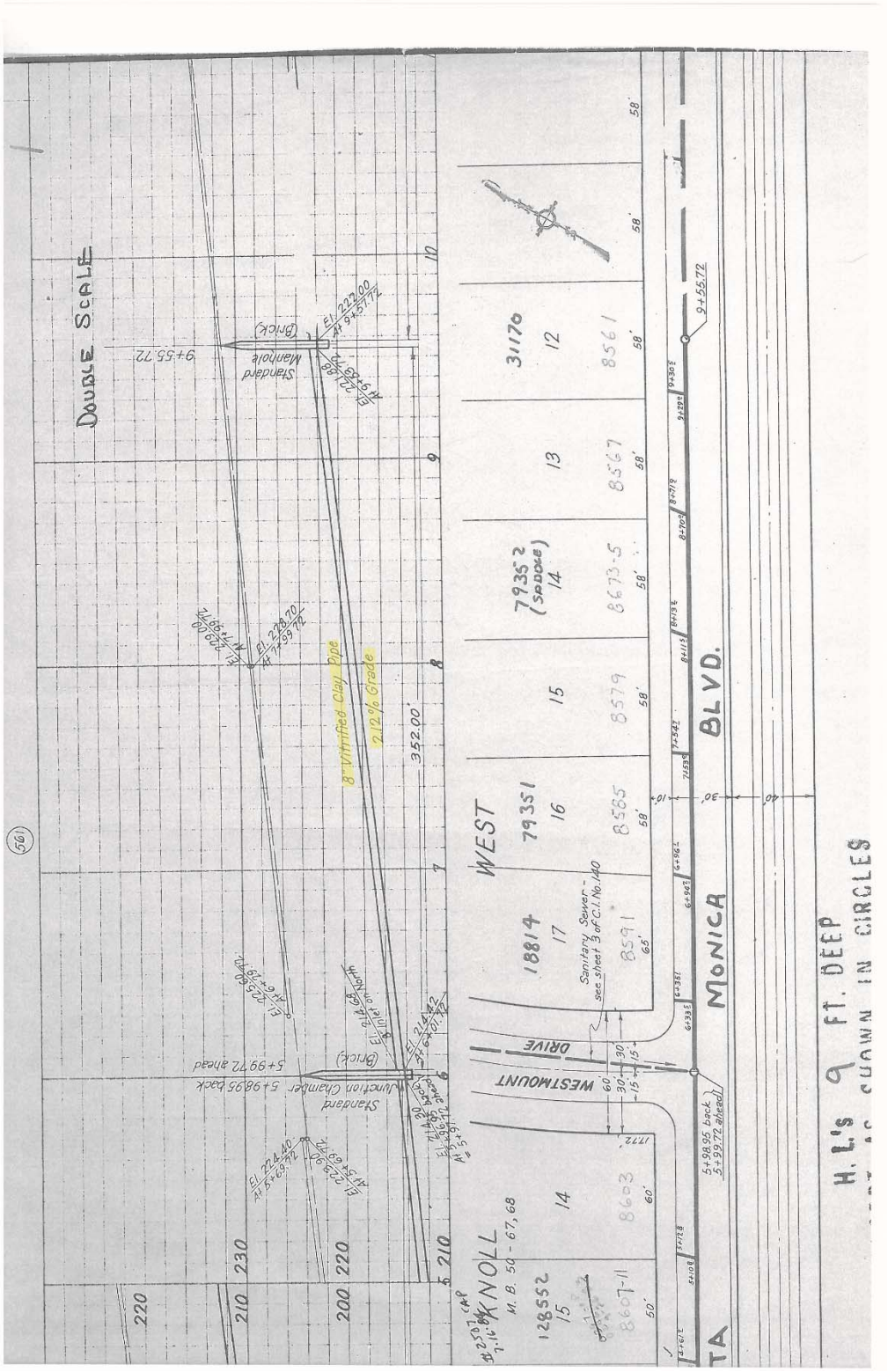

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Appendix III: Sewer Capacity Calculations

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Project: 8555 Santa Monica Blvd.
Project Number: 1082-114
Developer: Soto Capital, LP

Santa Monica Boulevard Sewer Manhole #176 Capacity Calculations

Manhole Location:	Santa Monica Boulevard & Westmount Drive
Existing Pipe Size:	8 inches
Existing Material:	Vitrified Clay Pipe
Pipe Area:	.349066 SF
Date of Flow Test:	04/09/2014 – 04/20/2014
Sewer Design Capacity:	**0.88 CFS**
	568,761 gal/day

Existing Sewer Monitoring Average Flow (Q_{EXIST})

Calculated Average Flow (Gallons/Day):

Average Flow Condition 0.041 MGD

41,000 gal/day x 0.133681 ft^3/gal x $1.1574x10^{-5}$ sec/day = **0.06344 CFS**

Existing Sewer Monitoring Maximum Flow

Calculated Maximum Flow (Gallons/Day):

Maximum Flow Condition 0.201 MGD

201,000 gal/day x 0.133681 ft^3/gal x $1.1574x10^{-5}$ sec/day = **0.31099 CFS**

Existing Site Flow Rate

Calculated Average Flow (Gallons/Day):

6,809.87 gal/day x 0.133681 ft^3/gal x $1.1574x10^{-5}$ sec/day = **0.01054 CFS**

* Apply Peak Factor of 2.5 per City of West Hollywood for d < 15”

Q_{PF} = 0.01054 CFS X 2.5

= **0.02635 CFS**

Proposed New Site Sewer Flow (Q_{AF})

Calculated Average Flow (Gallons/Day):

25,288.03 gal/day x 0.133681 ft^3/gal x $1.1574x10^{-5}$ sec/day = **0.03913 CFS**

* Apply Peak Factor of 2.5 per City of West Hollywood for d < 15"

Q_{PF} = 0.03913 CFS X 2.5

= **0.09783 CFS**

Peak Sewer Flow Post Development

Post Development Flow = Existing Sewer Max Flow - Existing Peak Flow + Proposed Peak Flow

= 0.31099 CFS - 0.02635 CFS + 0.09783 CFS

Post Development Flow = **0.38247 CFS**

Peak Sewer Flow Post Development and Sewer Pipe Capacity Comparison

Post Development Flow < Sewer Pipe Capacity (Q_{CAP})

0.38247 CFS < 0.88 CFS **O.K.**

Project: 8555 Santa Monica Blvd.
Project Number: 1082-114
Developer: Soto Capital, LP

Santa Monica Boulevard Sewer Manhole #166 Capacity Calculations

Manhole Location:	Santa Monica Boulevard & Westbourne Drive
Manhole No.:	SM# 166
Existing Pipe Size:	8 inches
Existing Material:	Vitrified Clay Pipe
Pipe Area:	.349066 SF
Date of Flow Test:	04/09/2014 – 04/20/2014
Sewer Design Capacity:	**0.90 CFS**
	568,761 gal/day

Existing Sewer Monitoring Average Flow (Q_{EXIST})

Calculated Average Flow (Gallons/Day):

Average Flow Condition 0.072 MGD

72,000 gal/day x 0.133681 ft^3/gal x $1.1574x10^{-5}$ sec/day = **0.11140 CFS**

Existing Sewer Monitoring Maximum Flow

Calculated Maximum Flow (Gallons/Day):

Maximum Flow Condition 0.251 MGD

251,000 gal/day x 0.133681 ft^3/gal x $1.1574x10^{-5}$ sec/day = **0.38835 CFS**

Existing Site Flow Rate

Calculated Average Flow (Gallons/Day):

6,809.87 gal/day x 0.133681 ft^3/gal x $1.1574x10^{-5}$ sec/day = **0.01054 CFS**

* Apply Peak Factor of 2.5 per City of West Hollywood for d < 15”

Q_{PF} = 0.01054 CFS X 2.5

= **0.02635 CFS**

Proposed New Site Sewer Flow (Q_{AF})

Calculated Average Flow (Gallons/Day):

25,288.03 gal/day x 0.133681 ft^3/gal x $1.1574x10^{-5}$ sec/day = **0.03913 CFS**

* Apply Peak Factor of 2.5 per City of West Hollywood for d < 15"

Q_{PF} = 0.03913 CFS X 2.5

= **0.09783 CFS**

Peak Sewer Flow Post Development

Post Development Flow = Existing Sewer Max Flow - Existing Peak Flow + Proposed Peak Flow

= 0.38835 CFS - 0.02635 CFS + 0.09783 CFS

Post Development Flow = **0.45983 CFS**

Peak Sewer Flow Post Development and Sewer Pipe Capacity Comparison

Post Development Flow < Sewer Pipe Capacity (Q_{CAP})

0.45983 CFS < 0.90 CFS **O.K.**

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